

Blackburn with Darwen Borough Council

Climate Emergency Action Plan at December 2021

The Council Declared a Climate Emergency in July 2019 and published the first draft of its Climate Emergency Action Plan in February 2020. The following sets out the progress made to date and captures additional objectives (blue type) and actions that have been identified as necessary to contribute to the Council's ambition for a carbon neutral Borough. The Action Plan concentrates on activity that the Council can influence. Carbon neutral status cannot, however, be achieved without effective national action and other sectors and individuals taking responsibility for securing the change needed. The Action Plan will continue to evolve as actions are implemented and further actions by the Council and its partners are identified. The Climate Emergency Working Group, co-chaired by the Directors of Place and Finance, will report regularly to the Corporate Leadership Team and provide an annual progress report to the Executive Board.

Objective	Action	Progress/Proposals	Timescale	Lead	CO ₂ Impact
Governance		Task & Finish Group Set up a task and finish group, co-chaired by the Directors of Place and Finance to direct development and implementation of the Action Plan. Develop measuring & monitoring ... Report progress to Corporate Leadership Team	Jan 2022	Martin Eden, Director of Place Dean Langton, Director of Finance	
		Embed Climate Emergency in Corporate Plan	2022/23	Corinne McMillan, Strategic Head of Service, HR	
Sound Decisions	We will account for emissions in decision making : we recognise that decision-making processes currently don't achieve an adequate balance between climate change considerations and other priorities All UN SDGs 	Training and awareness raising <ul style="list-style-type: none"> • Deliver basic information to all staff and members via a mandatory 1-hour e-learning module on the climate emergency with some specifics about Blackburn with Darwen – in development by Public Health; • Require members to work through the councillor's workbook on the local pathway to net zero, a free resource at: https://www.local.gov.uk/publications/councillors-workbook-local-pathway-net-zero Support with bite-size sessions delivered on Teams by officers on the Climate Emergency working group – referenced in Members' training flyer for September; • Create a network of Champions by providing one-day in-depth training sessions in Carbon Literacy for up to 60 staff. Identify Champions through Working Group and Employee Well-being Network; • Train some Champions to disseminate learning amongst colleagues via a follow-up one-day master class in Carbon Literacy Estimated costs: £10,550 + £10 pp certification fee In-house development of e-learning course and content £4,000	By Mar 2022	Graham Fawcett, HR Consultant Clare Jackson, Public Health Specialist	5-15% saving per person. Say 1 tonne per person pa or 2,200 tonnes for BwD staff and Members

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		<p>Three in-house Carbon Literacy courses for 20 people each £3,987</p> <p>One In-house Carbon Literacy Masterclass for 20 people £2,559</p> <p>Core materials for Champion disseminated training – the Local Authority Carbon Literacy toolkit – are available free of charge (funded BEIS & the GMCA) on condition that the staff trained are certified by the Project at a cost of £10 per person. Leadership & Management and Elected Members Toolkits are also available.</p>			
		<p>Decision Reports</p> <ul style="list-style-type: none"> • Test draft template and guidance for accounting for carbon emissions in decision reports • Assess training/instruction requirement for introduction of reporting requirement • Liaise with Procurement to co-ordinate on environmental questions asked of suppliers in tendering process 	March 2022	Chris Hidden, Policy & Partnership Manager	Contributes to all reduction trajectories
		<p>Highways Emissions Baseline</p> <p>A carbon calculator developed by Lancaster University developed estimates Highway Services are responsible for a minimum of 1,250 tonnes of CO₂ pa from traffic signals, street lighting, transport and asphalt.</p> <p>Highways' approach to design, specification, construction methods and innovation aims to reduce its carbon footprint. The 20/21 delivery programme spec'd more cold lay products / methods and resurfacing works were undertaken using a Tarmac product that is more durable than traditional HRA, therefore lasting longer. Road lining products that are more durable and resilient were spec'd and consideration is given to using</p>	Completed Sept 2020	Dwayne Lowe, Head of Highways & Transport	TBC – potentially high, if cost-effective

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		<p>cold applied products The fleet is under review and vans have been replaced with electric vehicles.</p> <p>A mechanism to quantify the carbon savings incorporating whole service delivery is needed. Current conversion factors for company reporting do not provide for this level of detail.</p>			
	<p>We will revise procurement requirements to ensure environmental impact is a major part of social value</p> <p>UN SDGs 12 – Responsible production and consumption</p>	<p>Procurement Scope 3 emissions – those emitted from the goods and services procured and commissioned by the Council – account for a large part of its expenditure and might double the Council’s known carbon footprint, hence the need to capture data and work with suppliers to reduce emissions.</p> <ul style="list-style-type: none"> • Revise the Council’s Social Value policy to incorporate environmental impact; • Devise a means of incorporating environmental reporting and emissions reduction into commissioning and procurement, drawing from approaches by other authorities such as Suffolk CC Climate Change Commercial Ask • Trial the approach over the next 6 months with a small number of existing suppliers to establish the best way to meet this objective 	2021/22	Chris Bradley, Head of Service Procurement	Assuming Scope 3 equals known Scope 1 & 2 emissions, a 10% reduction would save ~ 700 tonnes CO ₂

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		<ul style="list-style-type: none"> Incorporate a requirement in ITTs for suppliers to demonstrate how carbon emissions will be minimised in delivery of the service or goods 			
	Directors of Public Health will publish a climate emergency section in their Annual Public Health Reports	As part of building back better post COVID-19, the public health team will publish a section on 'Climate Change and Health' with recommendations for action	2022	Dominic Harrison, Director of Public Health	NQ
Resilient & Attractive Borough	<p>We will align Council policy with our climate emergency objectives. <i>As plans and strategies are prepared the Council will ensure that they address its climate change objectives.</i></p> <p>UN SDGs 11 – Sustainable cities and communities</p>	<p>Local Plan and Local Transport Plan (LTP4) Both plans are in the process of being updated and will incorporate policies that will help achieve the climate emergency objective. Incorporation of policy and action in other Council plans and strategies is dependent on greater understanding of the implications of service delivery on climate change and so on the training and reporting recommendations above.</p> <p>Consultants have prepared a 'Local Plan Climate Change and Natural Capital Study'. The report is informing preparation of the new Local Plan (2018-2037) and the contribution that the Local Plan could make towards the Council's goal of achieving net zero carbon status by 2030.</p>	In line with timescales for plan preparation	<p>Darren Tweed, Strategic Growth & Planning Policy Manager</p> <p>Dwayne Lowe, Head of Highways & Transport</p>	NQ
	We will review and update our plan to adapt to the changing	<p>Climate Change Adaptation Strategy The text of the Adaptation Strategy has been updated to reflect the latest UK Climate Impact Projections, but</p>	2021/22	Darren Tweed, Strategic Growth &	NQ

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	<p>climate to ensure a resilient borough</p> <p>The Council's Adaptation Strategy will be reviewed in the light of the latest UK climate projections and the associated action plan updated</p> <p>UN SDGs: 13 – Climate Action</p>	<p>amendments to the Action Plan remain outstanding. Having a strategy and action plan is essential to ensure the Council is prepared and resilient to the impacts of the changing climate, i.e. more extreme weather events such as flooding and heat waves.</p>		Planning Policy Manager	
	<p>We will take what steps we can to facilitate improvement of homes in the borough to reduce emissions and tackle fuel poverty. The Council will continue to work with partners and through CHiL to secure funds, provide advice, promote the benefits of energy efficiency measures and enforce minimum standards in the private rented sector.</p> <p>UN SDGs 7 – Affordable & clean energy 10 – Reduced inequalities</p>	<p>Fuel Poverty Toolkit</p> <p>The Council is preparing a Toolkit to guide where it should focus its limited resources and identify where additional assistance from Government is needed.</p> <p>CHiL (Cosy Homes in Lancashire) continues to operate, but in a reduced manner. CHiL is prioritising clients whose boiler is completely broken or where an occupant has no central heating.</p> <p>CHiL has secured funding from the Government's Local Authority Delivery scheme - £12m for the whole of Lancashire. The scheme is designed to improve the energy efficiency of low income, fuel poor households in their local area. The scheme has to be implemented by the end of December 2021.</p> <p>The Council-commissioned Healthy Homes programme, delivered by Care Network has been revised to remove criteria for support. A refreshed communications and marketing campaign is being developed to promote the service and offer fuel poverty proofing support to residents in the borough.</p>	<p>Sept 2021</p> <p>On-going</p> <p>Dec 2021</p> <p>On-going</p>	<p>Muzaffer Dayaji, Home Energy Officer</p> <p>Beth Wolfenden, Public Health Specialist</p>	<p>To be reported retrospectively, depending on works undertaken – condition of grant</p>

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	<p>We will exploit the opportunities arising from the move to a low carbon economy</p> <p>The Council will use its influence with the LEP and other partners to progress environmental products, processes and innovation. It will work with networks e.g. the Hive to identify champions who will to help businesses cut emissions.</p> <p>UN SDGs 8 – Decent work and economic growth 17 – Partnerships for the Goals</p>	<p>Low Carbon Economy</p> <ul style="list-style-type: none"> • Develop a technology hub in Blackburn town centre to generate low carbon jobs and support training and re-skilling; • Use investment programmes and grant funding to support and development jobs and training in low carbon and green sectors such as building retro-fit, peatland restoration, and provision of active travel infrastructure; • Facilitate new buildings fit for the future through the planning process; • Move towards a circular economy through revised approaches to procurement and to waste collection and recycling programmes; • Develop infrastructure to make it easy for people to walk and cycle and to work remotely; • Lead a shift towards positive, long-term behaviours, e.g. actions to support home-working and improve safety for cyclists; • Support renewable energy generation; • Work with stakeholders to decarbonise the economy • Promote monitoring, collation and sharing of data; • Promote local authority insetting where further emission reduction is not possible • Introduce a 'Single Use Plastic Pledge' for all settings in the borough 	Ongoing	Martin Kelly, Strategic Director for Place	<p>A 10% reduction from the industrial & commercial sector would save 25,000 tonnes of CO₂</p> <p>LULUCF in BwD currently stores 500 tonnes of CO₂</p>
	Invest in a further street lighting LED replacement programme for the remainder of the street lights and connect the street lighting on our main arterial routes through construction of a Central Management System	<p>Street Lighting</p> <p>We have 20,471 Lighting assets of which 16,933 (83%) have been upgraded to LED. The remainder are predominately in town centre and residential areas. Energy and carbon savings can be realised through replacing these lanterns with LED.</p> <p>Whilst the street lighting team operates a dimming regime to lower energy and carbon costs our street</p>	2022 - 24	Dwayne Lowe Head of Highways & Transport and Transport	Savings to be quantified as part of the tender process

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	(CMS) connecting all the assets	lights are not connected so act independently of one another, meaning that any changes in this regime is a laborious task of actioning at every asset location. Investment in a Central Management System (CMS) realised by constructing 7 new base stations to create an initial radio network connecting to new nodes located on all assets, would allow for centralised control via a laptop computer and also identify faults within assets, saving on engineer visits. Funding for improvements included in 22/23 LTP.			
Lean & Clean	We will invest in clean energy and efficiency measures throughout the Council estate and support renewable energy generation in the borough. The Council will assess its estate to identify opportunities for energy efficiency measures and renewable energy installations UN SDGs 7 – Affordable & clean energy 9 – Industry, innovation & infrastructure	Energy Efficiency A Public Sector Decarbonisation Scheme grant will fund: <ul style="list-style-type: none"> • Installation of LEDs at Blackburn Library, Eanam Wharf, Blackburn Market, Darwen Leisure Centre & Blackburn Town Hall; • Solar PV arrays at BTMC, the Enterprise Centre, Blackburn & Darwen Leisure Centres, Witton Arena & the Data Centre; • Heat pumps installation at BTMC; • An upgrade to the Uninterruptable Power Supply at the Data Centre; • Upgrades to the Building Management Systems at all sites Savings equate to about 5% of the Council's current emissions	March 2022	Gwen Kinloch, Environment & Sustainability Manager	Saving c. 250 tonnes of CO ₂ pa
		Energy Efficiency – Project Pipeline The NW Energy Hub is helping local authorities compile data to help identify energy efficiency schemes and support the business case for investment.	2021/22	Gwen Kinloch, Environment & Sustainability Manager	Potential TBC
	The Council will work with partners to identify opportunities for renewable energy generation in the	Renewable Energy & Decarbonisation of Heat <ul style="list-style-type: none"> • Prepare an Energy Plan to determine scope for deployment of renewables and low carbon energy in the borough; 	2021/22	Gwen Kinloch, Environment & Sustainability Manager	Potential TBC

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	<p>borough and prepare an investment plan to 2030 for viable schemes.</p> <p>UN SDGs 13 – Affordable and clean energy 17 – Partnerships for the goals</p>	<ul style="list-style-type: none">• Assess options for decarbonisation of heat supply to Council estate, focusing initially on high consumers mainly in Blackburn and Darwen town centres;• Work with stakeholders to promote and progress renewable energy generation across all sectors;• Explore the capacity for Community Energy;• Investigate options for Green Finance to meet the cost of investment <p>Estimated costs for heat decarbonisation feasibility:</p> <ul style="list-style-type: none">• £50,000 to investigate heat pump feasibility in key buildings and provide costed business cases• £25,000 for techno-economic assessment of potential heat networks in Blackburn and Darwen town centres – match funding for a Heat Network Delivery Unit grant application		Darren Tweed, Strategic Growth & Planning Policy Manager																															
	<p>We will reduce the waste generated in the borough, increase recycling and maximise the benefit from residual waste. The Council has an objective to increase its recycling rate from 30% to 65% by 2030 and send the residual waste to an energy-from-waste plant</p> <p>UN SDGs 12 – Responsible consumption and production</p>	<p>Waste & Recycling</p> <p>Environment & Operations delivered a blue recycling bin for paper and card over the summer to all 65,000 households as a step towards improving recycling rates in the borough. Monitoring and enforcement began at the start of September.</p> <p>Kerbside recycling increased by 11% compared with 2019/20.</p> <table><tr><th>Household Waste Tonnes CO₂e</th><th>2020/21</th><th>2019/20</th><th>± Tonnes CO₂e</th><th>±%</th></tr><tr><td>Landfill</td><td>2</td><td>7,589</td><td>-7,587</td><td>-100%</td></tr><tr><td>Recycled</td><td>293</td><td>337</td><td>-44</td><td>-13%</td></tr><tr><td>Composted</td><td>53</td><td>42</td><td>11</td><td>25%</td></tr><tr><td>Combusted</td><td>791</td><td>524</td><td>267</td><td>51%</td></tr><tr><td>Totals</td><td>1,139</td><td>8,492</td><td>-7,354</td><td>-87%</td></tr></table>	Household Waste Tonnes CO ₂ e	2020/21	2019/20	± Tonnes CO ₂ e	±%	Landfill	2	7,589	-7,587	-100%	Recycled	293	337	-44	-13%	Composted	53	42	11	25%	Combusted	791	524	267	51%	Totals	1,139	8,492	-7,354	-87%	Aug 2020	Stuart Hammond, Contract Policy & Performance Manager Sally Booth, Environmental Education Officer	C. 500 tonnes pa
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		The Department undertakes regular comms to increase recycling, and continues to develop its new recycling website, which includes a growing list of educational resources BwD Recycle – Test your recycling knowledge (recyclebwd.org) . New householders are sent a booklet on waste and recycling. More educational resources are available, a recycling game is being developed and more visits are being made to schools.			
		Food Waste Raise awareness of, and seek to reduce, food waste, which accounts for c.40% of residual household waste in the borough <ul style="list-style-type: none"> • Explore the delivery of the ProVeg ‘School Plates’ programme in education settings; • Target those primary schools not yet signed up to the Recipe 4 Health award; • Plan and deliver a local Food Waste campaign; • Deliver a pilot ‘Natural Paths’ environmental resilience programme focusing on reducing food waste and plastic pollution and increasing biodiversity; • Delivery of the ‘Give Up Loving Pop’ campaign in to 20 Year 3 classes which includes plastic pollution awareness 	On-going	Food Resilience Alliance	~ 6,000 tonnes CO ₂ e if diverted from landfill, excluding production, processing & transportation emissions
		Commercial Waste <ul style="list-style-type: none"> • Undertake an audit of Blackburn and Darwen Markets to find cost-effective alternatives to single-use plastics, identify waste streams and how these can be minimised and improve recycling rates; • Promote the findings to showcase sustainable business practices. 	2022/23	Clare Turner, Town Centres Manager	Potential TBC
		Household Waste Recycling Centre	2023	Adam Nickson, Growth	4.6 tonnes CO ₂ e pa

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		The Environment Department with support from the Growth team has appointed a lead consultant to design a new Household Waste Recycling Centre, which will greatly enable the Council to divert more waste for recycling. The Centre should be ready in 2023.		Programme Manager	saved from shorter trips to waste transfer site Impact of car journeys N/K
		Council Office Recycling New recycling bins, based on the same system as domestic recycling, have been installed in town hall buildings, Audley & Queen's Park NLC and Little Harwood Children's centre. Sites previously without recycling, such as Darwen Town Hall, have been set up with a trade account to provide full facilities.	2020 Completed	Sally Booth, Environmental Education Officer	Not quantifiable (no weigh scales)
		Government Policy Consultations As part of the Resources and Waste strategy, the government is consulting on a number of different proposals to divert more waste to recycling, and extend 'producer responsibility' for various types of drinks-based packaging. These proposals would mean several changes for the Council and its residents: <ul style="list-style-type: none"> ▪ Compulsory domestic food waste collections; ▪ Consistent recycling material collections across all Council areas; ▪ Deposit return scheme for drinks containers including cans, plastic bottles and cups The above changes are intended to come in to force from 2023 and will influence the rate at which the Council achieves its recycling and therefore carbon reduction target.	2023	Stuart Hammond, Contract Policy & Performance Manager	TBC
	We will seek increased transparency from the Council's Pension Fund managers in relation to the coherence of Pension Fund Investment choices and	Pension Funds The Lancashire Pension Fund has a value of £8.4 billion, of which £100m (1.2%) is invested in fossil fuels - £33m coal, £67m oil & gas. <ul style="list-style-type: none"> • Participate in pan-Lancashire discussion on actions necessary to influence the Lancashire Pension Fund 	Dec 2021	Dean Langton, Director of Finance	NQ

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	<p>alignment with its Climate Change strategy</p> <p>UN SDGs 12 – Responsible consumption and production</p>	<p>Investment Strategy and increase transparency on investment choices to bring them into alignment with local Climate Emergency strategies.</p> <ul style="list-style-type: none"> • Encourage alignment of the pension scheme with the Taskforce on Climate-related Financial Disclosures 			
Travelling Lightly	<p>We will reduce emissions from transport and increase active travel</p> <p>The Local Transport Plan (LTP3) is to be updated (LTP4) and the review process will examine existing policy to ensure it can help to deliver the Council's carbon neutral goal.</p> <p>UN SDGs 11 – Sustainable cities and communities</p>	<p>Active Travel</p> <ul style="list-style-type: none"> • Provide facilities for cycling and walking in the borough using the Active Travel Fund to support access to key employment and education sites and increase levels of active travel for everyday journeys – Capability Funding is now expected in October 2021 where we will receive a total of £272,528. This revenue funding as and where possible will be aligned to either existing or proposed cycling and walking infrastructure within the borough. As part of this revenue funding we will be delivering business/school grants providing the opportunity for businesses and schools to apply for a grant to improve onsite facilities to encourage more walking and cycling, for example cycle parking, shower and locker facilities. • Implement an action plan of cycling and walking activities, as submitted to DfT, which will enable businesses, schools and hard to reach communities to be encouraged to engage in active travel through adult and family cycle training, led walks and rides, bike hire and community based cycling and walking activities <p>The final delivery action plan will be available when our allocation has been confirmed by DfT;</p> <ul style="list-style-type: none"> • Utilising Capability funding we will be developing the first three stages of a Blackburn with Darwen Local Cycling and Walking Infrastructure Plan (LCWIP) • A Walking and Cycling Plan (2021-2024) has now been produced and approved and will be used as a 	2021/22	<p>Dwayne Lowe Head of Highways & Transport</p> <p>Melanie Taylor, Senior Transport Planner</p>	TBC

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		<p>daughter document to the Local Transport Plan (LTP4). Delivery of the plan will be supported through engagement activities delivered through the impending capability Fund, infrastructure delivery will be supported as part of future Active Travel Funding and funding aligned with Local Cycling and Walking Infrastructure plans (LCWIP's). Policy, aims and objectives will be supported through LTP4.</p> <ul style="list-style-type: none"> • Develop a strategic East Lancashire LCWIP with Lancashire County Council, Hyndburn and Rossendale Councils. This is progressing well, with Stage 2 'Gathering information stage' nearly complete and some of Stage 3 'Network planning' partially underway. • Work with education and employment settings to influence and change travel behaviour. This is a particular focus within the capability funding delivery; • In partnership with Public Health, CCGs and Primary Care Network we have recently submitted an Expression of Interest to deliver an Active Travel Social Prescribing Pilot. £100k is available for successful LAs to develop feasibility studies and detailed project planning on how we can provide cycling and walking interventions as part of the primary care and CCG social prescribing offer. Blackburn with Darwen has been notified (22nd September 21) that we have successfully passed EOI Phase one and have been invited to complete EOI Phase 2 to be submitted by 22nd October 2021. 			

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	<p>The Council will develop an investment plan to move its fleet from fossil to clean fuel by 2030.</p> <p>UN SDGs 11 – Sustainable cities and communities</p>	<p>Council Fleet</p> <ul style="list-style-type: none"> • One electric vehicle for Parking Services delivered; a second on order, to be delivered December 2021; • Exec Board to receive a report on fleet vehicle replacement and the switch to electric models where feasible; • Prepare an investment plan for the replacement of c.85% of the fleet, based on whole-life costs and benefits, for implementation from April 2022, based on feedback from feasibility study to establish if the electric vehicles in the current market are able to replace and carry out the operations of our fleet of welfare buses and vehicles over 7.5 tonnes gross vehicle weight; • Train MVSS staff to maintain EVs and offer their services to the public; • Keep under review, the cost of decarbonisation of the larger vehicles, i.e. the 15% that are too costly to switch to electric at present 	<p>Dec 2021</p> <p>2021/22</p>	<p>Neil Bolton, Fleet Manager</p>	<p>+1 tonne</p> <p>TBC</p>
	<p>We will investigate ways to reduce emissions from staff business travel and commuting and introduce cost-effective solutions as quickly as possible.</p> <p>UN SDGs 13 – Climate action</p>	<p>Staff Business Travel</p> <ul style="list-style-type: none"> • Undertake a staff survey to calculate the emissions from commuting; possibly an activity we could undertake through the 'Travel Planning' support element of the Capability Fund project. Estimated resource required – two weeks of Senior Transport Planner time to generate questionnaire and analyse returns. Findings would also inform wider strategic transport planning • Encourage and support home working for part of the week to reduce commuting miles; • Make virtual meetings the default before opting to travel; 	<p>2021/22</p>	<p>Melanie Taylor, Senior Transport Planner HR ...</p>	<p>TBC</p> <p>~ 300 tonnes pa ~ 200 tonnes pa</p>

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		<ul style="list-style-type: none"> • Run a trial of electric pool vehicles for unavoidable travel and add the acquisition of the EVs to the fleet investment plan; 		Neil Bolton, Fleet Manager	~ 50 tonnes pa
		Benefits of Employment with BwD Assess the practicalities of the following: <ul style="list-style-type: none"> • Introduction of salary sacrifice to encourage staff to purchase an electric car; • Whether salary sacrifice could be used for the purchase of bus or rail passes; • Could a 'pool' bus pass be made available for business travel? • Should a subsidised bus pass be a 'perk' of employment instead of subsidised car parking? • Register with Transdev's 'Commuter Club' where employees will be entitled to 10% off bus travel on all Transdev buses 	2021/22	HR with Finance	NQ
		Demand Responsive Transport <ul style="list-style-type: none"> • Prepare a demand responsive transport pilot with the Royal Blackburn Hospital when Covid-19 have eased to provide a public transport link between Darwen, where a large proportion of hospital staff live and the hospital; • Develop similar schemes to serve outlying business parks not served by public transport and so off-limits to non-drivers looking for work • Include Demand Responsive services in Levelling Up fund bids to improve early morning and late evening services at strategic employment sites. <p>NOTE: Blackburn with Darwen Borough Council posted, in June 2021, a notification of intent to pursue an Enhanced Partnership with our local bus operators. We published a Joint Bus Service Improvement Plan (BSIP) with Lancashire County Council at the end of</p>	2021/22	Melanie Taylor, Senior Transport Planner	TBC

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		October 2021 and by April 2022 will have an enhanced partnership in place. As part of the BSIP process Local Authority and operators are to outline how they propose to deliver the key goals of the National Bus Strategy – for example making bus services more frequent with turn up and go services on key routes – this is where Demand Responsive Transport Services may feature as part of the BSIP			
		Last Mile Deliveries We have too little data on last-mile deliveries to know what the issues are and what the responses should be, but need to keep the issue under review.		Dwayne Lowe Head of Highways & Transport	
		Electrification of Vehicles <ul style="list-style-type: none"> • Work with the Motorcycle Industry Association (MCIA) to understand the challenges and opportunities of electric Category L, 2 and 3-wheel vehicles and quadricycles; • Prepare a strategy and action plan for the provision of charge points for electric vehicles in residential areas 		Dwayne Lowe Head of Highways & Transport	Every 10,000 miles travelled by an EV instead of a fossil-fuelled vehicle saves almost 2 tonnes of CO ₂
	We will work with local taxi drivers to find ways to cut emissions from the 27 million miles driven in the borough every year. UN SDGs 13 – Climate action	Taxis Develop a hackney carriage and private hire strategy with the long-term aim to facilitate the transition to electric vehicles. Hybrids constitute about a third of the current fleet of private hire vehicles, but the cost of moving to fully electric is still too high for the trade. No charging infrastructure for taxis is planned presently. The matter is being kept under review. It is estimated borough taxis travel 27m miles pa, emitting perhaps 7,000 tonnes CO ₂ pa	On-going	Dwayne Lowe, Head of Highways & Transport Taxi Licensing	
		Engine Idling Launch a campaign to discourage engine idling in the Borough, particularly outside of schools	2021/22	Dwayne Lowe, Head of Highways & Transport	A car idling for one minute can produce 10-30g CO ₂

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				Public Health	and 0.05-0.07g NOx ¹
Capture more carbon	<p>We will work with landowners to plant more trees and protect and enhance natural carbon stores</p> <p>UN SDGs 15 – Life on land 14 – Life below water</p>	<p>Carbon Removal & Reduction</p> <ul style="list-style-type: none"> • Treescapes grant secured for small-scale tree planting, in partnership with Hyndburn, Pendle, Burnley, Rossendale and the Ribble Rivers Trust, will realise 3-4 ha of new planting in BwD and involve communities and schools in its creation; • Support the Ribble Rivers Trust Lancashire Woodland Connect programme to plant and maintain 2 ha of trees – cost £15k pa for two years; • Support pan-Lancashire bids for larger-scale tree planting initiatives across the region; • Talk to residents about the benefits of trees in towns and the role they play in capturing carbon, improving air quality and providing shade; • Develop the concept of Authority Based Insetting to direct investment to local carbon reduction or sequestration schemes as an alternative to offsetting overseas; • Work with United Utilities and other stakeholders, either directly or through the Local Nature Partnership, to develop the environmental opportunity areas (EAO) identified in the Climate Change and Natural Capital study, part of the evidence base for the Local Plan; • Become a stakeholder in the Test and Trial project in the Irwell Valley informing the new Environmental Land Management Scheme, linking with Insetting and EAO; • Keep in touch with Care-Peat, an Interreg project to reduce carbon emissions and restore the carbon storage capacity of different types of peatlands; 	2021/22-2022/23	<p>Gwen Kinloch, Environment & Sustainability Manager</p> <p>Darren Tweed, Strategic Growth & Planning Policy Manager</p> <p>Imran Munshi, Drainage Manager</p>	Tree planting 2.25 tonnes CO ₂ per ha

¹ Estimates calculated by TRL Transport for Future <https://idlingaction.london/live/wp-content/uploads/2021/02/TRL-Executive-Summary.pdf>

Objective	Action	Progress/Proposals	Timescale	Lead	CO ₂ Impact
		<ul style="list-style-type: none"> • Include a hydraulic flow study of the moors around Darwen - to inform natural flood management schemes - in the next iteration of the Flood Risk Management Plan (FRMP2) 			
Basis for change	<p>We will work with residents and partners to raise awareness of and to tackle climate change.</p> <p><i>We will hold a Citizens' Inquiry.</i></p> <p><i>We will prepare a communications plan</i></p> <p>UN SDGs 13 – Climate action</p>	<p>Citizens' Inquiry Hold a Citizen's Inquiry into the Climate Emergency to generate recommendations for action for all sections of the borough Estimated Cost: £35,000</p>	2021/22	Public Health?	
		<p>Communications Plan Prepare a communications plan, identifying communication channels and timetable for messages and interactions</p>	Ongoing from 2021/22	Andrea Sturgess, Head of Communication & Engagement	
	<p>We will identify a Climate Emergency Champion and provide regular reports on action plan progress to Council and residents</p> <p>UN SDGs 13 – Climate action 16 – Peace, justice & strong institutions</p>	<p>Champions The following have been given responsibility for directing delivering of the Climate Emergency Action Plan</p> <ul style="list-style-type: none"> • Cllr Phil Riley: Executive Member for Growth & Development • Cllr Zainab Rawat: Climate Change Champion: • Martin Kelly: Strategic Director for Place <p>Management Board is responsible for development of the Action Plan, with regular progress reports to the Executive Member and annually to Council Forum.</p>	Jan 2020		
	<p>We will actively lobby the Government to provide the additional powers and resources needed to meet the 2030 target</p> <p>UN SDGs 13 – Climate action</p>		On-going	Martin Kelly, Strategic Director Place	

Objective	Action	Progress/Proposals	Timescale	Lead	CO ₂ Impact
	<p><i>Proposed additional action:</i> We will report emissions via the Carbon Disclosure Project (CDP) platform</p> <p>UN SDGs 13 – Climate action</p>	<p>Reporting Assess the pros and cons of reporting through CDP as a means of charting progress on delivery of the Climate Emergency Action Plan.</p> <p>Annual reporting requires submission of data through a questionnaire devised by CDP that covers governance, adaptation, emissions, opportunities, energy, transport, food, waste and water. Councils are expected to try to collaborate with other sectors and try to collect data for services outside of its control (principally water). CDP use the return to score the city or municipality from A to D, which will reflect data gaps. Only those graded 'A' are made public.</p>	2022/23	Gwen Kinloch, Environment & Sustainability Manager	NQ