



# **London Borough of Hillingdon**

**The Strategic Climate Action Plan  
Progress Report  
2021 - 2022**

**Pre-Publication Draft  
August 2022**

# Foreword

It's been a little over one year since I asked cabinet to adopt our Strategic Climate Action Plan. In my introduction to that Plan, I spoke of the rapidly changing climate and how the impacts were not some distance challenges in far off places.

We are already suffering the impacts in this borough and this foreword is written at a time of the longest dry spell since 1976, with record temperatures of over 40 degrees Celsius recorded all on the back of serious flood events in the last couple of years. Taking action is essential and the Plan committed the council to various tasks and objectives to do just.

As part of the Plan, I committed to ensuring we provide an annual report that sets out our progress in meeting the ambitious target of carbon neutral operations by 2030 as well the other objectives.

I am pleased to report significant progress has been made against the carbon footprint set out in 2019/2020. We have achieved large scale reductions in our electricity consumption and when factoring in grid supplies from certified renewable energy sources, the emissions associated with this are 90% lower than the baseline.

Gas usage provides a different position. When committing to being carbon neutral by 2030 we needed to learn more about its actual emissions. This meant moving from estimated to automatic gas readings. On a positive note, this means we now have a much clearer position on gas consumption and emissions. Unfortunately, this has meant our reporting shows a 36% higher level of emissions than in the baseline. It is important to note, real time consumption has not increased, we just have more accurate data.

Fortunately, this is captured early in the cycle and allows us to prioritise work in this area for 2022/23.

Overall, we have achieved a 54% saving in actual emissions associated with gas and electricity consumed. This is good progress but is just a part of the plan though. The progress report sets out the work being undertaken across the scope of objectives.

Our primary task was to ensure we have got our own house in order. For 2022/23 we will be working more closely with our residents, schools and businesses, as well as securing more information about our own carbon emissions.

Progress is positive and we will continue to push ourselves and others to make the changes necessary to tackle this climate emergency.

**Councillor Eddie Lavery**  
**Cabinet Member for Residents' Services**

# Introduction

## **The Council's Commitment**

The Council declared a climate emergency in 2020 and set upon a path to achieve carbon neutrality from its own operations by 2030. There are now over 300 local authorities who have declared a climate emergency with varying locally set targets for carbon neutrality.

In July 2021, the Council adopted its own Strategic Climate Action Plan following lengthy consultation and involvement from a diverse range of respondents, including residents, climate action groups and businesses.

The Plan sets out the Council's corporate commitments and key objectives to meet the ambitious 2030 target. It is all set against the Council's vision:

*To become the greenest London borough, to protect and enhance the environment, and to provide a brighter prospect for future generations.*

The plan is further divided into 6 Corporate Climate Commitments and then core objectives set against 9 key themes. The Plan is designed to direct and capture all the work associated with tackling the Climate Emergency in one place.

## **What is the Progress Report?**

Key Theme 9 of the Plan relates to transparency and commits the Council to producing an annual progress report as well as a full review of the plan in 2024.

This progress report is therefore designed to capture the work undertaken during the fiscal year of 2021 to 2022.

The report sets out the updated carbon footprint and identifies a selection of key projects and work that reflect the objectives of the Plan. It also describes the priorities for the next reporting year.

# Updated Baseline

## Background

The 2021 Strategic Climate Action Plan ('the Plan') reported baseline data from the 2019 fiscal year ending in March 2020. This data was based on best practice and the availability of information.

The declaration of the climate emergency has prompted a review of the data collected and in particular to capture information on the full extent of the Council's carbon emissions. It must be noted that the Council is responsible for a wide range of services and activities and reporting tools have not always been consistent with the need to capture carbon related information, for example, the exact type of vehicle, the emissions per mileage and the amount of mileage being recorded.

This means the baseline position for 2019/20 included assumptions which were not reflective of every element of the Council's carbon footprint. Significant attention has been dedicated to resolving this which means that more is understood about the 2019 baseline position. Work continues to provide a more accurate understanding of the full extent of the Council's carbon footprint right down to finer detail such as machinery and equipment used by contractors.

This is a complex piece of work in itself. For example, capturing a specific type of refuse vehicle and exactly how many miles does it cover. This requires changes to reporting methods and data capture that are still being explored.

More is known about the Council's carbon footprint but as set out in the 'Priority' section of this report, it is essential to ensure this information is comprehensively considered, produced and in line with the reporting commitments in the plan and then made available on the Council's website for reasons of transparency.

## Gas

Another area that impacts the baseline position is the use of estimated energy readings as opposed to actual usage. Estimated readings are invariably inconsistent with actual usage and can be significantly out of step. This is particularly pertinent for buildings with large consumption such as the Civic Centre.

Movements from estimated readings, which were prevalent in the 2019/20 baseline, to actual readings have seen some significant movement in carbon emissions particularly at the Civic Centre as explained in the next section.

The Council is moving away from estimated readings which will provide a more accurate understanding of the associated carbon emissions. In the short term this

may appear to artificially inflate the actual carbon footprint against the baseline, but the context is important to understand the true direction of travel. It is essential to understand that an increased carbon footprint associated with actual data does not translate to a greater degree of consumption, for example, extended hours of heating in the Civic Centre.

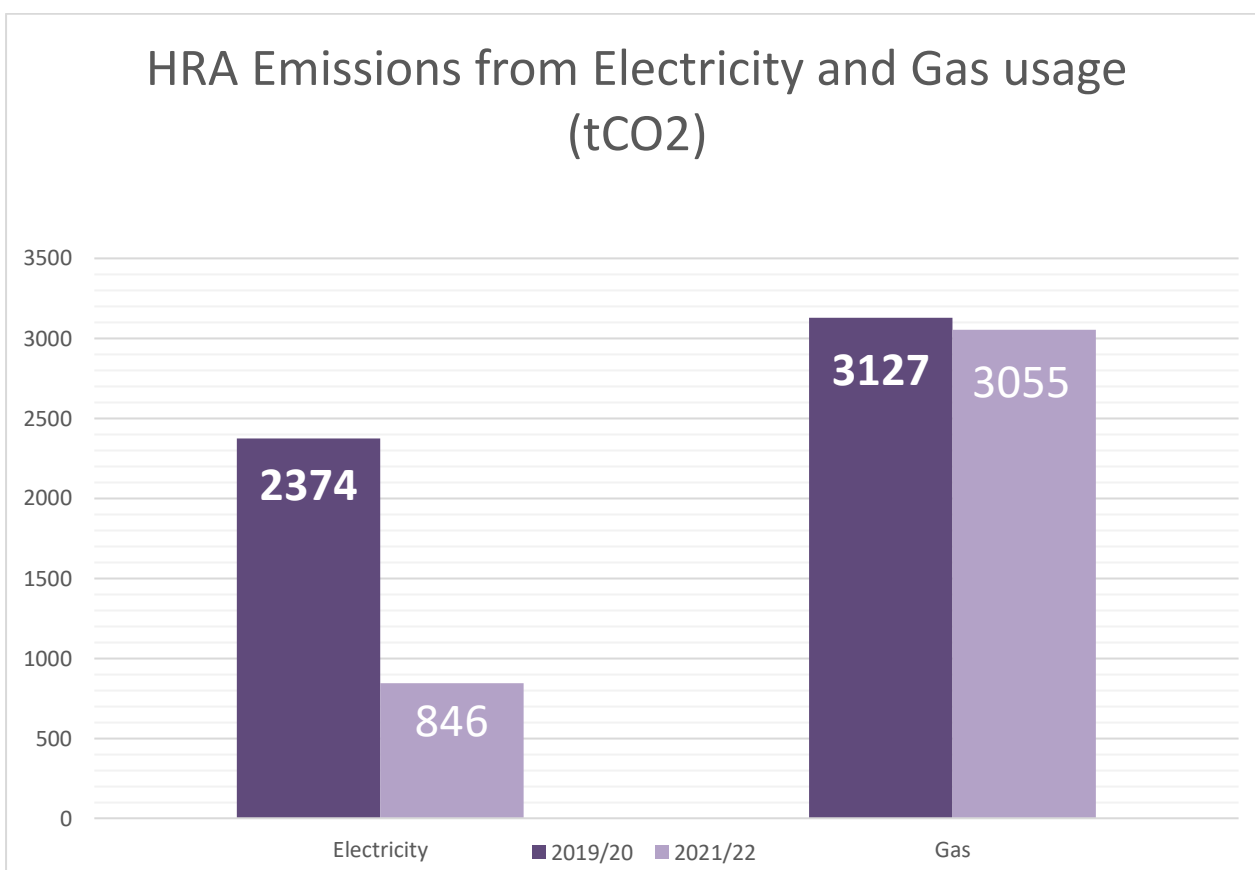
## HRA

The Council's 2030 commitment is to ensure that its own carbon footprint, i.e. what it has control over is covered by the carbon neutral commitment. The baseline recorded in the 2019/20 baseline has been interrogated further following inconsistencies with recently captured data.

This analysis has found that the 2019/20 baseline included data for Housing Revenue Account (HRA) residential units. The Council does not control the energy usage of these properties and therefore this is outside the scope of the 2030 carbon neutral commitment.

The 2019/20 baseline has been updated to reflect the removal so as to ensure a fair and consistent method of reporting.

Notwithstanding the above, the HRA data below shows significant reductions in usage and is presented for context.



## **Transport Mileage**

One of the key areas where carbon needs to be better understood relates to emissions from mileage associated with fleet transportation and business use.

The assumptions in the 2019/20 baseline did not accurately reflect what is now being developed about these emissions as more attention has been given to understanding this element of the carbon footprint.

Further work is ongoing though. Cumulative mileage is now recorded but more work is required to refine this further to give an accurate carbon footprint. It will not necessarily be feasible or practical to capture every finite piece of detail to present a completely accurate set of data, but more refinement is possible and necessary.

Reporting the estimated fleet outputs against an incomplete baseline is not considered to be entirely informative. The priority for the next reporting cycle is to firmly establish the tools, methodology and reporting structure to accurately capture fleet emissions.

# Progress on Emissions

## Introduction

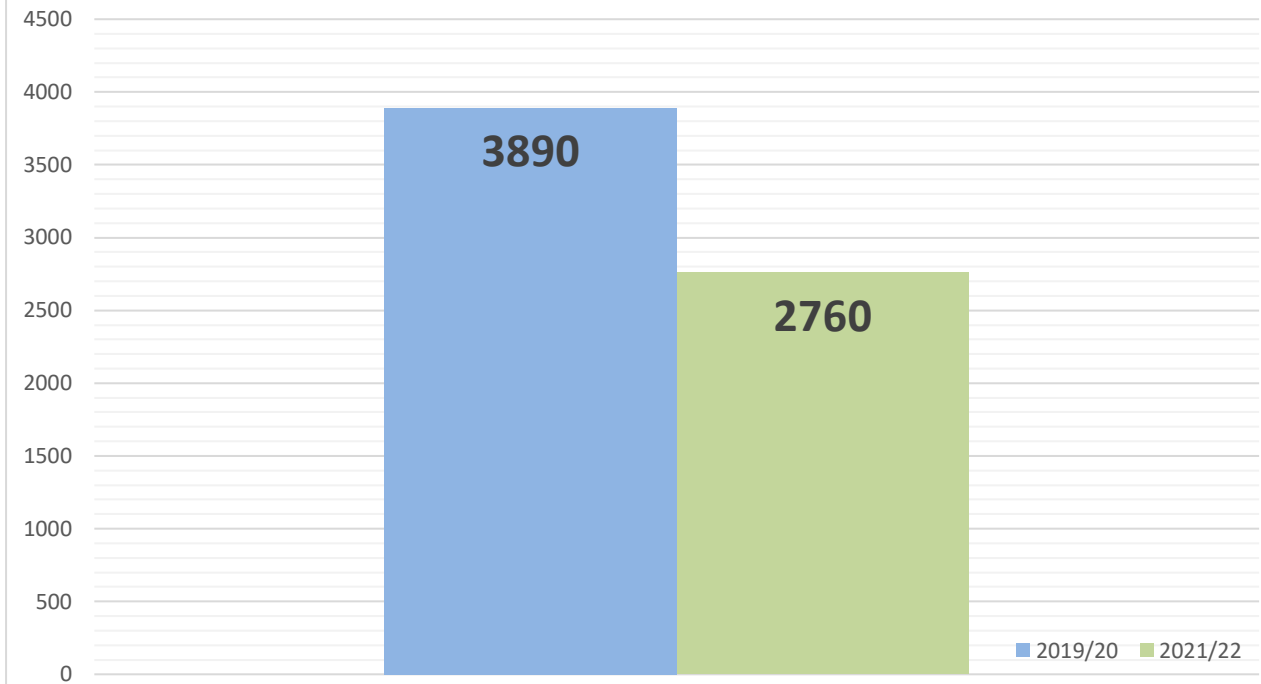
The Plan requires the Council to carry out various actions across a range of services in order to address the climate commitments. Some of these simply capture work already under way others are new pieces of work and some will change business as usual operations.

However, at the heart of the Plan is the Council's carbon footprint and the carbon neutral target. The target relates to Scope 1 and 2 emissions associated with the Council's operations.

Scope 1	Scope 2	Scope 3
<p>These include emissions from activities owned or controlled by the Council that release emissions into the atmosphere.</p> <p>They are direct emissions.</p> <p>Examples of Scope 1 emissions include emissions from combustion in owned or controlled boilers, furnaces, and vehicles.</p> <p>This includes the burning of gas in boilers for space and water heating.</p>	<p>These include emissions released into the atmosphere associated with your consumption of purchased electricity, heat, steam and cooling.</p> <p>These are indirect emissions that are a consequence of the Council's activities, but which occur at sources that other control.</p> <p>This includes electricity consumption to enable Council operations.</p>	<p>Emissions that are a consequence of your actions, which occur at sources which you do not own or control and which are not classed as Scope 2 emissions.</p> <p>Examples of Scope 3 emissions are business travel by means not owned or controlled the Council such as the purchase and supply of materials.</p> <p>This is excluded from the Carbon Neutral commitment by 2030</p>

## Electricity

### Carbon Emissions from electricity consumption from Corporate Property (tCO<sub>2</sub>)



The Council has made some significant progress in relation to the reduction in electricity usage particularly at the Civic Centre and with Streetlighting which are prominent in the carbon footprint.

#### *Grid Electricity*

Improvements are continued to be expected through demand management and as the performance of the National Grid becomes more dependent on renewable energy. In simple terms, this means there is less Co<sub>2</sub> associated with one kWhr of electricity used.

However, electricity use is not just about carbon emissions. An implicit part of the Council's plan is to rely less on electricity from the national grid. In theory if the national grid was 100% renewable, then any electricity consumed by the Council would have virtually zero emissions, but it would still result in expenditure from the public purse. Demand reduction remains a priority and this is reflected in consumption data that underpins the figures presented above.

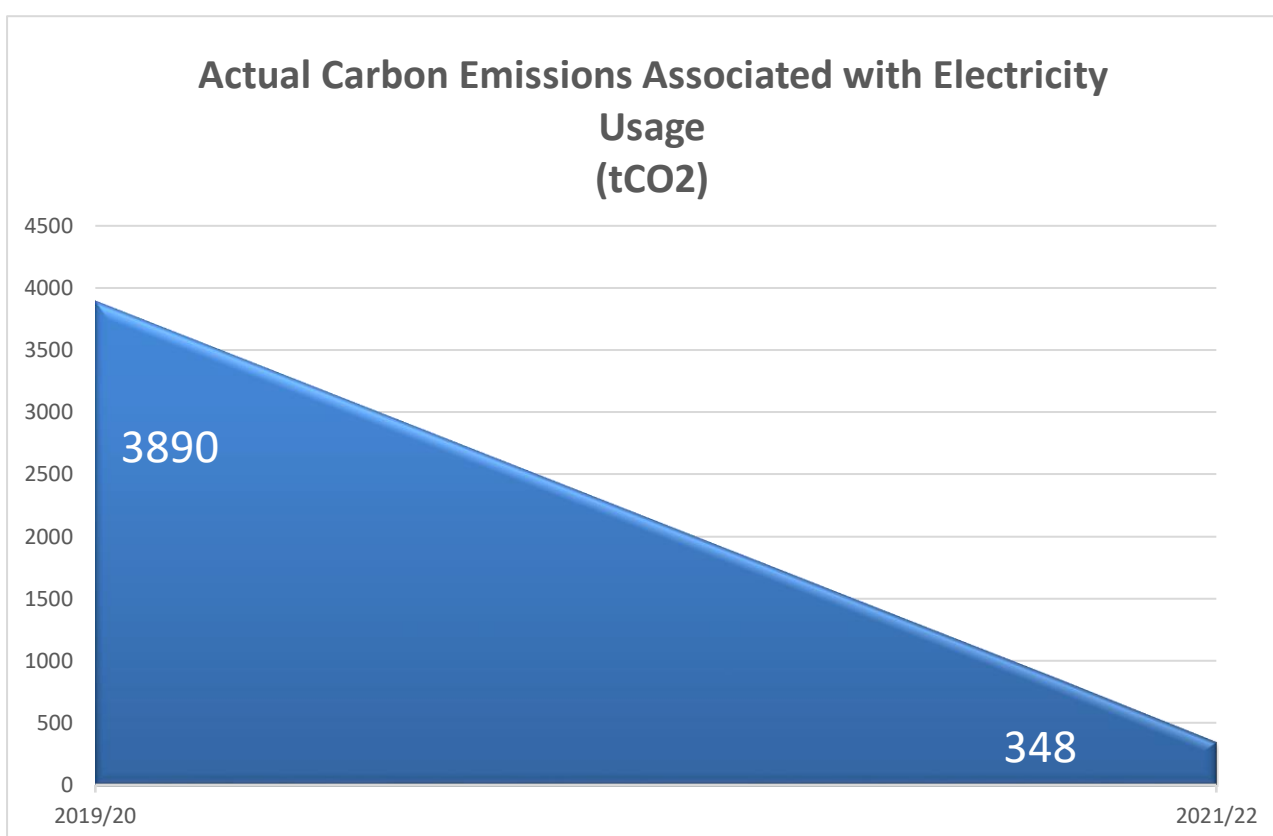


### *Renewable energy certificates*

The above carbon reporting is based on a generic assessment of emissions per unit of energy used.

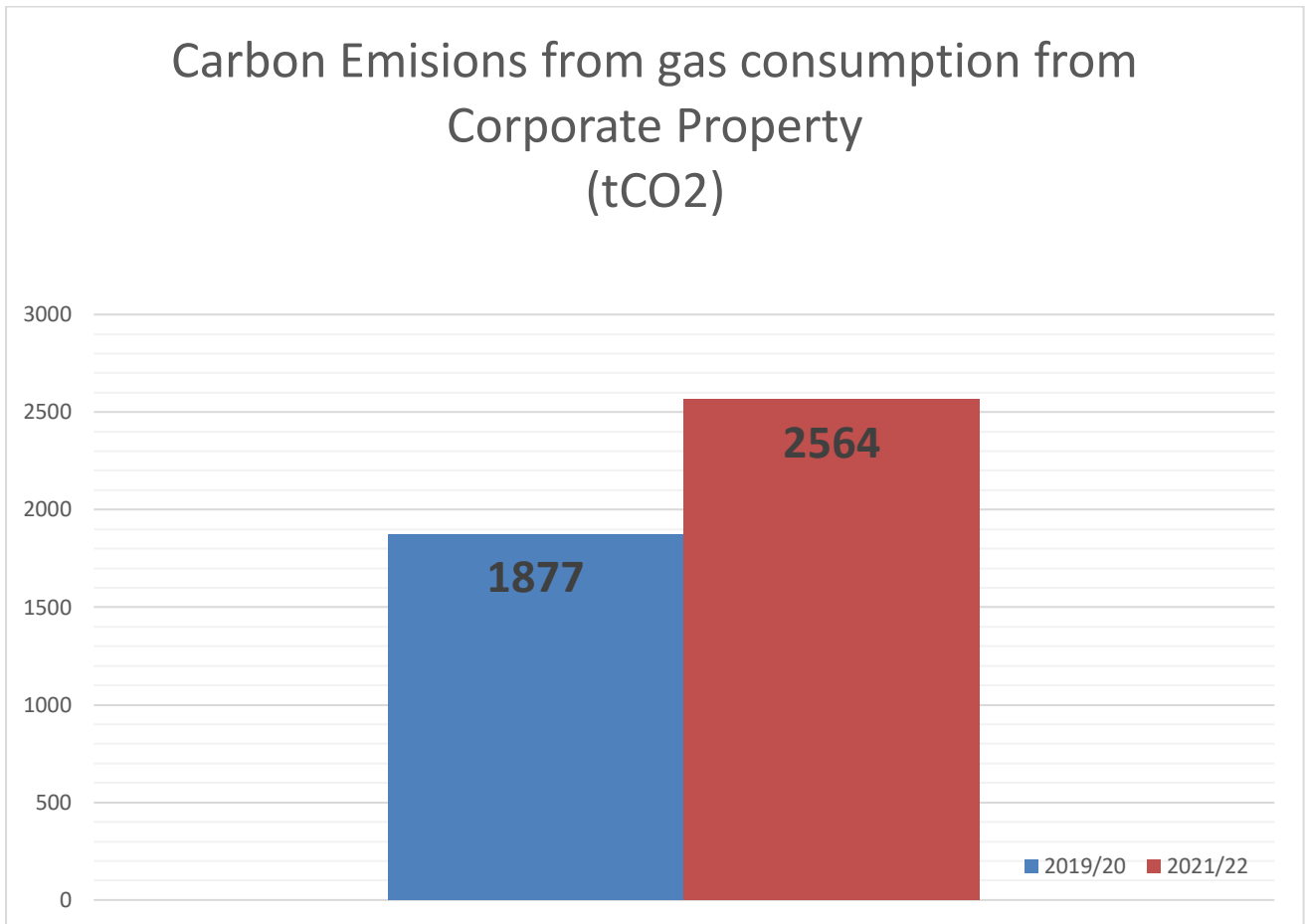
In reality the carbon footprint associated with electricity is much lower. As part of the Plan the Council has committed to sourcing as much electricity from renewable sources as possible, i.e. where the unit of energy has no carbon emissions. This is secured through Renewable Energy Guarantees of Origin (REGO) certificates.

Consequently, the actual emissions associated with the Council's consumption in 2021/2022 is only 348tCO<sub>2</sub>. It is worth noting that the Council's carbon footprint in relation to electricity is actually 90% lower than the outputs from the generic assessment.



REGO certificates provide the evidence that the Council is trying to secure carbon reductions wherever possible. However, they should not be relied upon as a primary method for reducing emissions. REGO certificates are dependent on the amount of renewable energy in the National Grid and the number of them available. Securing REGO certificates is likely to become more challenging. Demand management is therefore the preference for achieving carbon neutrality. This remove reliance on others and reduces exposure to what is becoming a more complex and challenging energy market.

## Gas

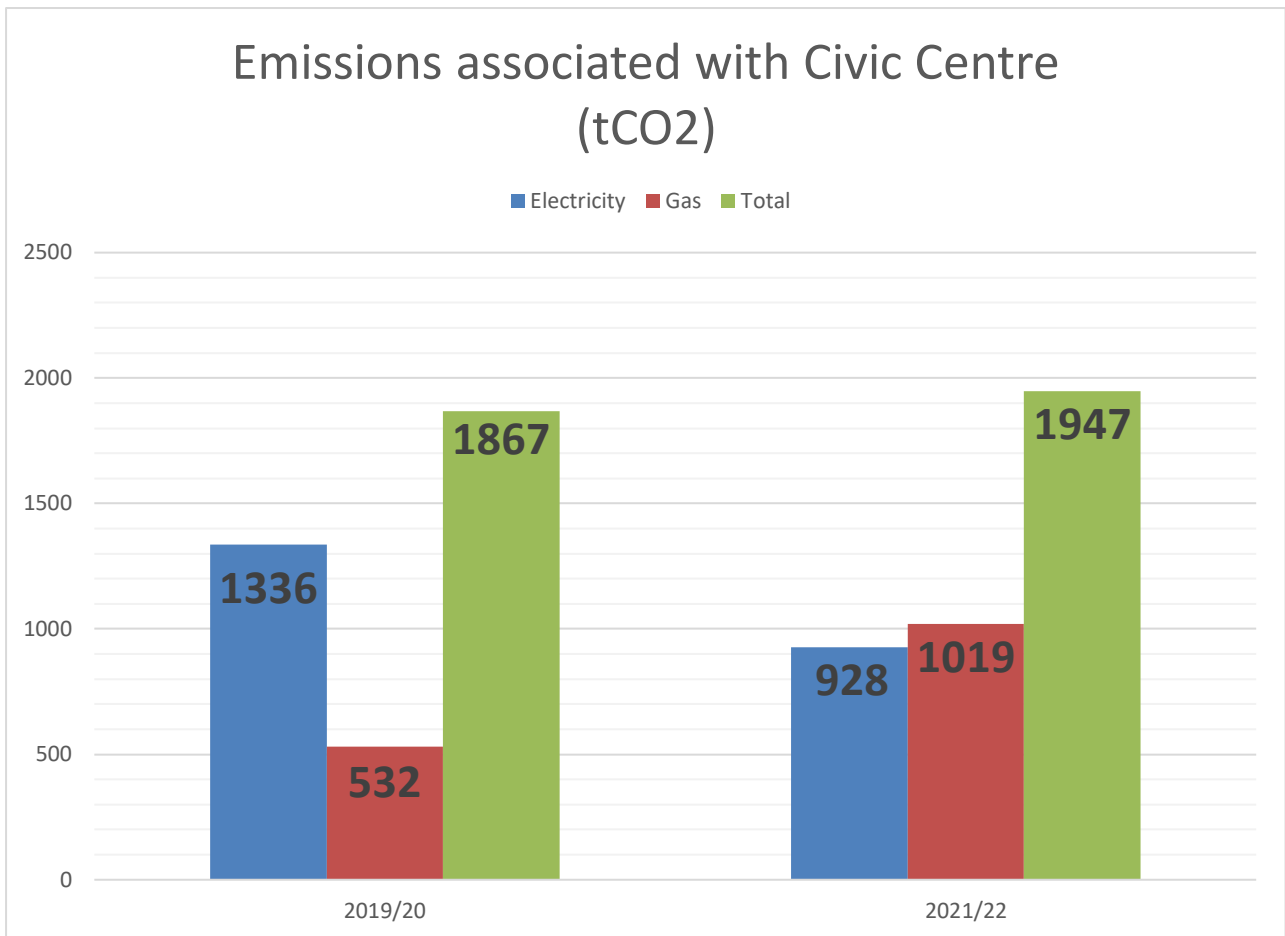


As set out in the previous section one of the significant problems with the gas reporting stems from the changes in estimated readings from the providers to actual monitor readings. It is therefore very important to note that the above does not represent an increase in usage. The Council's carbon emissions have not therefore risen over the last reporting cycle.

Instead, the above illustrates the complexities in managing carbon from grid-based energy supplies particularly where historical methods for determining usage were not necessarily consistent with carbon reporting. Estimated readings were not regularly updated particularly whilst gas prices remained low. The Council opted to move to automatic monitor readings to have a better understanding of its usage and to track the carbon footprint.

As set out in the Priorities for 2022/23 section the accurate data relating to gas consumption provides a much clearer understanding and in turn the need for greater interventions.

## Civic Centre

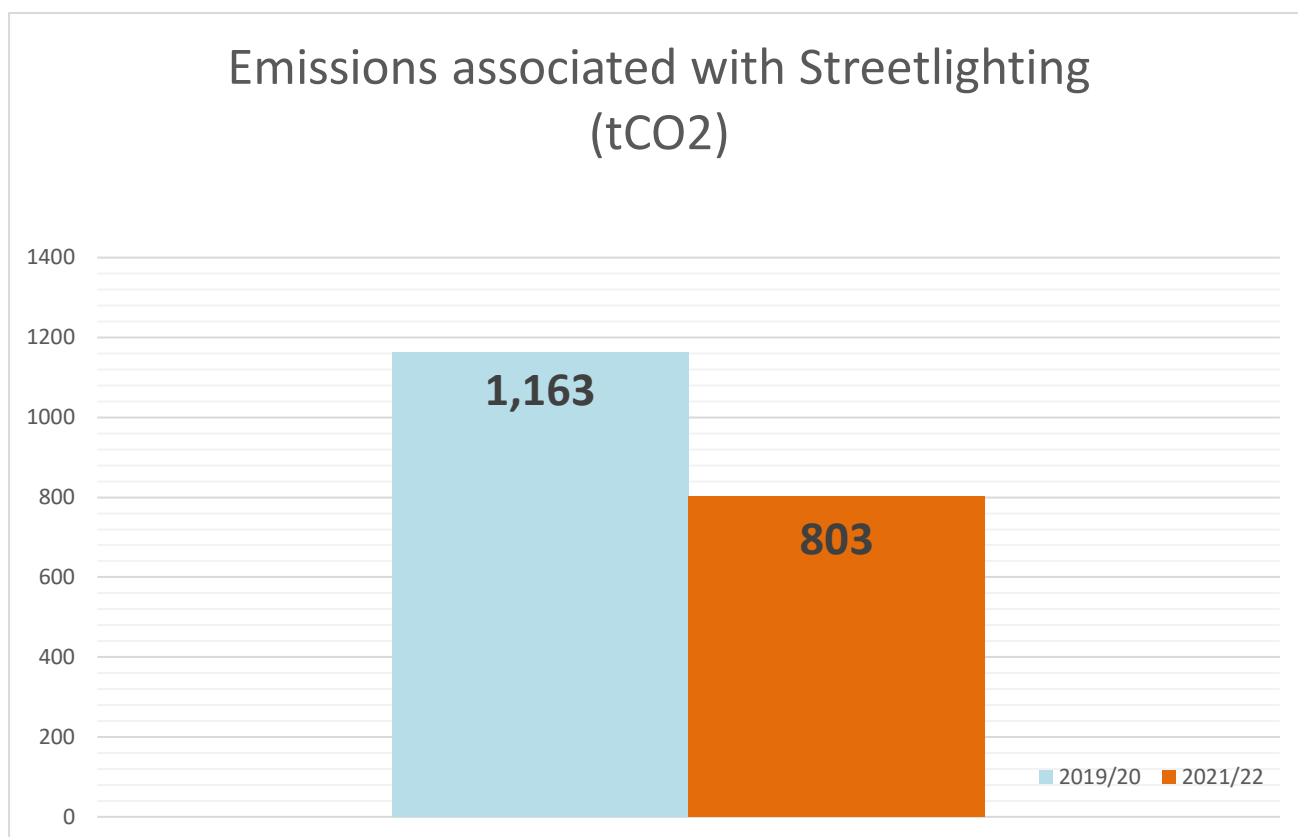


The performance of the Civic Centre continues to be positive in relation to electricity. Further improvements are expected as business operations reduce the intensity of building usage.

The issue with gas consumption is significant and the move to actual readings presents a greater challenge moving forward.

Electricity is easier to manage and control than gas particularly through improved technologies and equipment as well behavioral change. The gas consumption is linked to space and water heating and therefore relies on the infrastructure within the building such as the boilers and distribution. The Civic Centre is an aging building with infrastructure that does not lend itself to 'quick wins' to reduce gas consumption. Significant interventions will be required and assessing the opportunities for demand reduction is considered to be a priority for 2022/23.

## Streetlighting



Significant progress has been made in converting streetlighting to LED. This maintains important coverage for the benefit and welfare of residents but reduces the Council's carbon footprint.

## Fleet

As set out in the section above, further work on the fleet emissions is required to provide a more realistic position. However, considerable work has been undertaken to improve the fleet stock.

For example:

the baseline for 2019/20 identified the Council's refuse vehicle fleet (26 tonnes) as being made up of 3no. 2011 registered vehicles, 14no. 2013, 3no. 2015 and 4 newer 2018 vehicles. A total of 24 vehicles.

The current fleet make up (26 tonnes) is reduced to 19 with 14no. new 2021 registered and the oldest vehicles are from 2015. These have a significant carbon improvement over their predecessors especially in relation to the pre-Euro 6 2011 models.

Similarly, the rest of the fleet make up has been significantly improved from that used in the baseline report.

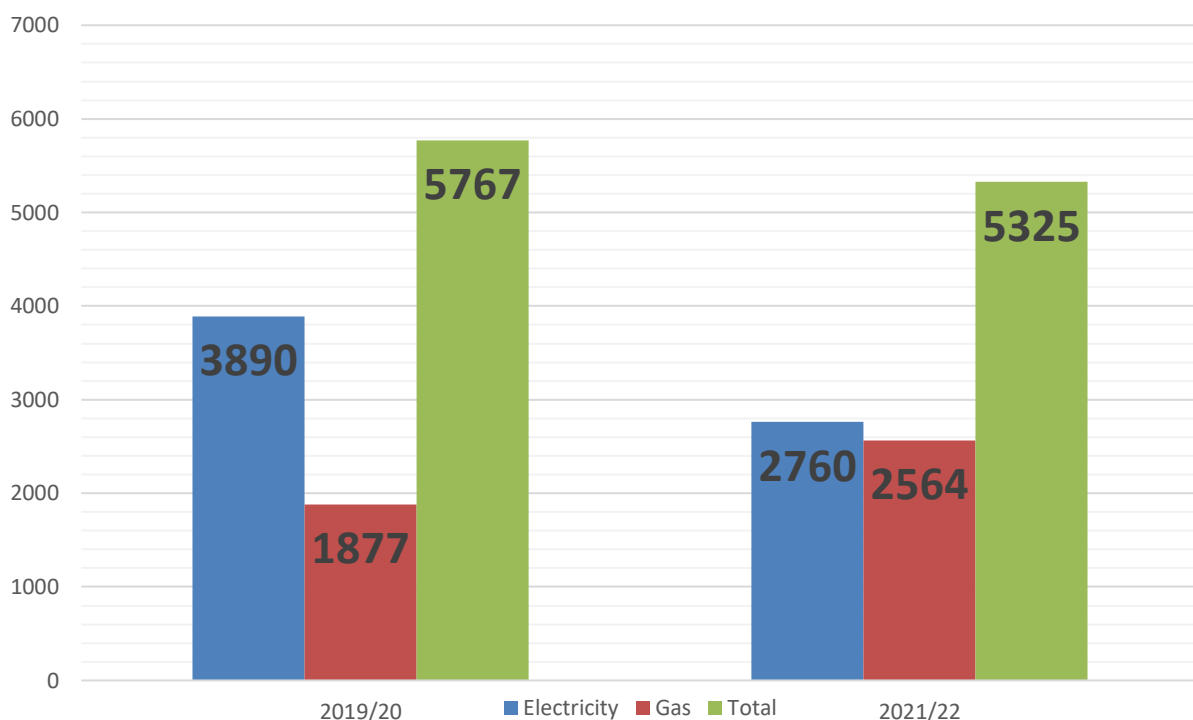
## Overall

The overall performance is very positive. The Council has a better understanding of its carbon footprint in relation to electricity and gas, and the general trend continues to be downward. The gas data is positive in that there is now an accurate representation of the carbon footprint, but this has highlighted a more pressing concern than previously thought. The gas usage reporting has been captured early in the Plan period which provides time to identify measures to tackle this more complicated element of the carbon footprint.

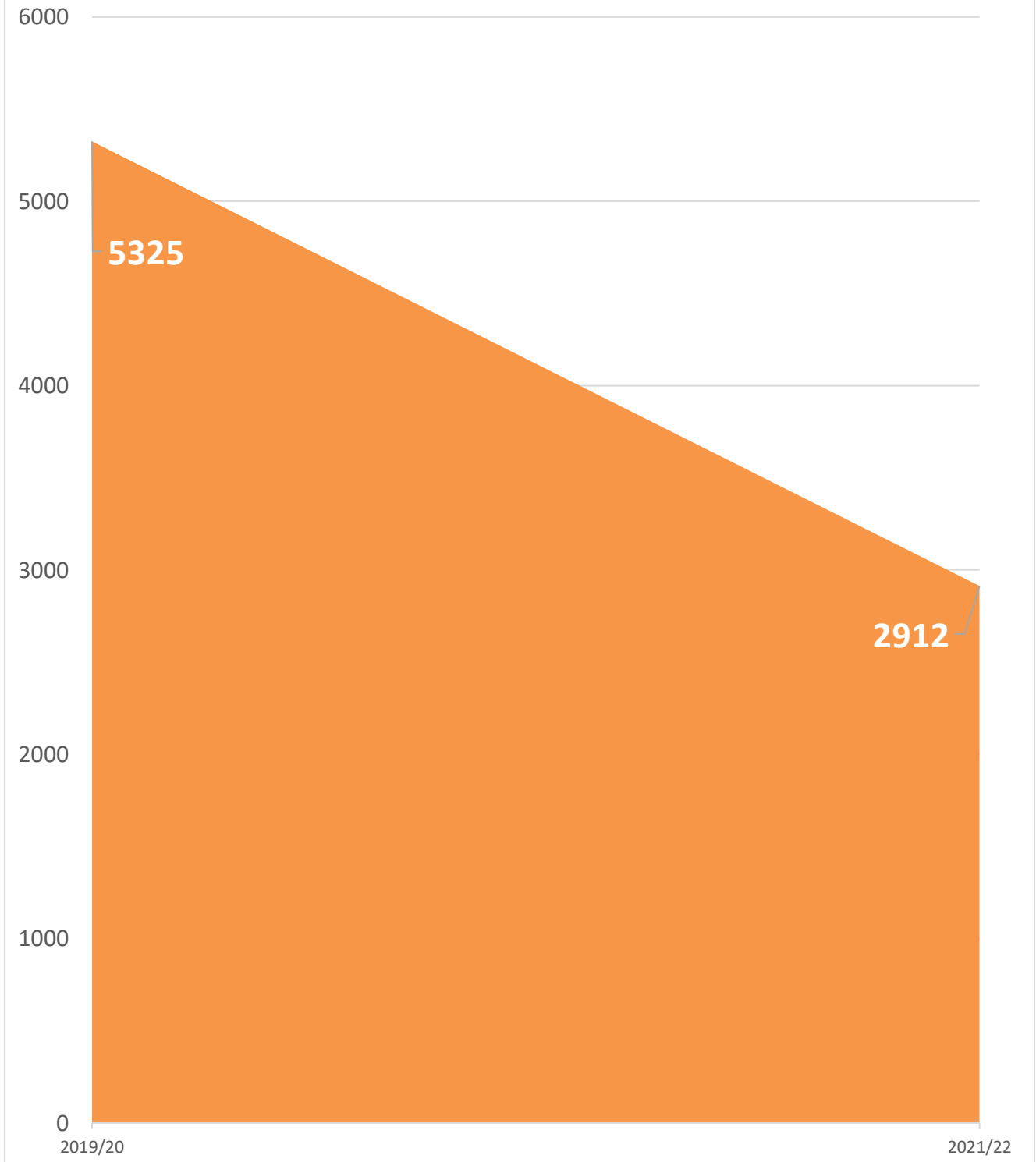
The real emissions, i.e. when REGO certificates are factored in, show a significant drop in the overall footprint.

Fleet performance is likely to have improved significantly given the changes to the stock when compared to the baseline. However, this element of the carbon footprint requires review with improvements to the information being captured.

### Total Carbon Emissions from Corporate Assets Gas and Electricity (tCO<sub>2</sub>)



## Overall Real Carbon Emissions from All Gas and Electricity (tCO<sub>2</sub>)



# Priorities for 2022-23

## **Introduction**

The progress report has facilitated the identification of several areas of the Plan that require prioritisation. The objectives will continue to be reviewed and business as usual operations will be recorded and reported against. However, it is prudent to reflect on the challenges that have emerged from this progress report to provide focus for the next reporting cycle.

It is recognised that significant progress against the objectives has already been identified within services, for example around waste management, procurement and reducing emissions in buildings. This work should continue at pace regardless of whether they are not specifically referenced in the following prioritisation list for the 22/23 reporting cycle.

## **Asset Identification and carbon auditing of building stock**

The Council has a range of building assets and work is ongoing to identify those that will still be in use in the long term and those that might be disposed of. Identification of the key carbon producing assets to be retained should be prioritised.

Once this is complete, work to assess carbon reduction interventions should commence through building audits and targeted actions. Implementation of the identified actions should then be delivered to meet the carbon neutral objectives.

## **Gas**

The switch to automatic monitor readings has allowed for a more accurate understanding of gas consumption. This has revealed a higher level of emissions associated with gas than originally planned for.

Emissions from gas are more complicated to reduce. Firstly, unlike grid supply of electricity, there are limited interventions that will reduce emissions at source; electricity produced from a wind farm is cleaner than from a coal fired power station; gas is delivered to a building and utilised in whatever system is in operation. Secondly, large scale reduction requires investment in more costly infrastructure whereas electricity can be reduced readily through behaviour changes or supplemental energy produce i.e. roof mounted solar panels.

The Civic Centre is a significant part of the gas consumption and work is ongoing to secure funding from the Public Sector Decarbonisation workstream to identify

opportunities to improve the performance. To support this, work should be undertaken to audit the Civic Centre and consider opportunities for improving the infrastructure as a priority as lead in times for large scale infrastructure changes are likely to be relatively longer for a building of such scale.

Further work on identifying other key gas consumers is also to be prioritised. Contact with these properties should be considered a first action in this work to ensure building management is appropriate and effective and to ensure quick wins can be realised i.e. ensuring that heating controls are appropriately set. Further work on the identification of infrastructure solutions should then follow.

## **Fleet**

The carbon footprint associated with the Council's transportation is not sufficiently accurate. Work needs to be prioritised to enable the Council to accurately capture the carbon footprint associated with all its vehicles' movements. The baseline work to understand the makeup of the fleet has been undertaken but the next step is to determine how many miles are completed by each vehicle and what carbon factors are to be used in determining the associated emissions.

## **Carbon Offsetting – Solar Projects**

The information in relation to gas is likely to result in a slightly higher residual carbon footprint by 2030. It was acknowledged in the plan that there will still be a carbon footprint associated with Council operations. This is because there is no ready alternative to gas consumption, and it is likely that gas boilers will still be a prevalent form of heating (space and water). Similarly, it is unlikely that all vehicles will be electric by 2030 due to cost constraints and market availability.

The Plan accepts the need for carbon offsetting to allow emissions to be saved elsewhere. Solar projects will allow for clean electricity to be transferred back into the national grid which offsets the residual emissions in the Council's footprint.

Solar projects will invariably need to go through the planning system and there will be a lead in time to identify sites, secure planning permissions and grid connections. The sooner these projects come online, the more value they will have in offsetting the residual emissions.

## **Carbon Offsetting – Tree Planting**

The Council has embarked on a significant tree planting regime which included nearly 12,000 within this reporting cycle. This is in addition to those secured by developers through new development schemes and it does not factor in the work to protect and enhance existing woodlands and tree coverage.



Notwithstanding that, trees have very little value as a carbon sink until semi maturity (10+ years). As they mature, large scale tree planting can have a huge impact on carbon emissions

The recent Trees for Cities planting work revealed the 18,000 trees (over two reporting cycles, 21/22 and 22/23) would save approximately 30 tCO<sub>2</sub> by 2030. But this would rise significantly in the years to follow.

Planting on a much larger scale would be required to have a meaningful impact on any residual emissions by 2030 for example, it is estimated that 50 hectares of new planting would equate to a saving of 166tCO<sub>2</sub> by 2030. However, that 50 hectares would result in approximately 6000tCO<sub>2</sub> in the subsequent 20 years.

A priority for 22/23 is therefore to understand how much land can be put aside for additional tree planting to assist with carbon offsetting from 2030. Work should also be undertaken to understand the current carbon sequestration associated with the Council's green and open spaces.

### **Climate Change Adaptation**

Recent heatwaves, droughts and floods have all heightened awareness of the need to be more resilient to the impacts of climate change.

The need for an adaptation action plan was set out in the main Plan and work to scope the coverage of this needs to be prioritised for 22/23 with a plan to be delivered in early 23/24.

### **Improved carbon reporting**

The Council has committed to ensuring that its own carbon footprint is made available for scrutiny to satisfy aims of being transparent. This can only be done once there is a consistent capturing, recording and reporting of the carbon footprint.

Work to rationalise and reconcile the carbon information needs to be prioritised with the subsequent data made available publicly.

### **Programming of Work**

The Plan includes a number of objectives and action plans. These broadly capture existing workstreams but puts them in the context of the climate emergency. The first stage of the Plan was to create the internal governance to deliver the change required and to get the Council on the right footing to deliver against the commitments. A key priority for 22/23 is now to provide a clear programme with target dates for delivering the requirements of the plan.

## **Embedding the Plan in the Council Strategy and Service Plans**

The Council has recently produced a new Strategy which is currently out for consultation. This reflects the climate emergency and this Plan. However, the next step is to identify and detail the work to be undertaken by the individual services to meet the objectives of the Plan. Each objective and action plan should have a home in a Service Plan.

## **Engagement with Communities, Schools and Businesses**

The Council has committed to using its unique position to be a champion for carbon reduction across the borough. Although many of these emissions are outside the scope of the Plan's targets, the Council can have a positive influence on others to seek their own reduction plans.

Council maintained Schools will be targeted specifically for carbon reduction action next year with work already underway. However more work is required to reach community groups, schools outside the Council's control and businesses.

The Plan requires a separate engagement strategy to be drawn up and the priority for 22/23 would be to develop the scope of this and ideally reach a position where it can be implemented. This will also address the Council Motion of November 2021 to proactively engage young people and ensuring residents and relevant organisations are able to shape the climate change action plan ahead of the 2024 review.

## **2035 Carbon Neutrality**

To commence progress on understanding the carbon footprint from Council's procured services (scope 3 emissions) and to investigate low carbon procurement frameworks. This is required to meet the motion set out in November 2021 for ensuring, where practical and cost effective, all the Council's procured services are net carbon zero by 2035.

# Review of Actions

C1	Community Leadership			
C1.1	Align our service delivery to support and promote zero carbon community outcomes.	The Council Strategy is out for Consultation and commits to a green and sustainable borough. The individual service plans will need to demonstrate how they will meet this objective.		
C1.2	By the end of 2021 we will have a dedicated online learning resource to provide detailed advice and guidance on how to measure and reduce a carbon footprint.	The website ( <a href="https://www.hillingdon.gov.uk/article/8619/Reducing-your-carbon-footprint">https://www.hillingdon.gov.uk/article/8619/Reducing-your-carbon-footprint</a> ) is active		
C1.3	To use our unique access to communities through, for example residents associations, to support community forums and groups in developing the councils climate actions.	A priority for 2022/23 is to advance the engagement Action Plans to demonstrate progress against this objective.		
C1.4	Devise strategies to improve existing buildings, with access to government funding for energy efficiency and decarbonisation of residential properties and businesses.	Council officers have secured funds through the Social Housing Decarbonisation Fund (SHDF) with wave 2 priorities for 22/23. Wave 3b of the Public Sector Decarbonisation Scheme (PSDS) is being advanced for 22/23 for corporate buildings.		
C1.5	To use our unique access to businesses to set up a borough wide Climate Change forum to develop ideas collectively and to collaboratively work towards achieving climate change objectives.	Covid has had a significant bearing on businesses with further threats from cost of living rises, fuel prices and energy supplies. The forum is considered a priority for 23/24.		
C1.6	We will prioritise actions for fuel poor and vulnerable households, needing assistance with accessing grant funds	The Council has provided additional assistance to fuel poverty households in its control. Bids for funds to improve social housing stock will continue into 22/23		

	to improve energy efficiency and reduce their energy costs.	
C1.7	By 2023 for all our managed schools and educational facilities to have their own Climate Action Plans in place with our support and assistance on how to unlock opportunities for low and zero carbon technology.	Ongoing with work already identified for 22/23 to engage and secure plans for each school
C1.8	During 2021, for all non-Hillingdon managed schools and educational facilities to be contacted and encouraged to put their own Climate Action Plans in place by 2023.	Due to the Covid pandemic it was considered 2021 was not a prudent timeframe. This work is being prioritised for end of 22/23 alongside the actions for Council controlled schools.
C1.9	To provide a dedicated online resource that is aimed specifically at children. To complement this with an annual schools climate action competition, to support learning and development in schools, offer opportunities to see real world examples of action being taken to tackle climate change and to identify 'young climate champions.'	This activity forms part of the community engagement priority for 22/23
C1.10	To develop a schools engagement strategy to promote and encourage positive climate and environment action in accordance with the objectives and commitments in this plan.	To form part of the schools engagement work to be commenced in 22/23
C1.11	To support, promote and raise awareness of the use of sustainable transportation and ensure resources are available to allow communities to make transport changes that do not rely on polluting private transportation	The Council continues to promote electric vehicle charging through planning submissions and other operations. Further work with TFL is ongoing to promote and support additional bus routes and cycleways

C1.12	To provide a dedicated online resource to provide information on how to reduce a carbon footprint, where to access external funding (i.e. Government grants), information on what to do in a property, and how to improve an individual's environmental footprint. The online resource will also be a tool for providing examples, case studies and good news stories as examples for others to follow.	The online resource is available. It will be routinely updated and improved through the course of the plan.
C1.13	By the end of 2021 to develop and implement an annual engagement strategy that covers all interested stakeholders (e.g. residents, resident groups and associations, community groups, environmental bodies (i.e. Sustrans, Friends of the Earth and businesses).	Due to Covid this work is now prioritised for 2022/23.
C1.14	To promote and support volunteer groups with dedicated climate and environmental objectives.	A priority for 2022/23 is to advance the engagement Action Plans to demonstrate progress against this objective.
C2	The Council's Own Operations	
C2.1	All our operational assets under our direct operational control and financial management will be accredited as carbon neutral by 2030. Other assets we own but not under our control will be decarbonised in line with prevailing legislation and, go even further with the availability of additional funding.	Ongoing – see progress section. Work has been positive with a priority for 22/23 to produce a report that provides a roadmap to fulfilling the 2030 target.

C2.2	By 2030, our fleet will be powered by the cleanest available technology available within budget constraints and suitable for the operational requirement.	Ongoing – see progress section. Work has been positive but challenges remain around availability of cleaner vehicles and the cost constraints associated.
C2.3	Ensure all corporate plans and strategies, particularly regarding estate management and property disposal evaluate and mitigate for climate impacts.	The Council strategy is out for consultation. This reflects the need for a green and sustainable borough. Subsequent service plans are expected to demonstrate compliance with this aspirations of this Plan.
C2.4	We will introduce a green staff travel plan that encourages and promotes less business travel and commuting and the increased use of low or zero carbon travel methods.	Business transformation will consider the scope and working patterns across the Council following the Covid pandemic. This work will factor in the climate aspirations. Once complete, the green staff travel plan will be developed.
C2.5	Undertake feasibility studies and act to install small scale low and zero carbon technologies in our own building stock.	This work is already underway with opportunities being considered with progress on identification and implementation to be reported in the next reporting cycle.
C2.6	The procurement of all our new equipment and services will be measured against the objectives of this strategic plan.	A separate charter for procurement of items and services that reflect the aspirations of the Council is being presented to Cabinet in summer 2022.
C2.7	To ensure our street lighting assets are targeted for further carbon reductions, using new low energy and renewable technologies.	See progress section. Postive work has been undertaken with a 30% saving in carbon from the recorded 19/20 baseline. Further progress is expected over the plan period.
C3	Building Better Places	
C3.1	To use the development plan system to ensure all new major development will be zero carbon.	This is ongoing with all approved new major developments securing zero carbon status in 21/22.

C3.2	To consider new planning policies to ensure all non major new development is also zero carbon.	This can only be achieved through changes to the Local Plan which is currently in early stages of preparation.
C3.3	To ensure no new development is built in high and medium flood risk areas unless absolutely necessary and only then when flood risk management is properly understood and mitigated in accordance with council flood policy.	Ongoing. Notable success through the opposition to a new residential scheme at 217 High Street Yiewsley which the Council refused as it would have sited nearly 150 residential units and a health centre in areas at risk of flooding. The Council won the subsequent appeal following a public inquiry.
C3.4	To ensure all new development is environmentally responsible, including protecting existing designations and sites of interest.	Ongoing. This is secured through the application of planning policies.
C3.5	To ensure all new development contributes and supports the goal of sustainable transportation, such as the promotion of public transport, cycling or EV charging.	Ongoing. All new major development has to contribute EV charging points both active and passive (i.e. available to be installed in the future).
C3.6	To ensure that wherever possible during development, existing trees are retained. Where they cannot be retained, new trees should be planted to facilitate carbon gain.	Ongoing. New planning policies regarding 'biodiversity net gain' are expected in '2023'. This will provide further protection to the enhancement of tree canopy and other green measures.
C3.7	To identify and promote opportunities for the increased provision of allotments.	Review of corporate landholdings is underway and opportunities for enhancement of allotment provision will follow. Expected progress report in 2023/24



C4	Using and Producing Clean and Green Energy			
C4.1	To ensure and certify that the Council secures energy supplies from low or clean forms of generation by 2030.	Over half the Council's electricity is certified from renewable energy sources.		
C4.2	To investigate opportunities for large scale electricity generation from Council owned land (e.g. solar farms).	Opportunities are currently being explored with a progress report expected for the next reporting cycle.		
C5	Waste Management			
C5.1	Lead by example with a clear waste collection and sorting strategy for the Council's own operations with year on year targets for improvements.	The Council is leading the way across West London with regards to waste management in accordance with the waste hierarchy (reduce, reuse, recycle).		
C5.2	Support the West London Waste Authority on waste reduction campaigns.	The Council is an integral part of the West London Waste Authority and continues to support waste reduction campaigns.		
C5.3	Provide an online resource for educational facilities to develop and implement waste reduction strategies. Monitor, record, and report on progress.	Ongoing. Work identified for 22/23 includes an engagement campaign to raise awareness for waste reduction and improved management.		
C5.4	Work with businesses to reduce waste productivity and to provide more opportunities to customers to reduce and recycle their waste.	Ongoing with waste awareness campaigns scheduled for 22/23.		
C5.5	Encourage and support residents and communities to avoid, reduce, reuse, and recycle waste in that order.	Ongoing. Work identified for 22/23 includes an engagement campaign to raise awareness for waste reduction and improved management.		

C5.6	Develop a community campaign to manage waste more sustainability and explore the potential to lead or support reuse and repair workshops for residents.	Ongoing. Work identified for 22/23 includes an engagement campaign to raise awareness for waste reduction and improved management.
C5.7	Promote the importance and value of growing food, either individually or through community groups.	Ongoing. Work identified for 22/23 includes an engagement campaign to raise awareness for waste reduction and improved management.
C5.8	To ensure all waste is managed sustainably and there is transparency and information on processes the Council utilises and destination of waste.	Ongoing. Waste reporting is a statutory function.
C6	<b>Climate Change Adaptation and Mitigation</b>	
C6.1	To develop a climate change adaptation and mitigation action plan.	Expected priority for 23/24
C6.2	To put in place a water efficiency strategy for all Council operations (such as green space watering, depot operations and corporate buildings) then monitor, record and report year on year savings.	Expected priority for 23/24
C6.3	To ensure the Council's flood resilience and management work incorporates a changing climate and that the Council's own land and property decisions consider the need to make space for water.	The flood resilience work will be integrated into the adaptation and mitigation strategy. However, opportunities are being realised where identified in advance for example utilising green space land at Bessingby Park to alleviate flooding on neighbouring residents.
C6.4	To run a campaign to get residents involved and sharing ideas with the council to find solutions for climate mitigation and adaptation in the community.	To be integrated into the adaptation and mitigation action plan and to secure feedback through the engagement plans to be prioritised for 22/23

C7	Carbon Offsetting			
C7.1	To develop an offset strategy to develop local solutions to any remaining residual carbon emissions from council operations.	Expected priority for 23/24 to bring together tree planting and green space management workstreams and work being undertaken to identify opportunities for large scale energy production. However, work on offsetting has already begun with the planting nearly 12,000 trees in this reporting cycle.		
C7.2	To develop a tree and green space management strategy that supports and accounts for the offsetting objectives and commitments.	A review of green space management is currently underway which will inform the publication of a management strategy in the 23/24 reporting cycle.		
C7.3	To promote carbon reduction practices and carbon offsetting opportunities for businesses and communities, linked to measures to tackle climate change in Hillingdon.	To be integrated into the engagement work with businesses and communities (priority for 22/23)		
C7.4	Understand and increase current carbon sequestration through increased planting and changes to green space management.	Nearly 12,000 trees planted in this reporting cycle. Further tree planting expected in winter 2022. Bids to access Woodland Trust tree planting funds have also been made.		
C7.5	Increase the number of trees, particularly in urban areas to complement objectives to improve air quality and promote urban wildlife.	Green screens around amenity space and in areas with poor air quality have also been constructed. Tree planting in was carried out across the winter in 2021. Further opportunities are being explored with confirmed funding from Trees for Cities for winter 2022.		

C7.6	To exploit opportunities to increase carbon sequestration to maximise opportunities for biodiversity and flood risk management	Large woodland planting around Yeading fields is considered to have significant biodiversity benefits. Further opportunities to be explored as part of the adaptation and mitigation plans.
C8	Sustainable Transportation	
C8.1	Produce a sustainable transportation strategy that reflects the objectives and commitments in this strategy.	The Council has a Local Implementation Plan which constitutes the sustainable transport strategy. Further work is ongoing to develop a cycle and walking strategy and TFL are being actively encouraged to improve their public transport plans for the Borough.
C8.2	Work with TFL to improve bus connectivity and services.	The Council successfully secured the new 278 bus route (north to south) in the Borough and work continues to improve the public transportation offer by TFL.
C8.3	Identify opportunities for improved cycleways, cycle paths and public rights of way.	New rights of way have been secured in the north as part of the HS2 restoration of land. Options for an improved cycle link from Heathrow Villages to Uxbridge are being considered.
C8.4	To promote cycling opportunities through campaigns and awareness events.	The Council is leading on the initiative, supported by cycle instructors, called Bikespiration which has recently been re-established There is a strong online presence for Hillingdon and cycling with aspiration to run further Dr Bike (bike repair) workshops.
C8.5	To secure improved cycling facilities across the borough.	Improved facilities are being delivered as part of new planning development and to extend the Santander Bike Hire scheme further across the Borough.

C8.6	To develop an electric vehicle charging action plan that will commit to increasing the availability of electric charging points across the borough.	A priority of 23/24 with work already ongoing to secure the provision of new infrastructure.
C8.7	To ensure the Council's Air Quality Action Plan aligns with the objectives in this plan to ensure a safe transition to increased levels of cycling and walking in urban areas.	Ongoing. The Council's air quality action plan is intrinsically linked to the Local Implementation Plan with opportunities to identify joint benefits with transport improvements that aim to improve air quality.
C9	Transparency, Communication and Reporting	
C9.1	To ensure transparency in the Council's measuring of carbon footprints with clear details on methodologies as well as the outputs. All details to be available online.	Ongoing. As stated in this report work is progressing to fully capture the complex carbon footprint of Council operations. Once complete, this will be published alongside this update on the Council's webpages.
C9.2	To undertake an annual review and progress report on all action identified in this strategy.	This report
C9.3	In July 2024, undertake a review of this strategy which will be open to public consultation and engagement	2024/25 priority
C9.4	To develop and undertake a sustainability appraisal of each of the action plans to ensure they are aligned to the objectives of this plan.	To be completed with each action plan produced in accordance with this Plan.
C9.5	Provide a climate action plan programme detailing target dates for the development of supporting action plans.	Priority for 22/23