

**UPDATES – Carbon Action Plan, Pathway to Carbon Neutral by 2030**

<https://www.westoxon.gov.uk/media/tslaufqh/carbon-action-plan.pdf>

**1.0 Council Offices, Property and Sites**

**Carbon account 2021/22:** Work has begun on the Council's carbon account for financial year 2021/22. Carbon emission factors are updated by BEIS each year and published in July, meaning the carbon account is usually completed by the end of the summer. The results are published in the climate action biannual report to Full Council and as part of the Council's Annual Monitoring Report.

**Council offices:** Decarbonisation and sustainability strategies have been developed for Woodgreen and Elmfield offices focusing on reduced energy and water use, renewables and increased access to forms of active and low-carbon travel. The opportunity to incorporate energy and sustainability measures at the Council offices is being considered as part of the Agile Working Strategy – currently a work in progress. There are also CO<sub>2</sub>e savings with staff reducing their commuting and the costs that they themselves incur. Whilst it's difficult to accurately calculate the carbon impact of staff commuting to and from work by vehicle - as vehicles will vary by size, fuel type, emissions and efficiency, not all staff work full time and some travel to different offices - a high level estimate based on distance from home address to main office location (usually the Publica office closest to home) can be calculated. This indicates that if all WODC/CDC/FODDC Publica staff did one return journey it would equate to just over 10,000 miles which is equivalent to a total 3,480 kg/CO<sub>2</sub>e (based on an average for diesel and petrol vehicles). Allowing for some reduction based on a proportion of staff only working part time and therefore not travelling 5 days a week, a broad weekly estimate would be in the region of 15,000 kg/CO<sub>2</sub>e, which could equate to as much as 775t/CO<sub>2</sub>e each year, once staff leave is deducted. It is estimated that a move to agile working could see this figure reduced by 40 - 50%.

Further to the above activities, engagement and awareness raising with Publica and Council staff and Councillors continues to be carried out in the form of carbon literacy training and online resources and information disseminated via the Publica portal. More recently, Publica launched the Ultra Low Emission Vehicle (ULEV) lease car, Salary Sacrifice Scheme with [www.nhsfleetsolutions.co.uk](http://www.nhsfleetsolutions.co.uk) which is designed to further incentivise staff moving to Electric Vehicles and ULEVs.

**Carbon Offsetting Strategy:** Work to develop a carbon offsetting mechanism is underway as evolving guidance for the Council in circumstances where service design will require an agreed mechanism for offset to achieve carbon-neutral status before 2030. This work is currently in its early stages and will come forward as a deliverable of the Recovery Plan during the course of the next twelve months.

## 2.0 Leisure Centres and Facilities

Energy assessment and decarbonisation reports, including Solar PV studies, have been completed for Carterton Leisure Centre, Witney ATP, and Carterton Pavilion. These were carried out to understand the full extent of potential measures needed: i) to improve the energy efficiency of the building (reducing energy demand); ii) to decarbonise the heating; and iii) to provide an on-site supply of renewable energy as power to a new heating and hot water system.

**Carterton Leisure Centre:** Carterton was selected as the first leisure centre to decarbonise out of the Council's leisure buildings because the main gas-fired heating system is approaching the end of serviceable life. In 2021/22, the Council went on to submit a £1,293,361 bid through phase 3 of the Public Sector Decarbonisation Scheme, via the Government Department for Business, Energy and Industrial Strategy (BEIS), and secured funding for the decarbonisation of the leisure centre in 2022/23 financial year.

Recognised within the Council's PSDS 3 proposals was a need to complete a second and more detailed stage of assessment for the Leisure Centre ahead of any investment grade proposals being commissioned, giving the Council a full understanding of the detailed design required for a financially- and technically-viable heating system replacement with consideration to electricity infrastructure upgrades and the running costs to maintain and heat a building, once decarbonised. A stage 2 assessment was commissioned and detailed RIBA stage 3 design for Carterton Leisure Centre and Life Cycle Costing assessment completed which is now informing the business case which is currently in development, prepared for consideration ahead of being presented to Cabinet for consideration.

## 3.0 Council Vehicle Fleet, Machinery and Transport

**ESIP - the Environmental Services Innovation Programme:** focuses on efficiency measures which deliver CO<sub>2</sub>e savings. Initiatives have included, for example, Ubico reducing fuel consumption through driving awareness courses and in-cab technology which will, in turn, help to minimise missed collections. In addition, the programmes to remove the bring sites and review/implement a new approach for street litter/dog waste bins have also contributed positively to reducing fuel

consumption and deliver CO2e savings. The Council has also replaced older fleet vehicles with alternative fueled equivalents, such as the EV sweeper and EV supervisors inspection vehicle. 3 x new EV street cleansing vans are also in the process of being purchased which will mean that 3 x old diesel combustion vans at the end of their life can be removed from the fleet inventory.

Changes to ground maintenance proposed in the **Land Management Plans** are designed to generate benefits in terms of reducing fuel demand from Ubico vehicles, such as programmed relaxed mowing regimes which reduce the number of times the grass is cut.

**Council's waste service review:** Work is now underway to complete a waste service review which will consider environmental and CO2e impact. The outputs of an options appraisal will go onto informing waste vehicle fleet replacement plans. This work package remains on track to inform decision making processes and the climate team is working closely with the contracts team as part of the options review.