



## BRENT CLIMATE ACTION DATA DASHBOARD

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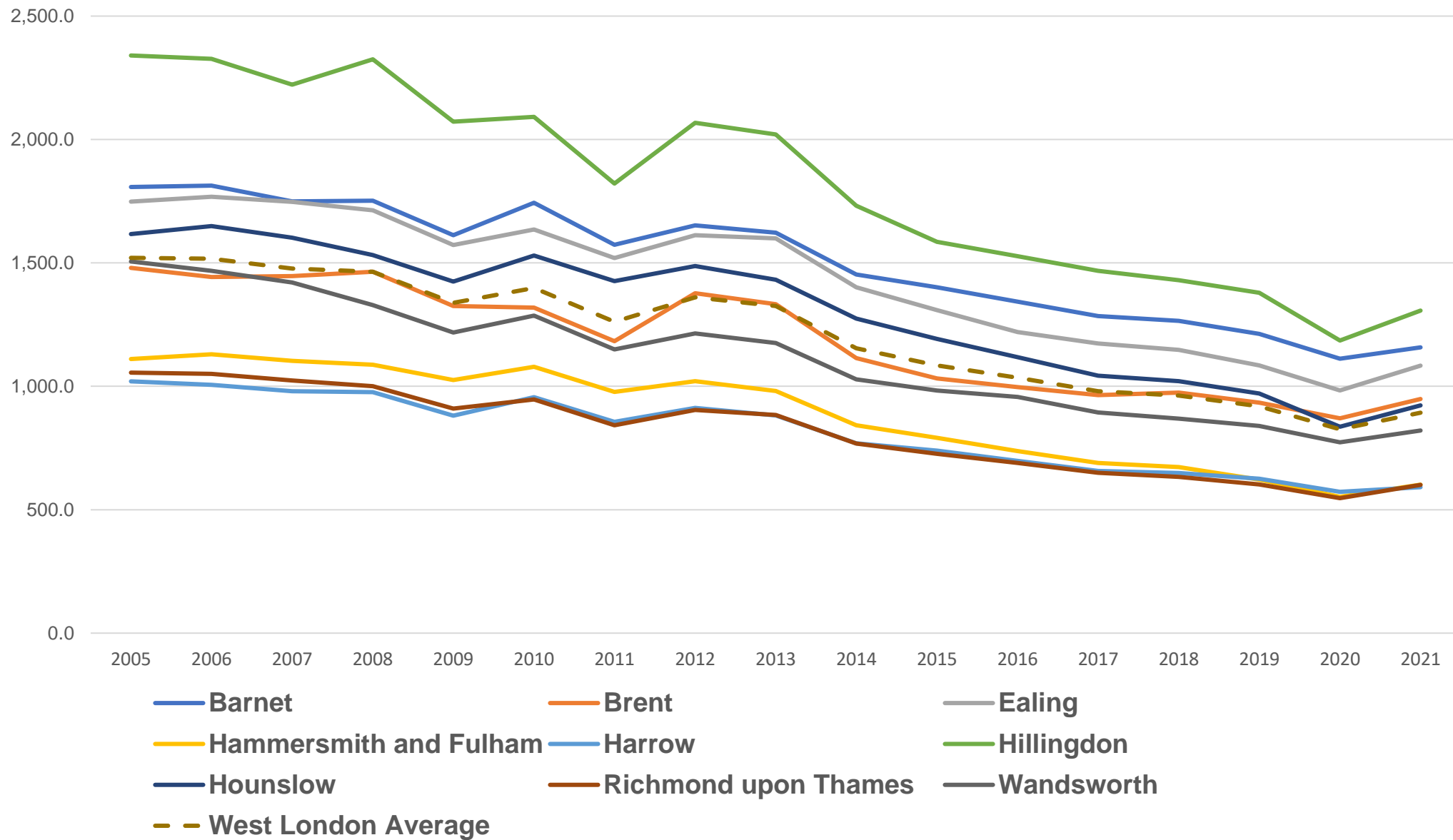
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**\*Counted as boroughs in West London Climate Emergency Group** = *Barnet, Brent, Ealing, Hammersmith & Fulham, Harrow, Hillingdon, Hounslow, Richmond, Wandsworth*

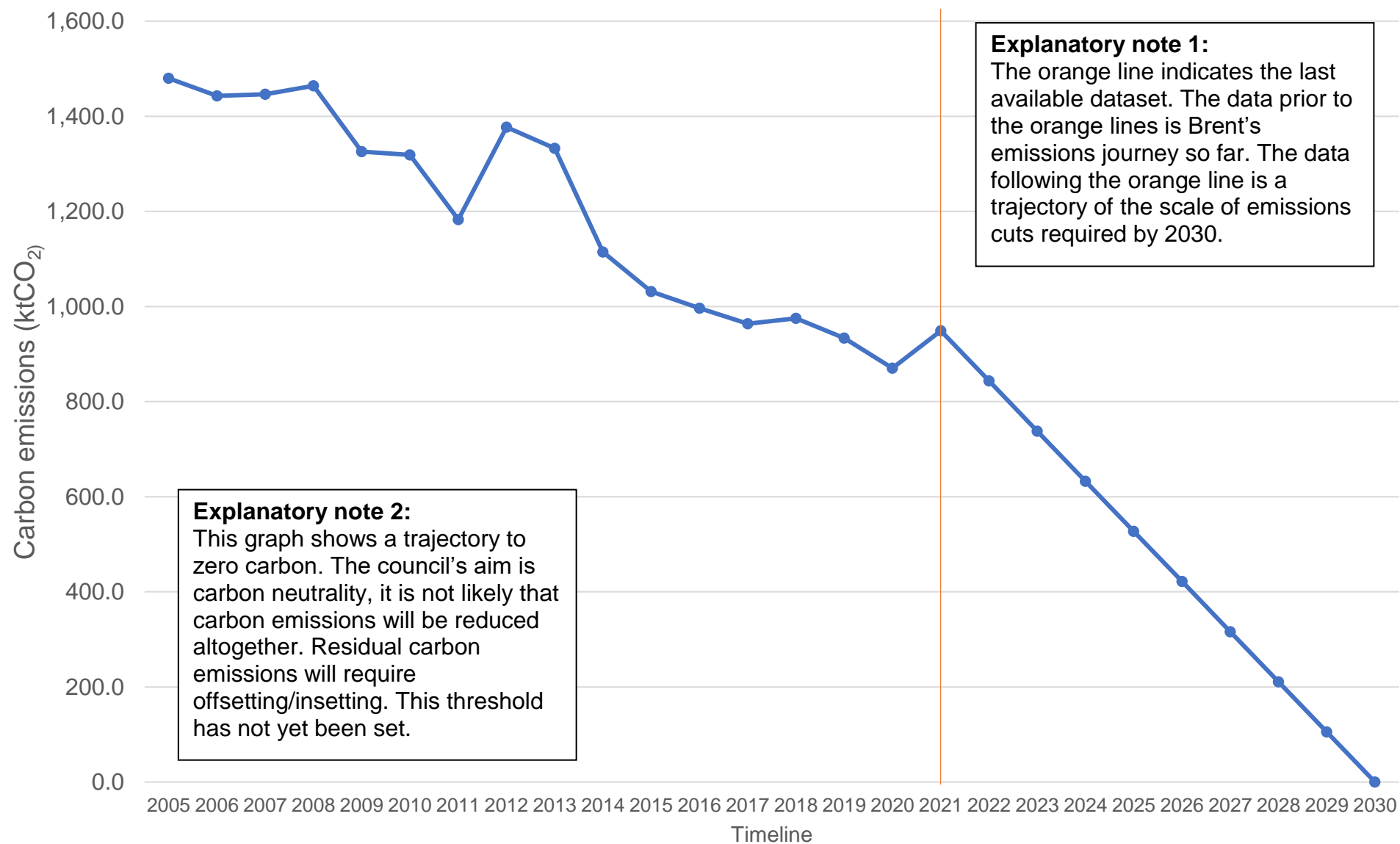
**\*\*Counted as Inner London Authorities** = *Camden, City of London, Greenwich, Hackney, Hammersmith and Fulham, Islington, Kensington and Chelsea, Lambeth, Lewisham, Newham, Southwark, Tower Hamlets, Wandsworth and Westminster*

**\*\*\*Counted as Outer London authorities** = *Barking and Dagenham, Barnet, Bexley, Brent, Bromley, Croydon, Ealing, Enfield, Haringey, Harrow, Havering, Hillingdon, Hounslow, Kingston upon Thames, Merton, Redbridge, Richmond upon Thames, Sutton, Waltham Forest*

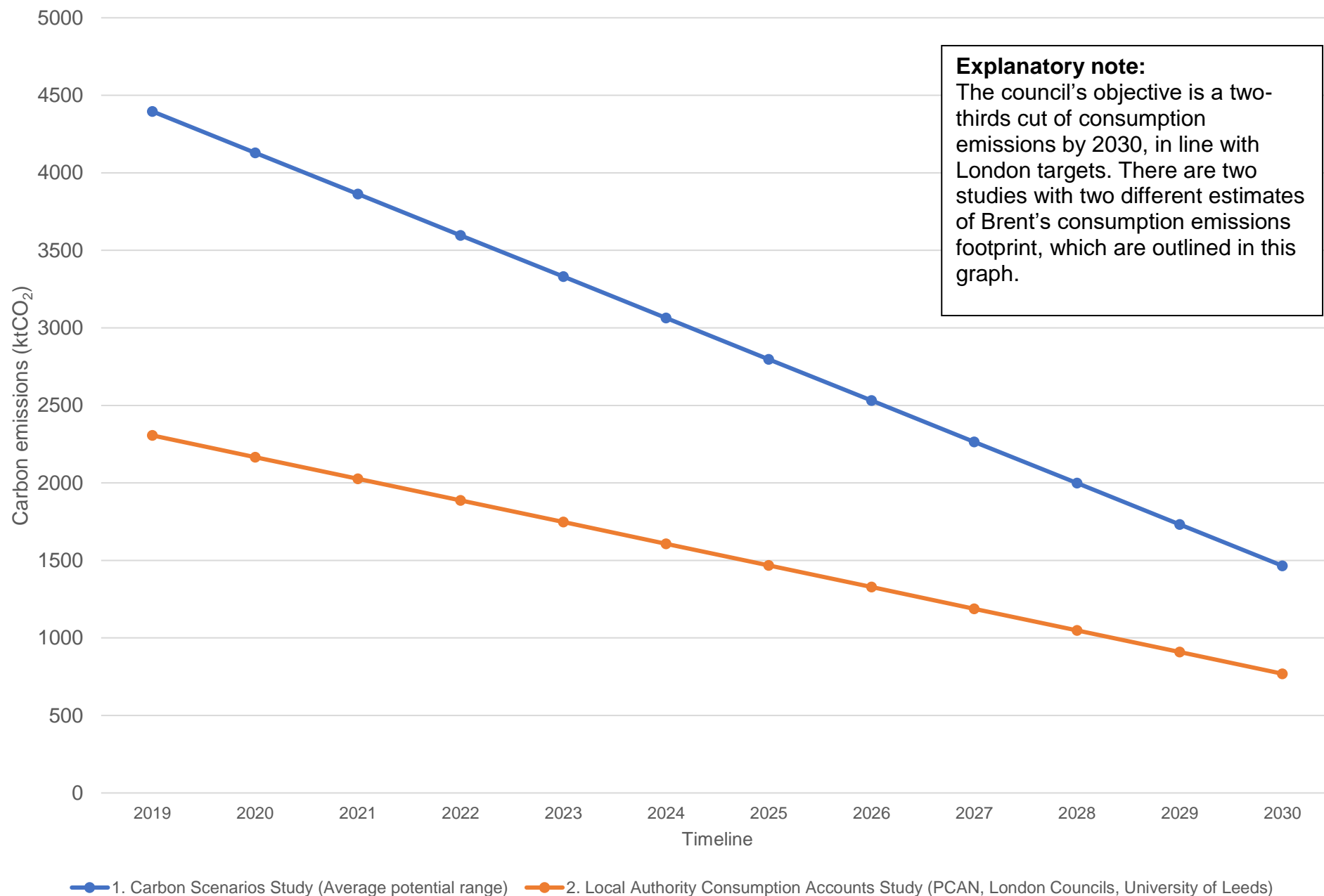
# Grand Total CO<sub>2</sub> (kt) Emissions - Boroughs in West London Climate Emergency Group, 2010-2021 (DESNZ)



## Theoretical territorial emission reduction trajectory - Brent



## Theoretical consumptions emissions trajectory - Brent



## Theme 1 – Consumption, Resources and Waste

No.	Measure	Current Brent Data (Data source)	Brent July 2019 baseline (Data source)	Current average for boroughs in West London Climate Group* (Mean)	Current Inner-London average** (Mean)	Current Outer-London average*** (Mean)	Target for end of 2024-25 / next annual dataset	Projected Target by 2030 (unless otherwise stated)	Council role/influence in achieving target	Commentary / Notes
1.	<b>Annual household recycling rate</b>  <i>A higher percentage indicates better performance.</i>	<b>37.8%</b>  <a href="#">Defra, Waste Data Flow (LA)</a> (2021-22)	<b>34.2%</b>  <a href="#">Defra, Waste Data Flow (LA)</a> (2021-22)	<b>35%</b>  <a href="#">Defra, Waste Data Flow (LA)</a> (2021-22)	<b>27.6%</b>  <a href="#">Defra, Waste Data Flow (LA)</a> (2021-22)	<b>38%</b>  <a href="#">Defra, Waste Data Flow (LA)</a> (2021-22)	41%	N/A	Indirect Medium Influence	<ul style="list-style-type: none"> <li>The council has recently entered a new long-term waste contract with Veolia.</li> <li>The council has limited direct influence over resident's recycling behaviours but will continue to undertake education initiatives and innovate wherever possible.</li> <li>It is not possible to set a projected target for 2030 before the new waste contract and services are embedded.</li> </ul>
2.	<b>Annual household waste per head</b>  <i>A lower rate of kilograms indicates better performance.</i>	<b>264.7<sub>kg</sub></b>  <a href="#">Defra, Waste Data Flow (LA)</a> (2021-22)	<b>288.7<sub>kg</sub></b>  <a href="#">Defra, Waste Data Flow (LA)</a> (2021-22)	<b>322.8<sub>kg</sub></b>  <a href="#">Defra, Waste Data Flow (LA)</a> (2021-22)	<b>316.5<sub>kg</sub></b>  <a href="#">Defra, Waste Data Flow (LA)</a> (2021-22)	<b>345<sub>kg</sub></b>  <a href="#">Defra, Waste Data Flow (LA)</a> (2021-22)	288 <sub>kg</sub>	N/A	Indirect Medium Influence	<ul style="list-style-type: none"> <li>At present, Brent is achieving its annual target for 2024-25.</li> <li>See comments in row above for further context.</li> </ul>

## Theme 2 – Sustainable Travel

No.	Measure	Current Brent Data (Data source)	Brent July 2019 baseline (Data source)	Current average for boroughs in West London Climate Group* (Mean)	Current Inner-London average** (Mean)	Current Outer-London average*** (Mean)	Target for next 12 months / next annual dataset	Projected Target by 2030 (unless otherwise stated)	Council role/influence in achieving target	Commentary / Notes
3.	<b>% of average daily trips made by active travel measures</b>  <i>A higher percentage indicates better performance.</i>	<b>39%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)  <i>^This dataset is sent to the council directly from TfL</i>	<b>33%</b>  Mayor's Transport Strategy Outcome Indicators (Dec 20)	<b>41%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>52%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>37%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>40%</b>	<b>42%</b>	<b>Indirect Medium Influence</b>	<ul style="list-style-type: none"> <li>The council has limited direct influence over Brent residents' daily travel choices but will continue to support the shift to more active travel trips by pulling the levers at its disposal.</li> <li>The <a href="#">Active Travel Implementation Plan</a>, once finalised, is the focal point for the action that the council be pursuing.</li> <li>Much of this work remains dependent on available funding. Brent's allocation of funding from TfL for its Local Implementation Plan has been halved since 2020 which makes both the scope of what is possible and pace at which it is able to implement it extremely challenging.</li> <li>Inner London's active travel infrastructure is significantly more advanced than in Outer London, which is in part set by TfL funding and priority roll-out of schemes.</li> </ul>
4.	<b>% of average daily trips made by public transport</b>  <i>A higher percentage indicates better performance.</i>	<b>29%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>36%</b>  Mayor's Transport Strategy Outcome Indicators (Dec 20)	<b>25%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>27%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>22%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>29%</b>	<b>31%</b>	<b>Indirect Low Influence</b>	<ul style="list-style-type: none"> <li>The number of people using public transport is thought to have reduced significantly in years following COVID-19.</li> <li>We work closely with TfL to ensure the smooth running of the public transport system within the borough to enable residents to view this as a positive option of getting around.</li> </ul>

5.	<b>Overall sustainable modeshare</b> <i>(Levels of travel by sustainable modes: public transport, walking, cycling)</i>  <i>A higher percentage indicates better performance.</i>	<b>68%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>69%</b>  Mayor's Transport Strategy Outcome Indicators (Dec 20)	<b>65%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>79%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>58%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>69%</b>	<b>73%</b>  <b>80%</b> By 2041 (Long Term Transport Strategy)	<b>Indirect Low-Medium Influence</b>	<ul style="list-style-type: none"> <li>This data measure reflects a combination of the two metrics above.</li> <li>Brent's overall average is higher than average for West London and Outer London more generally.</li> </ul>
6.	<b>% of residents doing at least two x 10 minutes of active travel a day</b>  <i>A higher percentage indicates better performance.</i>	<b>30%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>31%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>33%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>42%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>31%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>32%</b>	<b>48%</b>  <b>70%</b> By 2041 (Long Term Transport Strategy)	<b>Indirect Low Influence</b>	<ul style="list-style-type: none"> <li>Brent's figures are marginally lower than average and the previous position from 2019.</li> <li>There is also a public health aspect to this metric, and beyond sustainable travel strategies, also links to initiatives being pursued as part of the Borough Plan and joint Health and Wellbeing Strategy.</li> <li>Improved promotion of existing activities which already exist across Brent's Environment and Leisure and Public Health directorates is currently being discussed.</li> </ul>
7.	<b>% of population within 400m of a strategic cycle network</b>  <i>A higher percentage indicates better performance.</i>	<b>14%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>6%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>13%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>47%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>12%</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>18%</b>	<b>43%</b>  <b>80%</b> By 2041 (Long Term Transport Strategy)	<b>Mixed Medium Influence</b>	<ul style="list-style-type: none"> <li>Inner London's strategic cycle network is significantly more advanced than in Outer London, which is in part set by TfL funding and priority roll-out of schemes.</li> <li>The Long-term transport strategy sets out the aspirational cycling links, alongside the existing cycle network in the borough and proposed future routes.</li> <li>The immediate proposals for improving the cycle network in Brent are the development of a TfL scheme that would make it easier for local people to walk and cycle between Wembley and Willesden Junction.</li> </ul>

										<ul style="list-style-type: none"> <li>We are also finalising the feasibility study setting out proposed 'Green Corridors' for active travel improvements as part of the Church End &amp; Roundwood Green Neighbourhoods scheme.</li> </ul>
8.	<b>Annual vehicle kilometres travelled (millions)</b>  <i>A lower number of miles indicates better performance.</i>	<b>962</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>1024</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>1163</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>628</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>1154</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>954</b>	<b>901</b>  <b>824</b> By 2041 (Long Term Transport Strategy)	<b>Indirect Low Influence</b>	<ul style="list-style-type: none"> <li>Brent's residents are driving less annually than both the West London and outer London average, but more than inner London.</li> <li>Whilst Brent's targets aim for a reduction in annual vehicle kilometres travelled, the shift away from petrol and diesel vehicles does not necessarily mean a shift away from the car altogether.</li> <li>Promoting the use of zero emission (at source) vehicles (electric or hydrogen) across the borough will be important, as will working with TfL on the strategic infrastructure to support this.</li> </ul>
9.	<b>No. of cars owned</b>  <i>A lower number of cars owned indicates better performance.</i>	<b>92,878</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>97,348</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>98,063</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>49,733</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>102,232</b>  Mayor's Transport Strategy Outcome Indicators (2022-23)	<b>91,774</b>	<b>84,048</b>  <b>73,011</b> By 2041 (Long Term Transport Strategy)	<b>Indirect Low Influence</b>	<ul style="list-style-type: none"> <li>There are less cars owned in the borough than the West London and Outer London average, but more than inner London.</li> <li>See comments in row above for further context.</li> </ul>
10.	<b>Average NO<sub>2</sub> annual mean concentration</b> <i>(measured by micrograms per cubic metre)</i>  <i>A lower number of particulates measured indicates better performance.</i>	<b>34.15</b> (Ave of 4 automatic monitoring sites)  <a href="#">Brent JSNA Dashboard</a>	<b>44.75</b> (Ave of 4 automatic monitoring sites)  <a href="#">Brent JSNA Dashboard</a>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>31.13</b>	<b>10</b> (WHO guidelines)	<b>Indirect Medium Influence</b>	<ul style="list-style-type: none"> <li>The council has recently adopted a new <a href="#">Air Quality Action Plan</a> which has extended the Air Quality Management Area Order for the whole borough and sets out plans overarching plans to tackle and further improve air quality in the borough over the coming years.</li> <li>It is not possible to compare this data to other London Boroughs.</li> </ul>
11.	<b>Average PM<sub>2.5</sub> annual mean concentration</b>	<b>10.45</b> (Ave of 2 automatic monitoring sites)	<b>19.8</b> (Ave of 2 automatic monitoring sites)	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>9.77</b>	<b>5</b> (WHO guidelines)	<b>Indirect Medium Influence</b>	<ul style="list-style-type: none"> <li>See comments in row above for further context.</li> </ul>



	<p>(measured by micrograms per cubic metre)</p> <p>A lower number of particulates measured indicates better performance.</p>	<a href="#">Brent JSNA Dashboard</a>	<a href="#">Brent JSNA Dashboard</a>							
12.	<p><b>Average PM<sub>10</sub> annual mean concentration</b> (measured by micrograms per cubic metre)</p> <p>A lower number of particulates measured indicates better performance.</p>	<p><b>20.55</b> (Ave of 4 automatic monitoring sites)</p> <p><a href="#">Brent JSNA Dashboard</a></p>	<p><b>23.25</b> (Ave of 4 automatic monitoring sites)</p> <p><a href="#">Brent JSNA Dashboard</a></p>	N/A	N/A	N/A	19.86	15 (WHO guidelines)	Indirect Medium Influence	See comments in row above for further context.
13.	<p><b>% of borough covered by Healthy Neighbourhood (Low-Traffic) Schemes</b></p> <p>A higher percentage indicates better performance.</p>	<p><b>12%</b></p> <p><a href="#">Healthy Streets Scorecard (2023)</a></p>	<p><b>9%</b> (estimate)</p> <p><a href="#">Healthy Streets Scorecard (2023)</a></p>	<p><b>19%</b></p> <p><a href="#">Healthy Streets Scorecard (2023)</a></p>	<p><b>33%</b></p> <p><a href="#">Healthy Streets Scorecard (2023)</a></p>	<p><b>21%</b></p> <p><a href="#">Healthy Streets Scorecard (2023)</a></p>	N/A	N/A	Direct	<ul style="list-style-type: none"> <li>Brent's number is lower than all other comparable London datasets.</li> <li>Several proposed schemes were either removed or have not yet been trialled due to resident concerns which were raised during the consultation process. As a result, the council has changed its approach with a focus on community engagement and co-design prior to formal public consultation. Several new schemes are currently being actively considered alongside engagement with residents.</li> </ul>
14.	<p><b>Proportion of borough schools with</b></p>	<p><b>33%</b></p> <p><a href="#">Healthy Streets</a></p>	<p><b>0%</b> Internal (2024)</p>	<p><b>15%</b></p> <p><a href="#">Healthy Streets</a></p>	<p><b>23%</b></p> <p><a href="#">Healthy Streets</a></p>	<p><b>18%</b></p> <p><a href="#">Healthy Streets</a></p>	36%	50%	Direct	<ul style="list-style-type: none"> <li>Brent has a significantly higher proportion of School Street Schemes when compared to West, Inner and Outer London averages.</li> </ul>

	<b>school streets scheme</b> (& no. of School Streets)  <i>A higher percentage indicates better performance.</i>	<a href="#">Scorecard</a> (2023)		<a href="#">Scorecard</a> (2023)	<a href="#">Scorecard</a> (2023)	<a href="#">Scorecard</a> (2023)				<ul style="list-style-type: none"> <li>36 schemes are currently in operation that have at least one camera enforcing them, with a few schemes expanding to having a few cameras enforcing on nearby roads.</li> <li>The schemes have helped towards a 14% increase in active travel since last year 2021-22, meaning more pupils are getting to school by walking, cycling, or scooting.</li> </ul>
15.	<b>No. of Bike Hangars in Brent</b>  <i>A higher number indicates better performance.</i>	<b>144</b>  Internal (2024)	<b>59</b> (estimate)  Internal (2024)	N/A	N/A	N/A	154	204	<b>Direct</b>	<ul style="list-style-type: none"> <li>Brent has more than doubled its number of bike hangars since 2019.</li> <li>It is not possible to easily compare data with other London Boroughs on this metric, however <a href="#">a recent piece of work by Steer and Clean Cities</a> indicates that the highest performing boroughs are currently: Hackney, Islington, Lambeth, Southwark, and Waltham Forest (all Inner London).</li> <li>Demand for bike hangars significantly outweighs supply and whilst the council is doing all that it can to deliver an increased number of hangars in the borough, this is dependent on available funding. There are also ongoing issues with hangars being broken into or damaged.</li> </ul>
16.	<b>Overall no. of bike hangar spaces allocated</b>  <i>A higher number indicates better performance.</i>	<b>864</b>  Internal (2024)	354	N/A	N/A	N/A	924	1224	<b>Indirect Medium Influence</b>	<ul style="list-style-type: none"> <li>Brent has more than doubled its number of bike hangar spaces since 2019.</li> <li>See comments in row above for further context.</li> </ul>
17.	<b>% of Schools with a gold, silver or bronze accredited Sustainable</b>	<b>48%</b>  Internal (2024)	<b>47%</b>  Internal (2024)	N/A	N/A	N/A	52%	75%	<b>Indirect Medium-High Influence</b>	<ul style="list-style-type: none"> <li>Whilst the council continues to provide support, advice and encouragement to schools on developing and submitting a travel plan, the responsibility to participate in this scheme ultimately lies with schools.</li> <li>We know from feedback that this can be difficult for some schools due to capacity issues and we</li> </ul>

	<b>School Travel Plan</b>  <i>A higher percentage indicates better performance.</i>									<p>continue to seek ways that this can be collaboratively alleviated. For example, we are developing a Schools Climate Action Plan guide for all Brent schools which will provide additional guidance on this topic and will be facilitating schools to learn best practice from others who are 'Gold' accredited.</p> <ul style="list-style-type: none"> <li>It is not possible to compare this data to other London Boroughs.</li> </ul>
18.	<b>No. of Electric Vehicle Charge Points in Brent</b>  <i>A higher number indicates better performance.</i>	<b>941</b>  <a href="#">Department for Transport</a> (Oct 2023)	<b>207</b>  <a href="#">Department for Transport</a> (Oct 2023)	<b>705</b>  <a href="#">Department for Transport</a> (Oct 2023)	<b>791</b>  <a href="#">Department for Transport</a> (Oct 2023)	<b>309</b>  <a href="#">Department for Transport</a> (Oct 2023)	N/A	<b>Between 2194-1784</b>  Target is dependent on a 'high residential or 'high opportunity' strategy being chosen	<b>Direct</b>	<ul style="list-style-type: none"> <li>Brent's record of electric vehicle charge point installation is higher than the West London average and inner London average whilst also being considerably higher than the outer London average.</li> <li>We know what is likely to be required by 2030 and are continuing to work with partners and our contractors to increase this number and are continuously horizon scanning for new sources of funding.</li> </ul>

## Theme 3 – Homes, Buildings, and the Built Environment

No.	Measure	Current Brent Data (Data source)	Brent July 2019 baseline (Data source)	Current average for boroughs in West London Climate Group* (Mean)	Current Inner London average** (Mean)	Current Outer London average*** (Mean)	Target for next 12 months / next annual dataset	Projected Target by 2030 (unless otherwise stated)	Council role/influence in achieving target	Commentary / Notes
19.	<b>No. of energy efficiency retrofit improvement projects undertaken on council buildings (non-domestic) since 2019<sup>1</sup></b>  <i>A higher number indicates better performance.</i>	<b>78</b>  Internal (2024)	N/A	N/A	N/A	N/A	N/A	N/A	<b>Direct</b>	<ul style="list-style-type: none"> <li>Brent's figure of 78 projects is since obtaining £3.2m of Public Sector Decarbonisation Funding in 2020 to provide energy efficiency improvement works to 16 council owned buildings.</li> <li>Energy efficiency work is highly dependent on substantial capital investment. There is currently no available council funding for any further future work. It is therefore not possible to predict when further work of this kind may take place, or project a target to 2030, but we will continue to seek external funding opportunities.</li> <li>It is not possible to compare data with other London Boroughs.</li> </ul>
20.	<b>No. energy efficiency retrofit improvement projects undertaken</b>	<b>40</b>  Internal (2024)	N/A	N/A	N/A	N/A	41	N/A	<b>Direct (Primary)</b>	<ul style="list-style-type: none"> <li>We do not have comparable data since 2019 and it is not possible to compare data with other London Boroughs.</li> <li>There are 37 council-maintained community schools across 39 sites</li> <li>Energy efficiency work on schools is also highly dependent on substantial capital investment to be</li> </ul>

<sup>1</sup> Types of work listed for consideration included: LED Lighting Replacement, Lighting Controls, BMS Upgrade/Optimisation, Air Source Heat Pump, Ground Source Heat Pump, Cavity Wall Insulation, External Wall Insulation, Skylight replacement, Double glazing with metal or plastic frames, Loft insulation, Hot water – point of use heaters, Solar Photovoltaic, Destratification Fan, Dishwasher, Combi-oven

	<b>on Council maintained schools (primary) since 2019<sup>2</sup></b>  <i>A higher number indicates better performance.</i>									able to undertake. The council has submitted a bid for the most recent Public Sector Decarbonisation Scheme round which was earmarked specifically for schools. A successful bid would enable a further four council-maintained schools to be retrofitted.
21.	<b>% Reduction in emissions from council own estate and operations emissions 2010-11 baseline</b>  <i>A higher percentage indicates better performance.</i>	<b>67.9%</b>  Internal (2021-22)	<b>56%</b>  Internal (2021-22)	N/A	N/A	N/A	71.9%	100%	<b>Direct</b>	<ul style="list-style-type: none"> <li>• The council reports on carbon emissions reduction across its estate and operations on a yearly basis.</li> <li>• The reporting considers the council's carbon footprint against its buildings, fleet and streetlights as its main direct organisational sources of energy.</li> <li>• Our corporate emissions only make up a very small proportion of total borough-wide emissions.</li> <li>• We are seeking external funding opportunities to fund development of a feasibility study on how we can achieve net zero by 2030.</li> <li>• It is not possible to compare this data to other London boroughs.</li> </ul>
22.	<b>No. of council housing stock (domestic) retrofitted with at least one energy efficiency</b>	<b>1,073</b>  Internal (2024)	N/A	N/A	N/A	N/A	650	N/A	<b>Direct</b>	<ul style="list-style-type: none"> <li>• Since 2019, we have undertaken three retrofit pilots on void street properties.</li> <li>• We were successful in securing £1.3m of funding from the government's Social Housing Decarbonisation Fund (SHDF).</li> <li>• The aim for this funding is to undertake retrofit work on 127 of the most energy inefficient properties within the council's own stock.</li> <li>• Retrofitting on domestic properties is also prohibitively expensive at scale. Brent has 10,000 properties of which 32% are EPC D or lower.</li> </ul>

<sup>2</sup> Types of work listed for consideration included: Solar Photovoltaic, Cavity wall insulation, Loft insulation, Window/Door replacement, Roof replacement, LED lighting replacement, Boiler replacement

	<b>measure since 2019<sup>3</sup></b>  <i>A higher number indicates better performance.</i>									<ul style="list-style-type: none"> <li>• Our best estimate for retrofitting council housing stock up to an average is EPC B is that it would cost £60m, and it is likely with current inflationary pressures that this figure would be even higher.</li> <li>• It is not possible to compare this data to other London boroughs.</li> </ul>
23.	<b>% of council housing stock rated EPC C or above</b> <i>(estimated based on current surveys)</i>  <i>A higher number indicates better performance.</i>	<b>57%</b>  Internal (2024)	<b>35%</b>  Stock condition survey (2019)	N/A	N/A	N/A	57.5%	N/A	<b>Direct</b>	<ul style="list-style-type: none"> <li>• The council has improved its asset management software to provide better project 'EPC' data and is gathering more intelligence over time from stock condition surveys.</li> <li>• A combination of SHDF work, retrofit work on a number of council Tower Blocks, and all new council homes being as energy efficient as is feasible means that we would anticipate seeing this figure and the number of properties rated EPC A/B improve over time.</li> <li>• As stated, substantive further capital investment is still required to achieve Brent's EPC B average target.</li> <li>• It is not possible to compare this data to other London boroughs.</li> </ul>
24.	<b>% of council housing stock rated EPC B or above</b> <i>(estimated based on current surveys)</i>  <i>A higher number indicates better performance.</i>	<b>5%</b>  Internal (2024)	<b>0%</b>  Stock condition survey (2019)	N/A	N/A	N/A	N/A	N/A	<b>Direct</b>	<ul style="list-style-type: none"> <li>• See comments in row above for further context.</li> </ul>

<sup>3</sup> Types of work listed for consideration included: LED Lighting Replacement, Lighting Controls, BMS Upgrade/Optimisation, Air Source Heat Pump, Ground Source Heat Pump, Cavity Wall Insulation, External Wall Insulation, Skylight replacement, Double Glazing with metal or plastic frames, Loft insulation, Hot water, Solar Photovoltaic, Destratification Fan, Dishwasher, Combi-Oven

25.	<b>Amount of total retrofit external grant funding secured for domestic and non-domestic, since 2019</b>  <i>A higher number indicates better performance.</i>	<b>£8.1m</b>  Internal (2024)	£0	N/A	N/A	N/A	N/A	N/A	<b>Direct</b>	<ul style="list-style-type: none"> <li>Since 2019, we have significantly enhanced our ability to horizon scan and develop funding bids to support our ambitions.</li> <li>The £8.1 figure comprises: £3.2m PSDS, £3.5m Green Homes Grant/Home Upgrade Grant, £1.3m SHDF.</li> <li>This does not include £4.1m s106 Brent Carbon Offset Funding which has been secured to date.</li> <li>It is not possible to compare across London, nor is it possible to set targets for this metric due to the uncertainty of what schemes will be available to bid for up until 2030 and the highly competitive nature of such schemes.</li> <li></li> </ul>
26.	<b>% of fuel poor households in Brent (&amp; no. of households)</b>  <i>A lower percentage indicates better performance.</i>	<b>14.8%</b> (18,570)  <a href="#">DESNZ - Government Statistics</a> (2021)	<b>17.3%</b> (20,322)  <a href="#">DESNZ - Government Statistics</a> (2021)	<b>11.9%</b> (13,495)  <a href="#">DESNZ - Government Statistics</a> (2021)	<b>11%</b> (12,162)  <a href="#">DESNZ - Government Statistics</a> (2021)	<b>12.3%</b> (13,741)  <a href="#">DESNZ - Government Statistics</a> (2021)	N/A	N/A	<b>Indirect Low Influence</b>	<ul style="list-style-type: none"> <li>The overall number of Brent households in fuel poverty is one of the highest in London.</li> <li>Brent has no direct influence over levels of fuel poverty, the contributing factors are typically low income, energy inefficient homes and high energy costs.</li> <li>Brent is seeking to retrofit the most energy inefficient homes within its own stock wherever possible and we will continue to bid for funding as it arises.</li> <li>For other tenure types we have also set up the Brent Well and Warm Advice service which provides free energy advice and support to fuel poor, vulnerable residents.</li> </ul>
27.	<b>No. of private properties that have received at least one energy efficiency measure via Green Homes Grant / Home</b>	<b>36</b>  Internal (2024)	0	62	N/A	N/A	71	N/A	<b>Direct</b>	<ul style="list-style-type: none"> <li>The Green Homes Grant/Home Upgrade Grant scheme was administered by the London Borough of Ealing, on the consortium's behalf with the delivery partner Warmworks. The scheme has now closed.</li> <li>The Brent CO2GO scheme which utilises a tranche of Carbon Offset is continuing and we would expect 35 projects to complete over the next year (meaning an overall total of 71 when the two projects are combined).</li> </ul>

	<b>Upgrade Grant/Carbon Offset Fund</b>  <i>A higher number indicates better performance.</i>									
28.	<b>% of annual major developments that include renewable energy sources</b>  <i>A higher percentage indicates better performance.</i>	<b>61%</b>  Planning Authority Monitoring Report (2021-22)	N/A	N/A	N/A	N/A	N/A	N/A	<b>Direct</b>	<ul style="list-style-type: none"> <li>The council's overarching environmental sustainability aspirations are guided by both policies in the adopted Local Plan and the London Plan.</li> <li>The council has also adopted an 'Environment &amp; Sustainable Development' Supplementary Planning Document which provides details of how the council will address the environmental impacts of development through the planning process.</li> <li>This document supports discussions between the council and developers at the pre-application planning application stage to ensure that developers are incorporating sustainable measures into development proposals as early as possible.</li> <li>It is not possible to compare this data to other London boroughs.</li> </ul>
29.	<b>% of annual major developments that were air quality neutral or positive</b>  <i>A higher percentage indicates better performance.</i>	<b>69%</b>  Planning Authority Monitoring Report (2021-22)	N/A	N/A	N/A	N/A	N/A	N/A	<b>Direct</b>	<ul style="list-style-type: none"> <li>See comments in row above for further context.</li> </ul>



## Theme 4 – Nature and Green Space

No.	Measure	Current Brent Data (Data source)	Brent July 2019 baseline (Data source)	Current average for boroughs in West London Climate Group* (Mean)	Current Inner London average** (Mean)	Current Outer London average*** (Mean)	Target for next 12 months / next annual dataset	Projected Target by 2030 (unless otherwise stated)	Council role/influence in achieving target	Commentary / Notes
30.	<b>No. of trees planted annually in public areas</b>  <i>A higher number indicates better performance.</i>	<b>844</b>  Planning Authority Monitoring Report (2021-22)	800	N/A	N/A	N/A	N/A	N/A	<b>Direct</b>	<ul style="list-style-type: none"> <li>Tree planting is dependent on funding not just for the planting but for subsequent maintenance.</li> <li>There is no specific annual target for tree planting at the present time.</li> <li>A new Tree Strategy for the borough is being developed.</li> <li>It is not possible to compare this data to other London boroughs.</li> </ul>
31.	<b>Tree Equity Score</b>  <i>A higher number indicates better performance.</i>	<b>81</b>  <a href="https://treeequityscore.org/">Map (treeequityscore.org)</a> (2024)	N/A	87  <a href="https://treeequityscore.org/">Map (treeequityscore.org)</a> (2024)	89  <a href="https://treeequityscore.org/">Map (treeequityscore.org)</a> (2024)	87  <a href="https://treeequityscore.org/">Map (treeequityscore.org)</a> (2024)	N/A	N/A	<b>Indirect Low Influence</b>	<ul style="list-style-type: none"> <li>The Tree Equity Map is a relatively new tool which provides local authorities with an overall tree equity score based on demographics and number of trees planted.</li> <li>As the tool is new it is not possible to provide a baseline from 2019.</li> </ul>
32.	<b>% tree canopy cover in Brent</b>  <i>A higher percentage indicates better performance.</i>	<b>14%</b>  (From canopy cover survey 2020)	N/A	N/A	N/A	N/A	N/A	N/A	<b>Indirect Low Influence</b>	<ul style="list-style-type: none"> <li>Brent commissioned a study on borough-wide canopy cover from iTree in 2020.</li> <li>Brent's score is lower than the estimated London-wide canopy cover of 21%.</li> </ul>

33.	<b>Square metres of wildflower meadows created and planted</b>  <i>A higher number indicates better performance.</i>	<b>792,727</b>  Internal (2024)	<b>792,727</b>  Internal (2024)	N/A	N/A	N/A	N/A	N/A	<b>Direct</b>	<ul style="list-style-type: none"> <li>Brent's planting of wildflower meadows and bee corridors took place in and around when we declared a climate and ecological emergency in 2019.</li> <li>It is not possible to compare planting of this kind to other boroughs in London.</li> <li>No substantive work has been undertaken since that point, in part because of the recent changes to Brent's long-term Grounds Maintenance Contract.</li> <li>Now that a new contractor is in place, they have now been tasked by the council to review increasing wildflower meadow sowing, looking at grass verges in the borough rather than parks.</li> </ul>
34.	<b>Number of Sites of Importance for Nature Conservation (SINC) sites in active positive management</b>  <i>A higher number indicates better performance</i>	<b>62</b>  Internal (2024)	<b>62</b>  Internal (2024)	N/A	N/A	N/A	62	62	<b>Indirect</b> Low-medium influence	<ul style="list-style-type: none"> <li>Sites of Importance to Nature Conservation (SINCs), known nationally as Local Wildlife Sites, are locally designated areas which are recognised as being of particular importance to wildlife and biodiversity.</li> <li>Brent has retained 62 SINC sites since 2019 and there are no plans at present to improve on this number, with the current focus being maintenance on the existing sites.</li> <li>It is not possible to compare data with other London Boroughs.</li> </ul>
35.	<b>No. of green spaces with known community gardens / orchards</b>  <i>A higher number indicates better performance</i>	<b>4</b>  Internal (2024)	<b>2</b>  Internal (2024)	N/A	N/A	N/A	7	9	<b>Mixed</b> Medium influence	<ul style="list-style-type: none"> <li>There were two community gardens in 2019 at Chalkhill Open Space (St Davids Close and Harlesden Town Gardens), Two additional community gardens/orchards have since been opened at Leybourne Open Space and Northwick Park.</li> <li>It is not possible to compare data with other London Boroughs.</li> </ul>

36.	<b>No. of green flag schemes implemented in parks</b>  <i>A higher number indicates better performance</i>	<b>0</b>  Internal (2024)	<b>0</b>  Internal (2024)	N/A	N/A	N/A	1	4	Direct	<ul style="list-style-type: none"> <li>The new Grounds Maintenance Contract includes a commitment to apply for 1 Green Flag per financial year.</li> <li>It has not been possible to compare data with other London Boroughs.</li> </ul>
37.	<b>No. of London in Bloom awards</b>  <i>A higher number indicates better performance</i>	<b>9</b>  Internal (2024)	<b>0</b>  Internal (2024)	N/A	N/A	N/A	10	12	Direct	<ul style="list-style-type: none"> <li>It has not been possible to compare data with other London Boroughs.</li> </ul>

## Theme 5 – Supporting Communities

No.	Measure	Current Brent Data (Data source)	Brent July 2019 baseline (Data source)	Current average for boroughs in West London Climate Group* (Mean)	Current Inner London average** (Mean)	Current Outer London average*** (Mean)	Target for next 12 months / next annual dataset	Projected Target by 2030 (unless otherwise stated)	Council role/influence in achieving target	Commentary / Notes
38.	<b>No. of community projects awarded grant funding by Brent Together Towards Zero Grant scheme</b>  <i>A higher number indicates better performance.</i>	<b>71</b>  Internal (2024)	0	N/A	N/A	N/A	85	N/A	Direct	<ul style="list-style-type: none"> <li>The scheme went live in 2022 therefore there is no baseline for 2019.</li> <li>After two rounds, the scheme is currently closed pending further funding to support a re-launch.</li> <li>Should this money be secured, we would anticipate a minimum of 14 projects being funded over the next 12 months.</li> <li>Funding for the scheme is issued on a one-off yearly basis, so it is not possible to set a target up until 2030 without funding certainty.</li> <li>It is not possible to compare data with other London Boroughs.</li> </ul>
39.	<b>No. of Brent Environment Network Members</b>  <i>A higher number indicates better performance.</i>	<b>3403</b>  Internal (2024)	0	N/A	N/A	N/A	4000	10,000	Indirect High Influence	<ul style="list-style-type: none"> <li>Since launching in 2021, there are 3403 members of the network.</li> <li>It is not possible to compare data with other London Boroughs.</li> </ul>

40.	<b>No. of business signed up to Brent Business Climate Charter or Camden/Brent Business Challenge</b>  <i>A higher number indicates better performance.</i>	<b>6</b>  Internal (2024)	0	N/A	N/A	N/A	40	N/A	Indirect Medium Influence	<ul style="list-style-type: none"> <li>We launched the Brent Climate Charter at an event at Wembley Stadium in November 2023. It is not possible to compare this data to other London Boroughs.</li> </ul>
41.	<b>No. of Brent businesses provided with funding to undertake energy efficiency retrofit projects from the Brent for Business Energy Efficiency Scheme</b>  <i>A higher number indicates better performance.</i>	<b>15</b>  Internal (2024)	0	N/A	N/A	N/A	25	N/A	Direct	<ul style="list-style-type: none"> <li>A total of 90 SMEs submitted an EOI, out of which 54 received free energy audits and a further 15 received a free energy audit and grant towards the cost of one or more energy efficiency measures.</li> <li>We are expecting an additional £94k in grant funding from April 2024-25 which will be linked to businesses taking part in the Brent Climate Charter or Camden/Brent Business Challenge.</li> <li>After this there is no further money allocated until 2030 and therefore it is not possible to set a longer-term target.</li> <li>It is not possible to compare this data to other London Boroughs.</li> </ul>
42.	<b>No. of faith-based</b>	<b>3</b>	0	N/A	N/A	N/A	10	100	Indirect	<ul style="list-style-type: none"> <li>The Brent Faith Climate Action plan was developed as a joint initiative with the Brent Faith</li> </ul>

	<b>organisations actively utilising Brent Faith Climate Action Plan</b>  <i>A higher number indicates better performance.</i>	Internal (2024)							Medium Influence	Climate Action Group launched at the Wembley Sephardi Synagogue in July 2023. <ul style="list-style-type: none"> <li>It is not possible to compare this data to other London Boroughs.</li> </ul>
43.	<b>No. of annual hits on the Climate Emergency Website Landing Page</b>  <i>A higher number indicates better performance.</i>	<b>518</b> (July 23-current)  Internal (2024)	0	N/A	N/A	N/A	1200	2000	Indirect Low influence	<ul style="list-style-type: none"> <li>The climate emergency web pages were developed in response to the council developing a climate emergency in 2019. The council has since updated its website and operating system and there is no historical data of hits since 2019.</li> <li>The new website provides data from July 2023 and will serve as the baseline for this metric going forward.</li> <li>The climate emergency landing page has recently been updated to provide clearer information and more information to residents on activity against each of the five key strategy themes.</li> <li>It is not possible to compare this data to other London Boroughs.</li> </ul>
44.	<b>Annual no. of students engaged with courses at Brent's Green Skills Centre</b>  <i>A higher number indicates better performance.</i>	<b>1621</b>  Internal (2024)	0	N/A	N/A	N/A	N/A	N/A	Indirect Medium Influence	<ul style="list-style-type: none"> <li>Brent opened its Green Skills Centre in November 2022 at the College of North West London.</li> <li>The initiative is a partnership between the College and the Council and seeks to address the skills gap in retrofitting and electric vehicle charge point installation.</li> <li>This is one of the only sites of its kind in London.</li> <li>It is not possible to compare data with other London Boroughs.</li> </ul>