Carbon Emissions Report 2021–2022

Lambeth

102899 (09.24)

Contents

About this document
Title: Carbon Emissions Report 2021–2022
Purpose: To set out Lambeth borough and council greenhouse gas emissions
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Executive Summary

0.1 Introduction

Since Lambeth Council declared a climate emergency in 2019, it has been working towards achieving net zero by 2030. This report sets out the carbon emissions associated with the council's operations for 2021-22 and a snapshot of the wider borough for 2020. The format of this report has developed following the launch of Lambeth's Corporate Carbon Reduction Plan (CCRP), which sets out an improved framework for reducing and monitoring Lambeth Council's own emissions. The CCRP is a council plan and supports the wider ambition set out in the Climate Action Plan (CAP) to achieve a net zero borough by 2030.

0.2 What is the council doing

Lambeth Council is committed to tackling the climate and ecological emergency. In 2022, the council commenced retrofit works on 21 schools to improve their energy efficiency and reduce their carbon footprint. Funding from the Public Sector Decarbonisation Scheme enabled works on the Grade II listed Brockwell Hall that will reduce the building's carbon emissions. We are moving closer to a fully electrified fleet of vehicles and we are transforming streets across the borough to promote active travel, improve air quality, increase biodiversity and make school streets safer for children.

0.2.1 Lambeth's Citizens' Assembly

Between May and July 2021 almost 50 Lambeth residents engaged in Lambeth's Citizens' Assembly on the climate crisis. Throughout ten weeks of online workshops residents were asked to develop a set of recommendations in response to the following question:

> We are facing a climate crisis: How can we work together in Lambeth to address climate change and its causes fairly, effectively and quickly?

The Citizens' Assembly report outlines the process, recommendations, key principles and Assembly members' reflections and next steps. It is essential that residents are involved in shaping the council's response to the climate crisis to ensure that the approach is inclusive and equitable. You can read the full report here.

The CAP builds on the recommendations set out in the Citizens' Assembly report. Lambeth Council coordinated this process but delivery of the goals and actions relies upon a much wider group of stakeholders and the success of the Lambeth Climate Partnership. The Lambeth Climate Partnership is a growing network of businesses, organisations, communities, and schools committed to delivering Lambeth's Climate Action Plan and working together to tackle the climate and ecological emergency. You can find out more about the Lambeth Climate Partnership here.

0.3 Challenges

We continue to face a huge challenge when it comes to tackling the climate crisis. We are witnessing the breakdown of climate and ecological systems resulting in extreme weather events, growing conflict over scarce resources and rapidly declining biodiversity. If we do not reduce emissions and take action to adapt our neighbourhoods, we will feel the effects on our economy, our health and our prosperity right here in Lambeth.

Each year we are seeing a greater number of extreme weather events and Lambeth is no exception. As the fifth most densely populated borough in the UK, Lambeth faces increased risks from hotter temperatures as well flooding during increasingly frequent heavy rainfall events. During the summer of 2021, London experienced

both flash flooding and record high temperatures resulting in significant environmental, economic and health implications for the borough. The winter of the same year saw dramatic rises in the cost of gas used to heat our homes, which has exacerbated fuel poverty amongst the most vulnerable.

0.3.1 Funding

The cost of delivering net zero by 2050 in the UK is estimated to be £1.4 trillion.[1] However, over 30 years this is less than 0.5% of GDP. Under UK policies[2], the cost of damage caused by extreme climate weather events is projected to increase from 1.1% of GDP to 3.3% in 2050 and at least 7.4% by 2100.[3] These costs could be drastically reduced from 7.4% to 2.4% of GDP by 2100 through strong climate mitigation policies.[4] In addition, investment in net zero policies and climate action generates various co-benefits including improvements in air quality, health benefits, greater energy security and a reduction in poverty and inequality.[5] In fact, the costs of inaction are considered to be far greater, further supporting the argument for significant investment in climate action.

For Lambeth, estimates put the cost of delivering the borough's climate action plan to be somewhere between £2-8bn.[6] The council estimates the capital cost of reaching net zero for assets under full or partial control as approximately £1bn. This is largely investment in buildings.

0.3.2 COVID-19

During much of 2021–22 we were still navigating the COVID-19 pandemic, with restrictions on non-essential public spaces gradually lifting from May 2021. As these restrictions lifted, it follows that emissions increased after a drop in 2020–21 due to national lockdowns and reduced economic activity. The source data used in this report for Lambeth borough emissions in section 1 is the Department for Energy Security and Net Zero (DESNZ) for the year 2020. The data source for Lambeth Council emissions in section 2 of this report is council-collected data for the fiscal year 2021–22. As such the two data sets reflect different periods – Lambeth borough emissions for the year 2020 are lower than expected due to the impacts of COVID-19, whereas Lambeth Council emissions for 2021–22 have increased as national lockdowns were lifted and, in addition, we developed our approach to emissions data collection.

0.4 Lambeth borough emissions

Emissions across the borough continue to fall. In 2020, Lambeth borough emissions were 869,575 tonnes (869.6 $ktCO_2e$), which is 8% less than 2019. However, it is hard to compare this year to any other, due to the unprecedented impacts of the pandemic. In March 2020, the UK was put into a nation-wide lockdown to curb outbreaks of COVID-19. As a result, schools shut, non-essential shops closed, and the population was asked to work from home if they could and only leave home for exercise and essentials. Following this, a prolonged period of entering and exiting national and regional lockdowns inevitably caused significant disruption for every organisation, including Lambeth Council.

Energy use in homes continues to be the largest source of emissions in Lambeth and represents a greater share of the total (41%) compared to the UK-wide average (25%). Lambeth Council is investing heavily in its housing stock to improve the energy efficiency, with a goal of retrofitting all of Lambeth Council's existing buildings (residential and non-residential) to an average of EPC level C or higher by 2030.

Transport emissions are less in Lambeth (21%) compared to the UK-wide average (28%), though this doesn't include resident's aviation emissions. Despite six out of ten households in Lambeth being car free, most of Lambeth's transport emissions are from on-road petrol and diesel vehicles. Lambeth's Climate Action Plan sits alongside the Air Quality Action Plan, Transport Strategy and Biodiversity Plan which set out multiple goals

to reduce traffic in the borough, shift modes of transport towards active travel and improve air quality and biodiversity.

0.5 Lambeth Council carbon emissions

Lambeth Council carbon emissions are now broken down into the following categories:

- Full council control
- Partial council control: non-residential assets
- Partial council control: residential assets
- Third party contractors
- Embodied emissions from goods purchased by the council
- Council policy and decision making.

This categorisation is introduced for the first time this year following the publishing of the CCRP, see 0.6 Methodology and data limitations below for further explanation.

Figure 1 shows the emissions from operations over which the council has the most control, and therefore the greatest influence. Between 2020–21 and 2021–22, emissions from full council control fell by 0.1%.

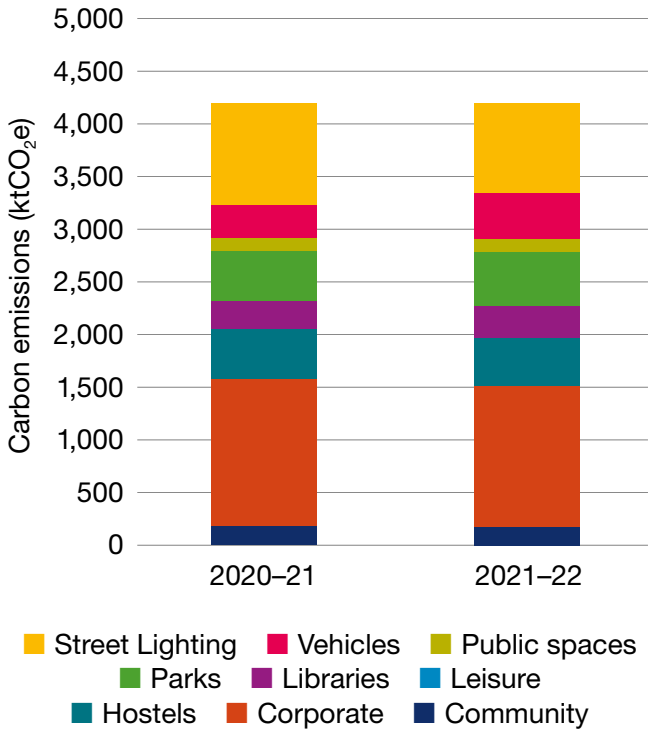
We are also able to present data in this report for categories within our sphere of influence, but not full control. We have improved our data collection methods and therefore are able to present a more accurate picture of the council's emissions. Alongside this we have also included modelled data for some categories which gives an indication of emissions.

As a result of this improved data collection, data availability and the inclusion of modelled data, we are able to present a wider snapshot of emissions for 2021–22, totalling 140,915 tonnes (141 $ktCO_2e$). This total now includes modelled emissions from sources that were not previously presented, namely emissions associated with third party contractors and council tenanted units.

0.6 Methodology and data limitations

The council is a complex organisation with many functions. It is an owner of emissions sources like buildings and vehicles, an owner and lessor of buildings used by others, a purchaser of goods and services, and an authority that makes decisions that affect investment, development and behaviour across the borough. The actions the council can take to reduce emissions from its operations differ according to each function, as does its influence over and responsibility for those emissions.

Figure 1: Emissions from full council control in 2020–21 and 2021–22



As such, the approach to measuring emissions and reaching our net zero target has developed and this report introduces that process and the changes going forwards. Lambeth Council has published an update to its CCRP to bring clarity to the definition of our net zero target, define the scope according to the council's levers of control, summarise actions the council will take, and enable the progress to be measured. The CCRP focuses on the council's estate, whilst the Climate Action Plan focuses on how the council, together with partners across Lambeth, will work towards the 2030 borough-wide net zero goal.

Partial council control operations is relatively well-developed, however it remains incomplete and there are some gaps in the data. Collecting good quality data from operational areas where the council has less influence is challenging. In the absence of this data, we use modelled data for some categories. The council is committed to reducing its emissions across all operational areas, and improving its monitoring and reporting so that we can evidence progress. The new approach laid out in the CCRP is the first step in addressing this.

Lambeth borough emissions in this report are calculated using statistics published by the Department for Energy Security and Net Zero (DESNZ) and the Department for Business, Energy & Industrial Strategy (BEIS) for 2005 to 2022. These cover territorial emissions of CO_2, CH_4 and N_2O.

Lambeth Council emissions in this report are calculated using statistics published by the BEIS and the Department for Environment, Food and Rural Affairs (DEFRA) for 2021.

1 Lambeth Borough Emissions

1.1 Snapshot of Lambeth borough emissions

In 2020, emissions for the borough were 869,575 tonnes (869.6 $ktCO_2e$).

This is approximately 0.2% of the UK's entire carbon emissions.

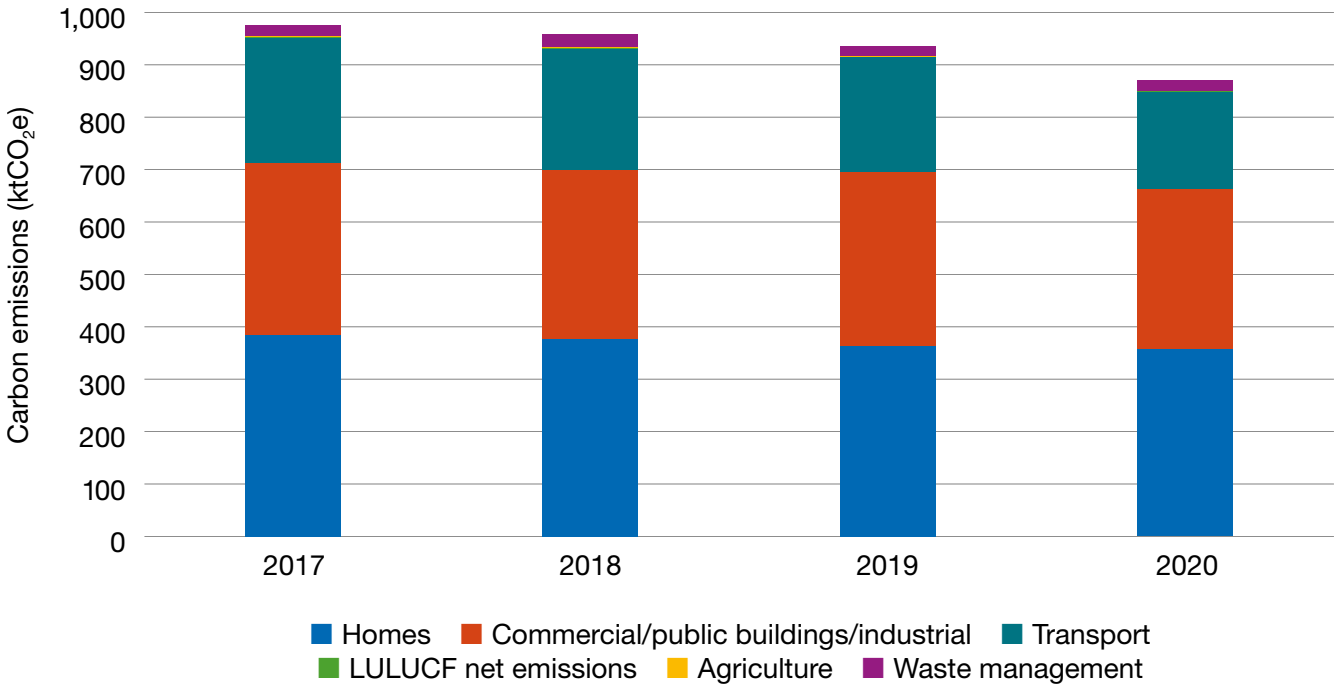
This is 8% lower than borough emissions in 2019.

Carbon emissions per person in Lambeth in 2020 were 2.7 tonnes. This is both lower than the London average of 3.1 tonnes per person and the national average of 5.6 tonnes per person. It is lower than the 2019 carbon emissions per person in Lambeth (2.9 tonnes).

Energy use in the home contributes to 41% of emissions in Lambeth, greater than the emissions from either transport or commercial, public and industrial buildings.

The COVID-19 pandemic significantly impacted carbon emissions in 2020. Whilst people were asked to stay at home, transport use inevitably decreased and with a reduction in economic activity and business closures, emissions from commercial, public and industry buildings were also impacted. Emissions from homes were less in 2020 compared to 2019, but only by 2%. In comparison, emissions from commercial, public and industrial buildings were 8% less and 20% less for transport in 2019 compared to 2020.

Figure 2: Lambeth borough GHG emissions 2017 to 2020. Source: DESNZ (May 2024)



Note: the CO_2e emissions used in this section are from the DESNZ and BEIS statistics. The figures relate to emissions from energy consumption (largely gas, electricity and petrol/diesel) in Lambeth. They do not include emissions from other goods and services consumed by Lambeth residents, such as flights or food and clothing. The statistics across the entire time series going back to 2005 are revised each year to account for methodological improvements, so the estimates presented here supersede any previously published.

1.2 National and London-wide comparison

Continuing in a similar trend to previous years, Lambeth's emissions profile differs from the UK average. As illustrated by Figure 3, transport emissions within the borough (21%) make up a smaller proportion compared to the UK emissions (28%), reflective of the characteristics typical to an inner London borough: lower levels of car ownership and higher provision of public transport services.

Emissions from homes in Lambeth make up the largest proportion of the borough's emissions. Whereas for the UK, emissions from homes are much smaller at 25%. This is reflective of below average energy efficiency levels of existing homes and flats in the borough and the fact that 61% of Lambeth's housing stock is pre-1945[7], compared to 35% for the UK.[8] The characteristics of older buildings – solid wall construction, single glazing, generally poorer condition – result in lower energy efficiency and therefore a higher carbon footprint. Lambeth faces a particular challenge in retrofitting its housing stock to meet the net zero target by 2030.

Figure 3: Lambeth borough comparison with UK-wide GHG emissions breakdown for 2020. Source: DESNZ (May 2024)

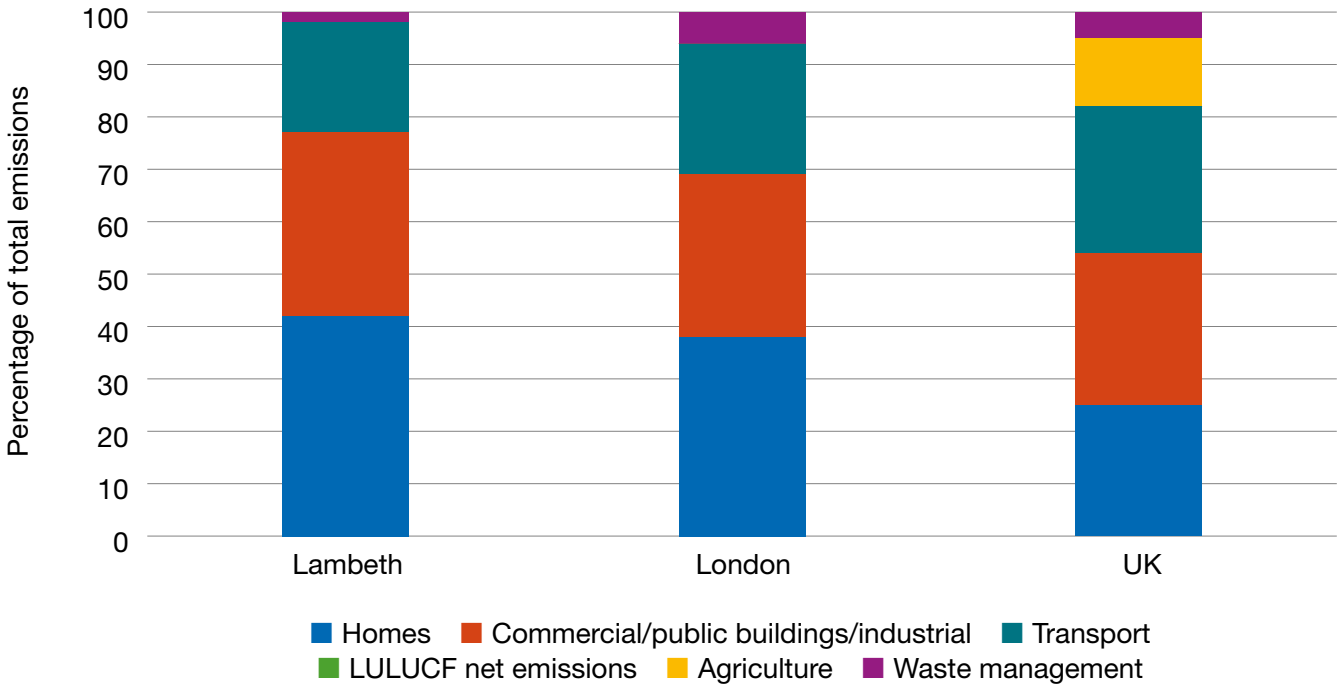


Figure 4 illustrates emissions per person across each of the inner London boroughs. Lambeth sits towards the lower end at less than half the emissions per person compared to Westminster.

1.3 Emissions trajectory

Lambeth's borough-wide carbon emissions from 2005-2020 are shown in Figure 5. The borough's emissions have fallen by a year-on-year average of 4%, from 1,591.5 $ktCO_2e$ in 2005 to 869.6 $ktCO_2e$ in 2020.

Figure 4: Comparison of per person emissions in Lambeth with inner London boroughs for 2020. Source: DESNZ (May 2024)

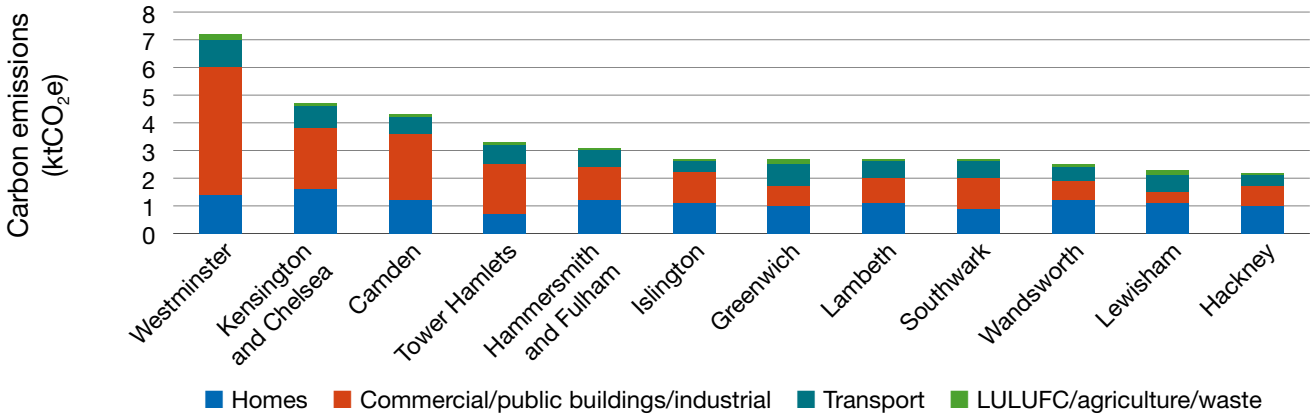
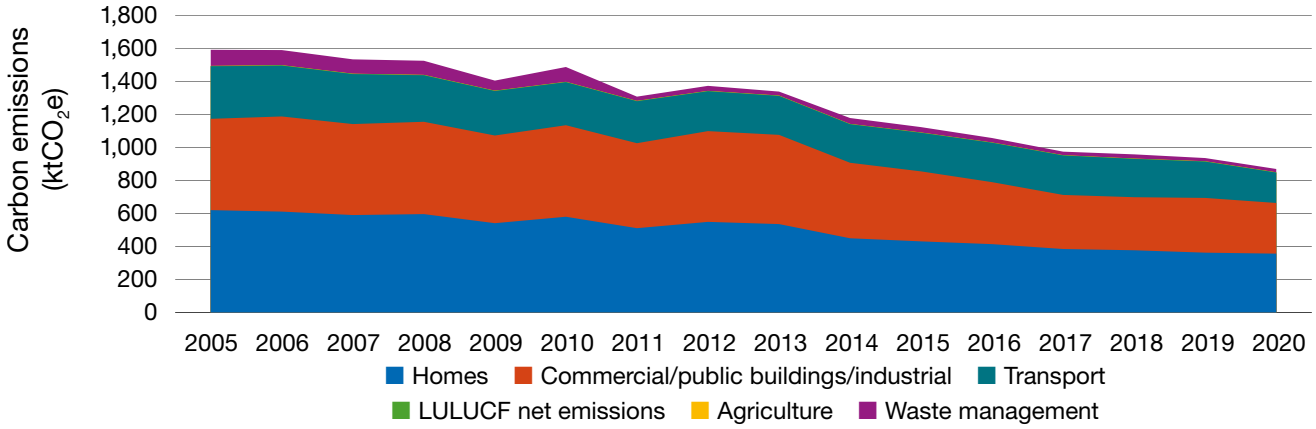


Figure 5: Lambeth borough GHG emissions 2005-2020, broken down by source sector. Source: DESNZ (May 2024)



2 Lambeth Council Emissions

2.1 Categorising Lambeth Council emissions

As outlined in the CCRP, the council is a complex organisation with many functions. It is responsible for several emissions sources including buildings and vehicles, an owner and lessor of buildings used by others, a purchaser of goods and services, and an authority that makes decisions that affect investment, development and behaviour across the borough. The scope for reducing emissions across these actions and decisions taken by the council differ according to each function, as does its influence over and responsibility for those emissions.

Part of the process of updating the CCRP involved adjusting the way the council categorises its emissions. Emissions from the council's operations will now be separated into emissions sources fully under the council's control, and more broadly, emissions sources that are partially controlled or influenced by the full range of the council's functions.

Figure 6 depicts the varying degrees of control the council has over these operational areas. Emissions from operations and assets under full council control are most within the council's ability to influence, whereas emissions of other operations in the borough that stem from council decision making and policy are shaped, but not directly controlled, by the council.

Figure 6: CCRP operational areas

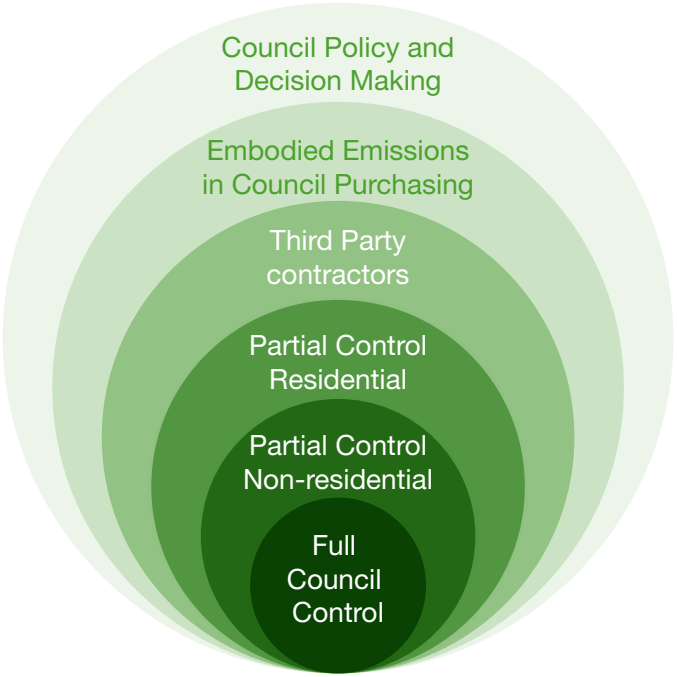


Table 1: CCRP operational categories definitions and examples

Category	Definition	Examples
Full council control	All assets owned and occupied by the council where the council has full control over the energy performance of the asset including energy purchasing, energy consumption, infrastructure installation, repairs & maintenance and the way the asset is used.	Buildings e.g. the town hall, civic centre, and other council offices in buildings the council owns
		Street lighting
		Vehicles
		Parks and public spaces including fountains, market facilities and machinery
Partial council control: non-residential	Buildings owned by the council and leased or delegated to third party and buildings owned/controlled by a third party, leased to/ used by the council.	Buildings e.g. maintained schools and commercially leased properties
		Parks and public spaces including fountains, market facilities and machinery
Partial council control: residential	All residential assets that the council owns and maintains where the council has substantial control over the energy performance of the asset through responsibility for infrastructure installation and repairs & maintenance.	Council tenanted units
		Leasehold units within council freehold properties
		Communal areas and services (electricity used in lighting communal areas, lifts and offices)
		Communal heating systems
Third party contractors	Service design, procurement and contract management processes implemented by the council that influence contractor emissions.	Top 250 live contracts
		Waste services

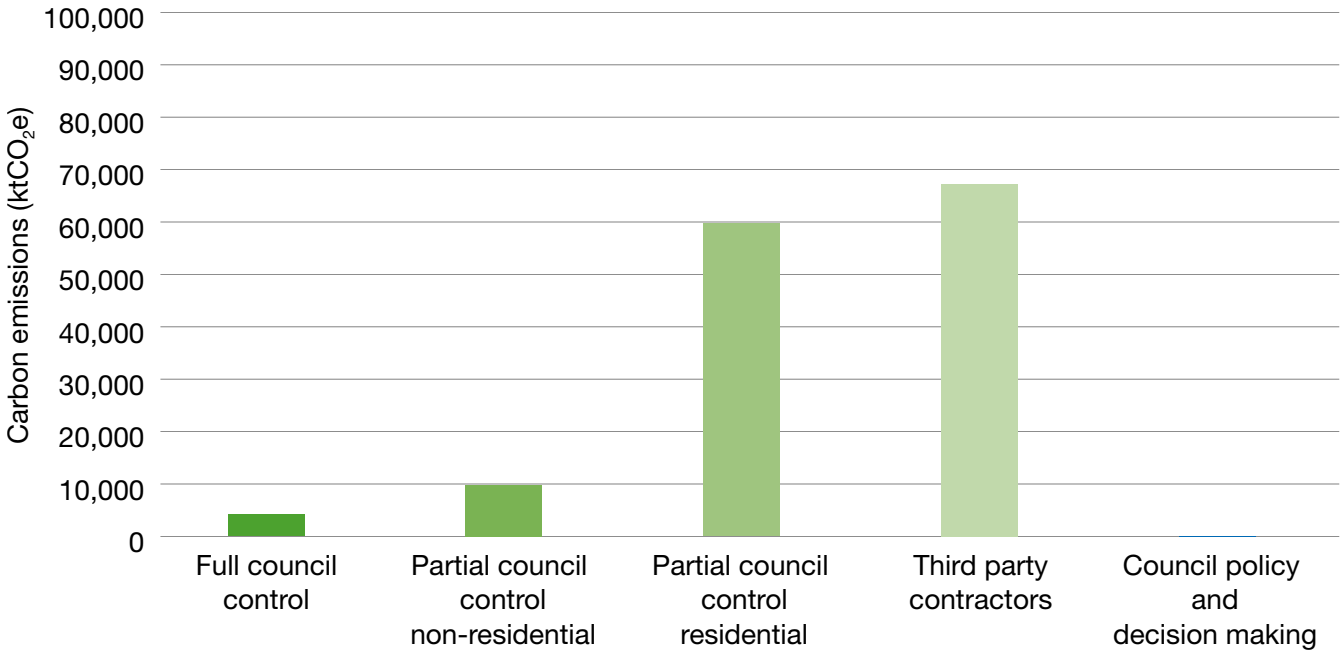
Category	Definition	Examples
Embodied emissions from goods purchased by the council	Procurement and contract management processes implemented by the council that influence emissions embodied in goods purchased directly by the council including, but not limited to, IT equipment, machinery, furniture, fixtures & fittings, catering, construction materials.	Goods purchased by the council
Council policy and decision making	Key processes and decisions implemented by the council to deliver its core functions that substantially influence emissions.	Planning and place shaping
		Local regulation, standard and setting enforcement
		Investment
		Staff travel

2.2 Emissions from council operations

This section of the report details the emissions associated with each of the categories set out in the CCRP. We have included modelled data for some sub-categories where we do not have access to primary data.

Figure 7 shows the breakdown of emissions by category. It is evident that the emissions the council has the most control and influence are small compared to those associated with operations over which the council has less influence.

Figure 7: Emissions from council operations broken down by category



Note: emissions from council policy and decision making account for a very small proportion at 22 tCO_2e as only staff travel data is available. We do not have any data for embodied emissions.

Table 2: Lambeth Council CCRP categories and their associated emissions

Category	Sum of total emissions (tCO_2e)	Highest emitter in category	Confidence
Full council control	4,196	Corporate buildings	High confidence Data available for 77% sites Data is accessible internally Use of government conversion factors where data is available
Partial council control: non-residential assets	9,772	Schools	Medium confidence Data for 83% schools Data for 50% libraries Data for 82% leisure centres Missing voluntary and community services consumption data Use of government conversion factors where data is available
Partial council control: residential assets	59,733	Council tenanted units	Medium confidence Data available for all properties on communal heating systems Data not available for tenanted properties not on communal heating systems Conversion factors where data is available

Category	Sum of total emissions (tCO_2e)	Highest emitter in category	Confidence
Third party contractors	67,200	Residential waste collection	Medium confidence Able to present modelled data for top 250 live contracts and waste services
Embodied emissions in council purchasing	No data	–	–
Council policy & decision making	22	Staff travel	Very limited data – only data for staff travel is presented, no other sub-category

2.2.1 Full council control

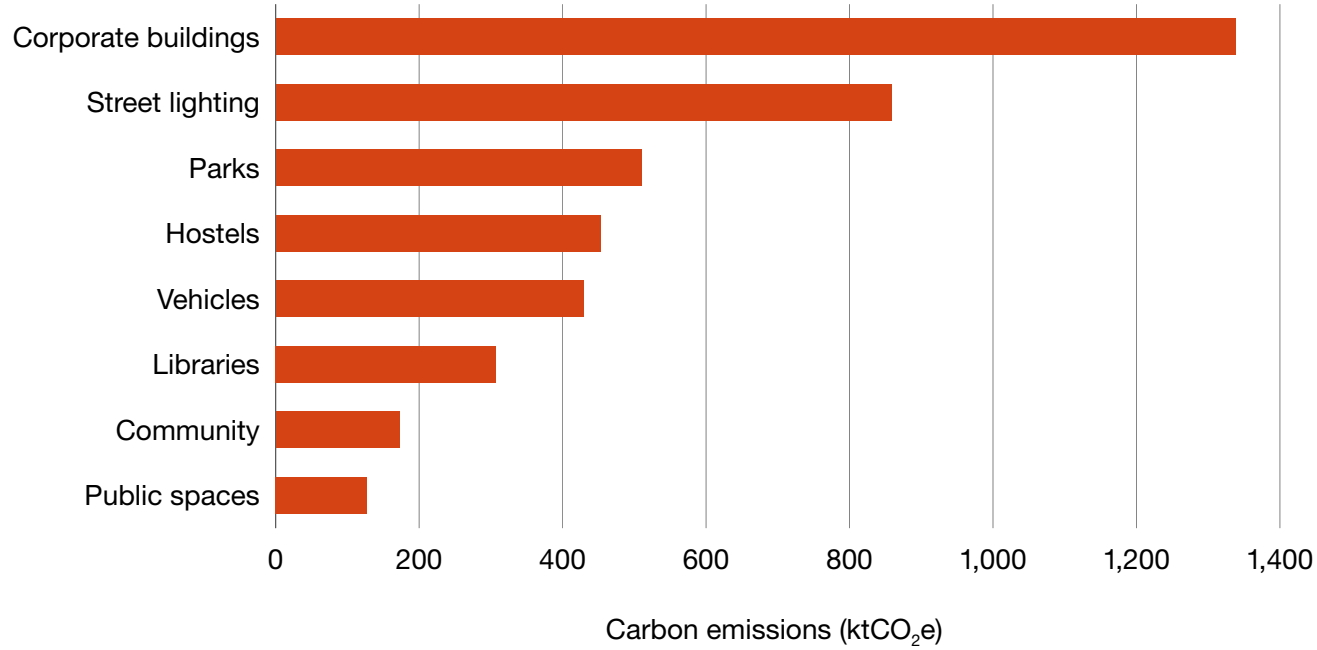
Full council control includes all assets owned and occupied by the council where the council has full control over the energy performance of the asset including energy purchasing, energy consumption, infrastructure installation, repairs & maintenance and the way the asset is used.

This includes the town hall, civic centre, and other council offices in buildings the council owns. It also includes in-house leisure centres, libraries in buildings the council owns, and Lambeth Council owned vehicles and machinery.

Consumption data for assets in this category is stored and accessible internally. UK government conversion factors are then used to calculate estimated carbon emissions.

For operations under full council control, the carbon emissions were 4,196 tonnes (4.2 $ktCO_2e$) in 2021–22. As this is the first year that the Council's carbon emissions have been categorised in this way, we are only able to present a snapshot rather that a comparison to previous year. Figure 8 shows that corporate buildings and street lighting combined make up more than half of emissions under full council control (53%).

Figure 8: Emissions from operations under full council control



Public Sector Decarbonisation Scheme

The Public Sector Decarbonisation Scheme provides grants for public sector bodies to fund heat decarbonisation and energy efficiency measures. Lambeth council secured funding via the scheme to improve the energy efficiency of five libraries and one community building. Collectively these measures equate to a carbon saving of 45.3 tCO_2e per year.

Case study: Brockwell Hall

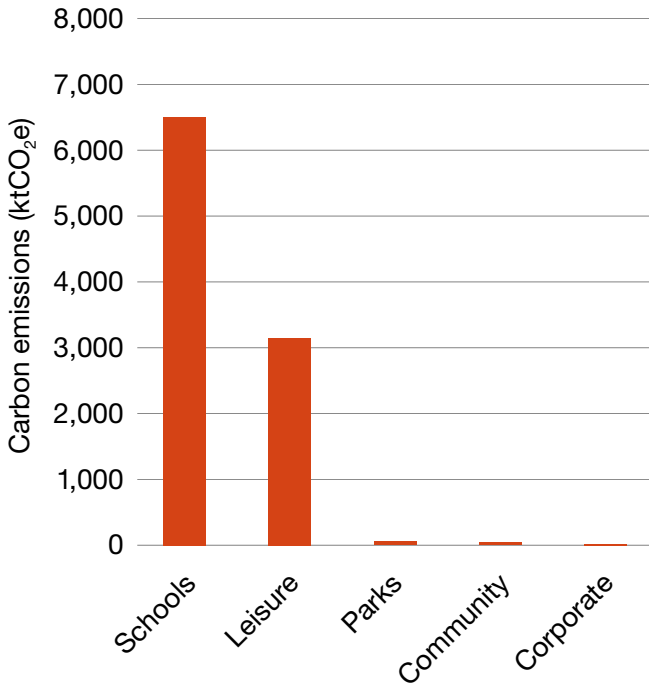
Reducing the emissions from council operated buildings is key to reaching our net zero goal by 2030. Brockwell Hall, a Grade II* listed building, had the third largest carbon footprint across the council's parks estate, but after agreeing the design and installation of a cutting-edge decarbonisation project, the new heating system could reduce CO_2 emissions by 46 tonnes a year. The new system will generate heat from a network of underground pipes feeding into a new ground source heat pump that will generate warmth throughout the year. The work is being carried out in conjunction with a heritage sensitive restoration project that will restore parts of the hall and stable areas to create a commercial events space.

2.2.2 Partial council control: non-residential assets

Partial council control of non-residential assets includes buildings owned by the council and leased or delegated to third party and buildings owned/controlled by a third party, leased to or used by the council. For example, this may include maintained schools or commercially leased properties.

For non-residential assets under partial council control, the carbon emissions were 9,772 tonnes (9.8 $ktCO_2e$). However, there are some data gaps in this category. Most consumption data for schools is automatically updated on a database, although some schools are required to submit their data manually. For 2021–22, we only have data for 83% of schools. Similarly, not all consumption data for buildings leased to the voluntary and community sector is accessible. We were also unable to access consumption data for one library and two leisure centres. Therefore, emissions in this category are likely to be higher in reality.

Figure 9: Emissions from non-residential assets under partial council control



Note: emissions from corporate are small at 18.4 tCO_2e

Case study: Schools

The Public Sector Decarbonisation Scheme also funded works on 21 schools in Lambeth. A mixture of energy efficiency measures were installed: air source heat pumps, building management systems upgrade and optimisation, loft insulation, draught proofing, LED light replacement and additional solar PV. The expected total carbon savings from these works is 1,078 tCO_2e.

In addition to investments in schools to reduce carbon emissions, Lambeth council is also working to ensure pollution around schools is reduced through the School Streets programme.. School Streets introduces timed road closures during peak times to restrict traffic to nearby roads. London Mayor Sadiq Khan commissioned an air quality monitoring study on schools in Brent, Enfield and Lambeth to assess the effectiveness of School Streets. The study found a reduction in harmful emissions such as nitric oxide (NO) and nitrogen dioxide (NO_2) during drop-off and pick up times at all Lambeth schools participating in the study. In 2021–22 Lambeth made 20 school streets permanent and put a further five on trial.

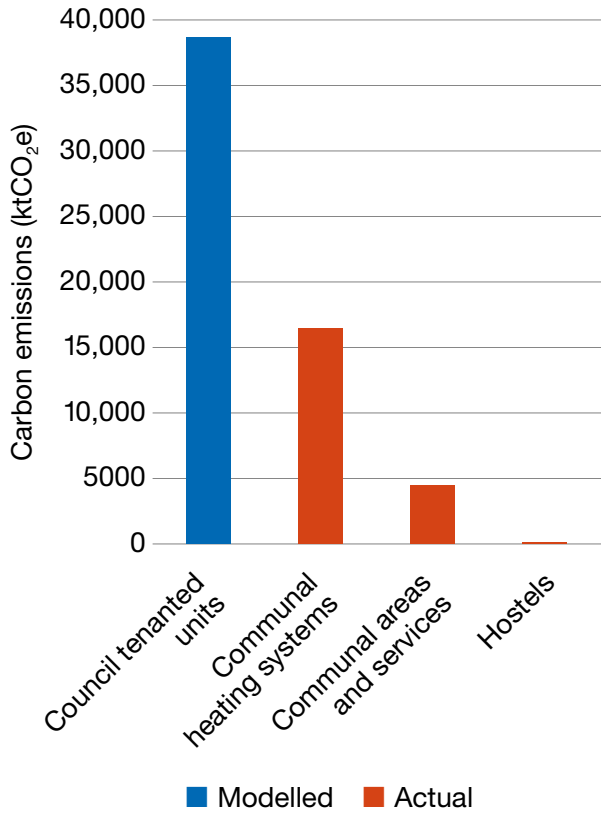
Partial council control: residential assets

This category refers to all residential assets that the council owns and maintains where the council has substantial control over the energy performance of the asset through responsibility for infrastructure installation and repairs & maintenance. However, the council does not have control over the energy use. Examples in this category include tenanted properties, communal heating systems and meters in communal areas covering lighting, lifts and offices.

The council is able to present actual data where it directly purchases gas or electricity for communal heating systems and communal areas. The council does not have energy consumption data for the majority of tenanted properties, as residents in properties that are not on a communal heating system are responsible for contracting their own energy supplies. It is possible to estimate total emissions for council tenanted units using the Parity Projects Carbon Reduction Options for Housing Managers (CROHM) tool, which models emissions based on property type and EPC ratings. According to this methodology, we estimate that emissions from tenanted properties not on a communal heating were 38,700 tCO_2e (38.7 $ktCO_2e$).

Total carbon emissions from partial council control: residential assets were 59,733 tonnes (59.7 $ktCO_2e$).

Figure 10: Emissions from residential assets under partial council control



Note emissions from hostels are small, 145 tCO_2e

2.2.3 Third party contractors

Third party contractors include service design, procurement and contract management processes implemented by the council that influence contractor emissions. Included in this category are emissions released as part of delivery of the contract (e.g. energy used in back-office functions, transport, etc).

Lambeth Council spent £281m in 2022 on the procurement of goods, services and works. It presents a significant opportunity for the council to ensure that the environmental impacts of these services are addressed and accounted for. Updated in 2021, the council's Responsible Procurement Policy now requires contractors on new contracts with a value over £100,000 to report on the carbon emissions associated with contract delivery.

Although we now ask suppliers to submit their emissions associated with contract delivery, we do not have a complete data set to present for 2021–22. We are able to present modelled data using contract value data and sector specific emissions intensity factors produced by ONS. According to this approach, we estimate that emissions from approximately 250 live contracts in 2022 were circa 17,200 tCO_2e. This figure does not include emissions from utilities contracts, which are accounted for under full council control assets and residential communal areas/heating systems.

Lambeth Council is a member of the Western Riverside Waste Authority, which is responsible for the disposal of the borough's municipal waste. No waste in Lambeth is sent to landfill, with the majority sent for incineration, recycling and organics treatment. We estimate that this results in annual emissions of approximately 50,000 tCO_2e for 2021–22. Note that this is a gross figure and does not account for avoided emissions from incineration/energy from waste (emissions from electricity and heat that would have otherwise been generated from fossil fuels) and recycling (emissions which would otherwise be released from the production of new products).

2.2.4 Embodied emissions from goods purchased

Procurement and contract management processes implemented by the council that influence emissions embodied in goods purchased directly by the council including, but not limited to, IT equipment, machinery, furniture, fixtures & fittings, catering, construction materials.

As part of its CCRP, the council has committed to implement best practice emerging from other public sector bodies and to progressively introduce life cycle emissions reporting.

2.2.5 Council policy and decision making

Key processes and decisions implemented by the council to deliver its core functions that substantially influence emissions. This includes core functions that directly influence carbon emissions such as planning, pensions and new homes built by the council.

Lambeth staff work across the borough at sites including the Brixton Civic Centre, Town Hall, libraries and other social care and community buildings. Emissions from staff commuting to these sites is something the council has influence over through the provision of active travel facilities, behaviour change initiative and flexible working arrangements.

The results of the most recent staff travel survey for 2021 show that commuting led to annual emissions of approximately 22 tCO_2e. This period covered the covid lockdowns, and due to home working was a fraction of emissions reported in 2019–20. This is the same survey results as presented in the 2020–21 emissions report as staff travel surveys are not done every year.

Annex

Annex 1: Methodology and data improvement

Methodology

Detailed methodology for DESNZ data as reported in section 1 is available here. To estimate emissions for the council, DESNZ conversion factors for 2021 were applied to activity data obtained from across the organisation including gas and electricity usage, water supply and sewage and distance travelled by different vehicles.

Data improvement

Lambeth Council is developing its approach to data collection annually. Each year areas are identified that need a greater focus or an improvement in the quality of data collected. As such it is difficult to accurately compare emissions year on year.

Teams across the council are collaborating to develop policy and data collection methods that will give a clearer picture.

Endnotes

1 Office of Budget Responsibility ‘Fiscal Risks Report’ (July 2021). Available at: https://obr.uk/docs/dlm_uploads/Fiscal_risks_report_July_2021.pdf

2 Correct at the time of writing however updated policies are expected to be introduced by the new government

3 Rising J, Dietz S, Dumas M, Khurana R, Kikstra J, Lenton T, Linsenmeier M, Smith C, Taylor C, Ward B (2022) What will climate change cost the UK? Risks, impacts and mitigation for the netzero transition. London: Grantham Research Institute on Climate Change and the Environment, London School of Economics and Political Science.

4 Rising J, Dietz S, Dumas M, Khurana R, Kikstra J, Lenton T, Linsenmeier M, Smith C, Taylor C, Ward B (2022) What will climate change cost the UK? Risks, impacts and mitigation for the netzero transition. London: Grantham Research Institute on Climate Change and the Environment, London School of Economics and Political Science.

5 N. Jennings, D. Fecht and S. De Matteis, “Co-benefits of climate change mitigation in the UK: What issues are the UK public concerned about and how can action on climate change help to address them?”. Grantham Institute Briefing paper no.31, Imperial College London, 2019

6 UK Core Cities. Available at https://www.corecities.com/sites/default/files/field/attachment/UKCCIC_Final_Report-1.pdf

7 Analysis for Lambeth by AECOM from The National Energy Efficiency Data-Framework (NEED).

8 See English Housing Survey 2019 to 2020: headline report. UK Ministry of Housing, Communities & Local Government, 2020. https://www.gov.uk/government/statistics/english-housing-survey-2019-to-2020-headline-report


Lambeth