

Sustainability West Midlands Environmental Impact Report

**Business Carbon Footprint Report for the financial years
April 2018 - March 2019**

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About Sustainability West Midlands

Sustainability West Midlands is the sustainability champion for the West Midlands as designated by government. We are a not-for-profit company that works with our members in the business, public and voluntary sectors. Our role is to act as a catalyst for change through our advice to leaders, to develop practical solutions with our members and share success through our communications.

Our board is private sector led with cross-sector representation; and is supported by our team of staff and associates. Our customers like our independence, our role as a hub of cross-sector good practice networks, and our drive to deliver a clear vision to create a better West Midlands.

In addition to the valuable time, expertise, and event hosting of our many members, we are also grateful for a range of financial investors that enable us to mobilize this priceless resource. Find out how we can make your current strategic or corporate responsibility investment go further.

www.swm.org.uk

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Executive Summary

This aim of this report is to present Sustainability West Midlands' (SWM) carbon footprint in the financial year 2018-19 and compare it to the footprint of previous years. Due to SWM's smaller size, it is not required to produce a report into its environmental impact but has reported voluntarily to demonstrate good practice and to find ways to reduce its impact on the environment. This report focuses solely on carbon footprint and does not include data for waste or water use, which have been excluded due to the small physical scale of SWM, and therefore comparably small waste and water use.

The report was written by Valentin Theil, Volunteer Communications Officer at SWM from June – September 2019. With thanks to Andrew Darler, who composed the structure of the report.

Three Key Findings

1. Emissions from heating and powering SWM's office space now make up over 90% of all emissions, due to a decrease in the total amount of travel emissions this year.
2. Travel emissions went down, despite an increase in distance travelled, due to a decrease in use of cars and an increase in use of trains.
3. It is difficult for SWM to make reductions in office emissions because control is largely with the building owner, Groundwork UK. However, there will soon be an opportunity to make reductions as SWM is likely to move to a new office location in 2020. It should make the most of this opportunity by ensuring a move to an environmentally efficient office.

Recommendations

Choosing a new office

- SWM is likely move to a new office location in 2019/20. It should make the ability to measure its own emissions a consideration in the selection of the new building. At a minimum, the building should be able to provide overall building energy usage, as well as the number of people using the building so that SWM can accurately estimate its own usage.
- When selecting a new office location, SWM should use building energy efficiency, public transport links and use of renewable energy tariffs as selection criteria.

Travel habits

- Ensure car and taxi travel is only ever used as a genuine last resort with a target to reduce car travel in actual terms and as a proportion of overall business travel.
- Where travel by car is essential, investigate car-sharing as a way of making it more cost effective and reduce emissions per person. Where car-sharing is used, ensure this is recorded on travel expenses so it can be accounted for in future reports.
- Take advantage of the new Birmingham Clean Air Zone to improve the efficiency of current vehicles used for business travel.
- SWM should monitor how many events it goes to annually, as well as how far these events are away and what form of travel was used to get there.
- Use videoconferencing where practical and possible to reduce travel emissions.

Office habits and procurement

- Consider recording the procurement of office items such as ink cartridges so that waste can be measured and managed.

1. Scope of this report

The Companies Act 2006 (Strategic Report and Directors' Reports) Regulations 2013 requires quoted companies to report on their greenhouse gas (GHG) emissions. The Regulations distinguish between three 'scopes' of emissions:

- **Scope 1: (Direct Emissions).** Emissions from activities owned or controlled by your organisation that releases emissions into the atmosphere. This includes emissions from combustion from owned or controlled boilers, furnaces or vehicles. It is mandatory that they are reported.
- **Scope 2: (Energy Indirect).** Emissions released into the atmosphere associated with your consumption of purchased electricity, heat, steam or cooling. These are indirect emissions that are consequences of your organisation's activities but are from sources you do not own or control. They are also subject to mandatory reporting.
- **Scope 3: (Other Indirect).** Emissions that are consequences of your organisation's activities but are from sources you do not own or control and do not fall under scope 2. For example, business travel, waste disposal and purchased materials. Scope 3 emissions are usually reported by businesses on a voluntary basis.¹

Although this is a voluntary report, it will follow the scopes outlined in the Regulations as follows:

- **Scope 1:** emissions from the building's boiler to heat SWM's office space
- **Scope 2:** emissions related to generating electricity for SWM's office space
- **Scope 3:** emissions related to business travel for employees. This does not include emissions as a result of regular day to day commuting or emissions arising from third parties travelling to meetings.

2. How emissions have been measured

2.1 Business Travel Emissions

Travel emissions are calculated from expenses claims. Claims list the mode of transport used, the estimated distance and the cost of travel.

The Department of the Environment, Food and Rural Affairs (DEFRA) has an online tool which allows organisations to calculate greenhouse gas (GHG) emissions for transport per kilometre travelled.² This tool accounts for all GHG gases and uses a standardised measure of 'equivalent kilogrammes of CO₂' (kgCO₂e).³ Using information from the travel expense claims, this tool allows for estimates of emissions from each business travel journey made. Transport is categorised according to the mode of transport used (car/taxi, rail, bus, cycling and air).

¹ DEFRA, "Guidance on how to measure and report your greenhouse gas emissions"

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69282/pb13309-ghg-guidance-0909011.pdf page 13.

² <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

³ CO₂e measure which accounts for all GHGs and not just CO₂. Although CO₂ is a major greenhouse gas, it is not the only one. Others, while often emitted in smaller amounts, may have a larger impact. For instance, methane has a 'greenhouse effect' 25 times larger than CO₂, so 1kg of methane would be equivalent to 25 kg of CO₂- i.e. 25kgCO₂e.

2.2 Office Administration Emissions

Estimating office emissions is more difficult because of SWM's relationship with its landlord. It has one office, which it rents, in a larger building where other businesses also rent office space. SWM cannot control the heating or lighting in its own office space or in the many communal areas and it is responsible for the procurement of only a small number of office supplies.

To find a best estimate of emissions, SWM energy use has been calculated as a proportion of the building's total emissions, considering what percentage of building users are SWM staff or volunteers. This method is far from perfect, but no other calculation was found that would give a more accurate result. **This remains the most significant source of error in this report**, despite having made every reasonable effort to mitigate it.

3. Carbon emissions

3.1 Summary: breakdown of emissions

Table 1: Summary of SWM's emissions in 2018/19

Source of emissions	kgCO ₂ e
Natural gas (Scope 1)	6870
Electricity (Scope 2)	4040
Travel: Car and taxi (Scope 3)	423
Travel: Rail, tram and tube (Scope 3)	203
Travel: Bus (Scope 3)	1.8
Travel: Flight (Scope 3)	0
Total office energy emissions (Scope 1 & 2)	10910
Total travel emissions (Scope 3)	628
Total Gross emissions (All)	11538
Purchased Green Tariff*	100%
Total Net Emissions (All)	7498

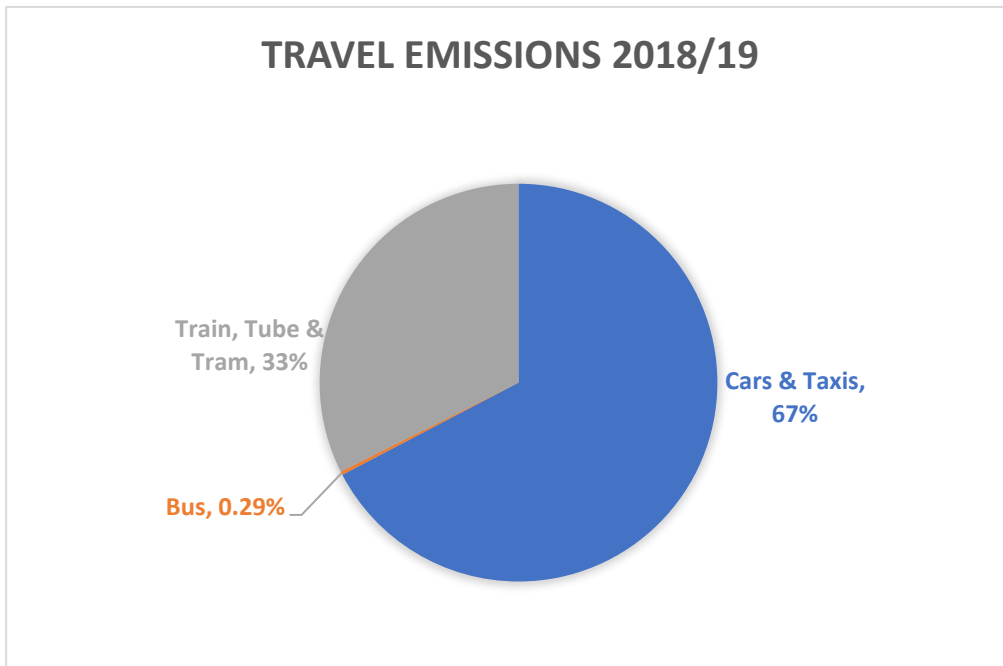
*Electricity provided by a 100% renewable tariff

3.2 Business Travel

Table 2: Travel breakdown for 2018/19 by distance, emissions, cost and emissions/£

Type of Journey	Estimated Distance (Km)	CO2 Emissions (KgCO ₂ e)	Total Cost	KgCO ₂ e/£
Cars & Taxis	2,502	423	810	0.52
Bus	18	2	9	0.20
Train, Tube & Tram	4,970	203	699	0.29
Air	0	0	0	0
Cycle	30	0	-4	0
TOTAL	7,520	628	1,514	0.41

Figure 1: Proportion of emissions by mode of travel for 2018/19



2018/19 Key Travel Trends

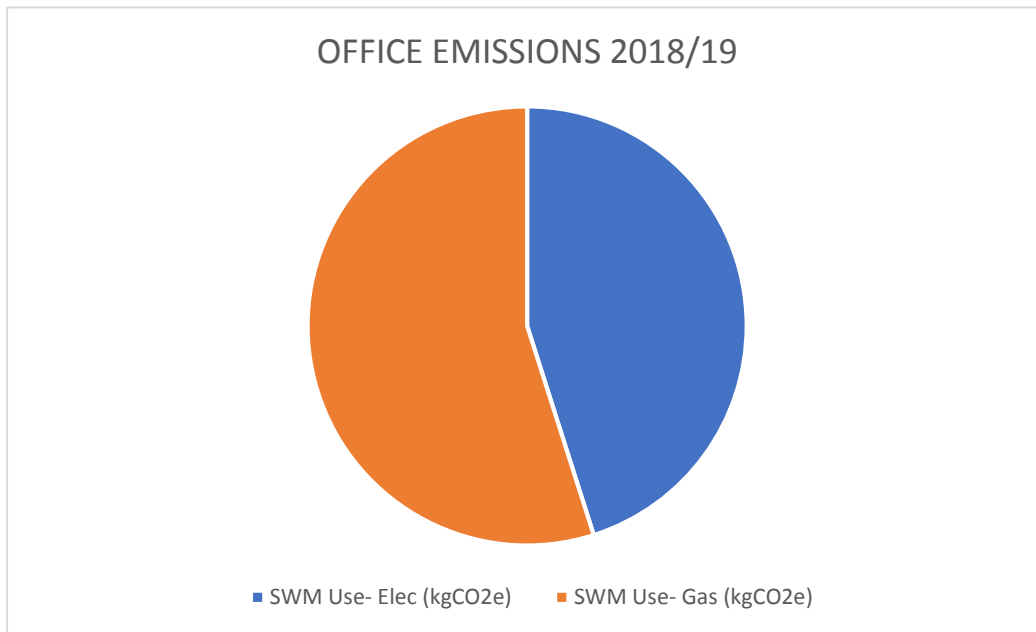
- In 2018/19, travel by train accounted for 66% of travel distance, 46% of travel expenditure and 32% of travel emissions.
- In terms of distance travelled, this puts rail travel back on top of cars/taxis, which was ahead in the last financial year and still contributes the most to travel emissions, despite accounting only for 33% of distance travelled.
- Overall emissions from travel decreased by 26% compared to 2017/18, despite a 15% increase in distance travelled, accounted for by the increased use of trains.

3.3 Office Emissions

Table 2: Office emissions breakdown for 2018/19

SWM use	
Electricity (kWh)	4,040
Natural Gas (kWh)	6,870
Electricity (kgCO ₂ e)	1,033
Natural Gas (kgCO ₂ e)	1,257
SWM combined energy use (kgCO ₂ e)	2,290

Figure 2: Office emissions breakdown for 2018/19



As set out in section 2, it has been difficult to produce accurate estimates of energy use with the available information. SWM’s energy use has been calculated as a proportion of the building’s total emissions, considering what percentage of building users are SWM staff or volunteers. This method is far from perfect, but no other calculation was found that would give a more accurate result. The total number of staff working in the building was also estimated for both years (for 2018/19, after discussions with the landlord, this was deemed to be approximately ten fewer staff than last year).

However, there will soon be an opportunity to make reductions as SWM is likely to move to a new office location in 2020. It should ensure that the management company is able to provide energy usage information so that accurate estimates can be made in the future.

4. Trends, Comparisons and Discussion for the period 2011/12 - 2018/19

4.1 Travel emissions: Cars and planes

As to be expected, cars and planes have an enormous impact on SWM’s travel emissions. Air travel is uncommon and in fact the business has only made two flights since 2011 (one to China in 2013/14 and one to Amsterdam in 2016/17). Even so, the impact is clearly visible in the emissions data for these years.

Figure 3: Emissions from each mode of transport 2011-2019

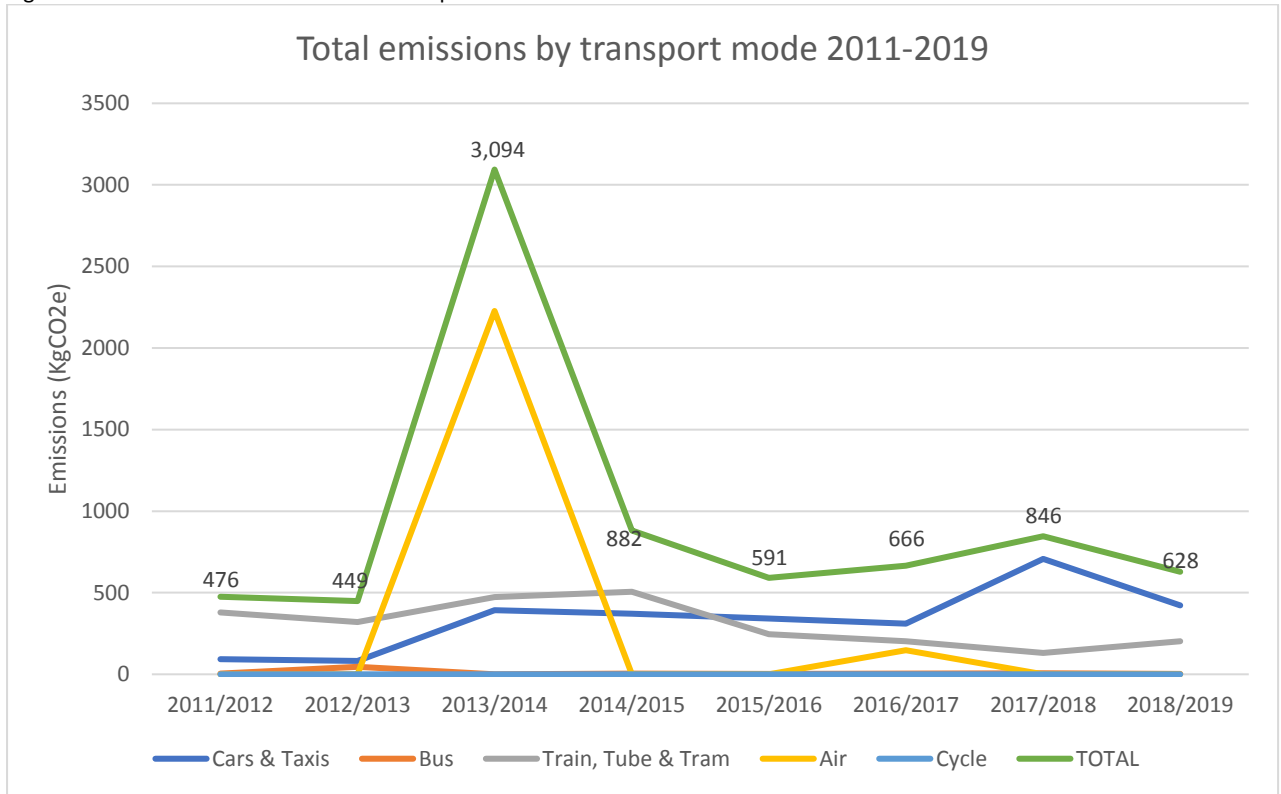
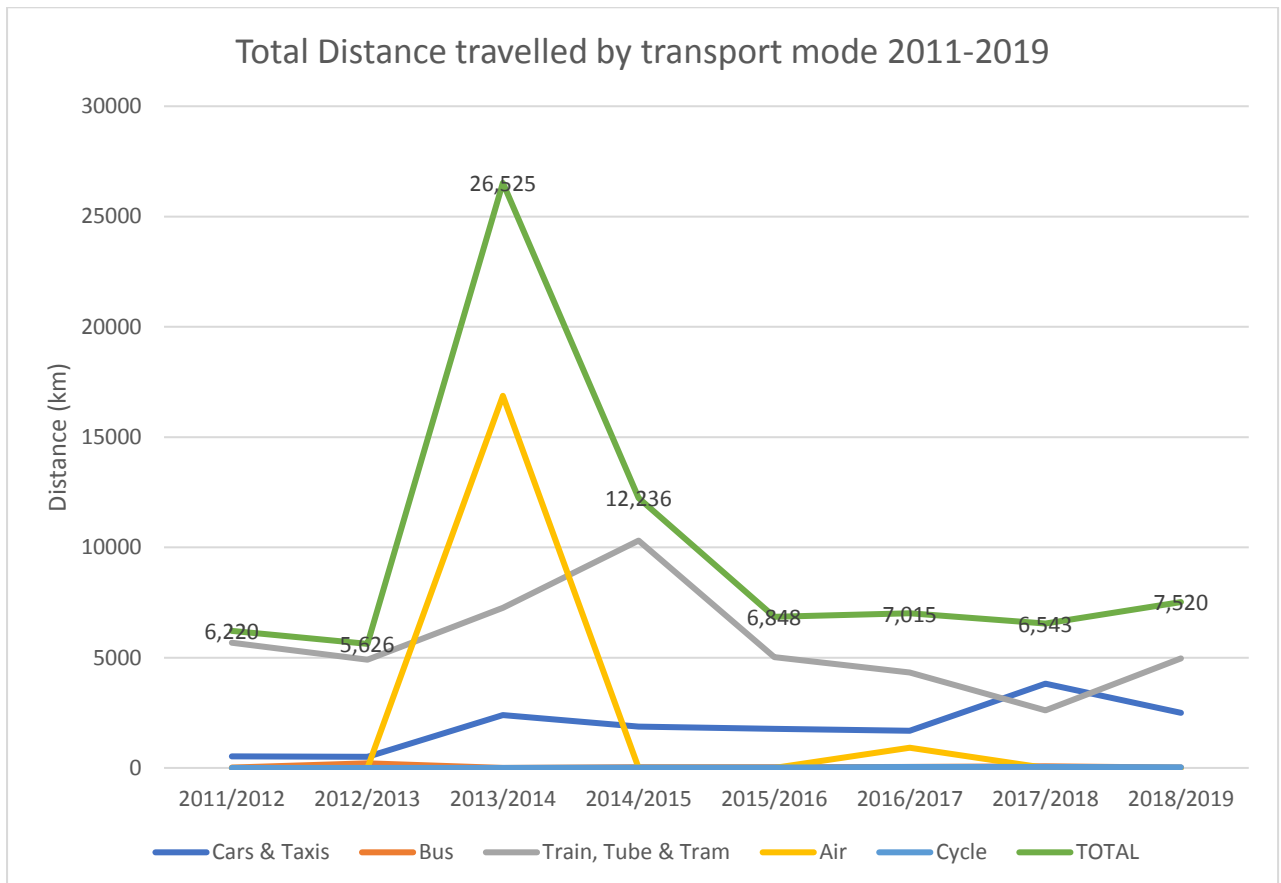


Figure 4: Distance travelled by each mode of transport as percentage of annual total distance



Flying has a serious environmental impact, but it is used by SWM staff very rarely. A more troublesome trend has been the continued use of car travel. The model of car usually used for SWM's business travel is a heavy polluter; in fact, it is not much cleaner per km than air travel. This means an increase in car travel is a big problem. Not only is it the most polluting transport method (not including flights), it is also the most expensive travel option, costing on average 29p per km in 2018/19, compared with 12p for cycling and 16p for rail travel, which are the cheapest options available.⁴

Travel by car and taxi was fairly constant for several years (see figure 4), but 2017/18 saw a significant increase, even though business travel declined slightly. The total distance travelled by each mode of transport is shown below.

However, 2018/19 saw a decrease in use of cars and taxis, seemingly accounted for by an increase in use of trains. Car travel dipped back down to 2,502 km in 2018/19, a reassuring decrease from last year's spike.

Despite its convenience, SWM should continue to try and reduce its reliance on cars, the use of the cars being the most worrying contributor to its emissions. SWM should continue to assess whether car travel is genuinely being used only when necessary and whether changes to working practices can be made that might reduce the need for such travel without impacting turnover. For instance, smarter thinking about which materials to take to events might enable public transport to be used, or increased use of video conferencing where face to face meetings are unnecessary.

Having said this, 2018/19 saw an increase in distance travelled of approximately 1,000 km, yet also the first decrease in travel emissions since 2015/16. This good progress can be attributed to an *approximate doubling* of distance travelled by train and tram and a decrease in use of cars and taxis. This demonstrates the receptiveness SWM showed to last years Environmental Report, where this change in behaviour was suggested.

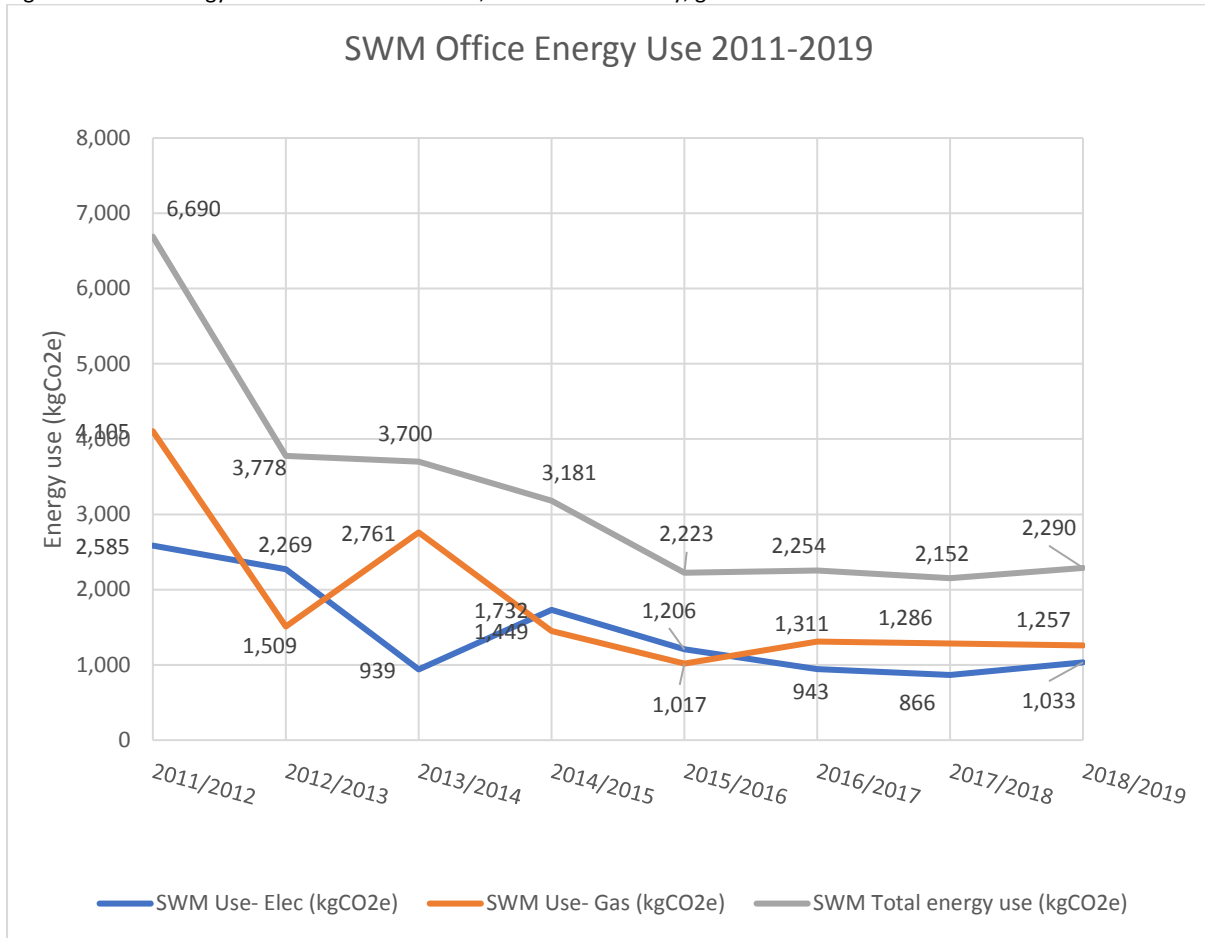
4.2 Office and travel emissions: a comparison

Unlike travel emissions, SWM has little control over office energy usage. It does not control lighting and heating in communal areas or even the lighting in its own office, which is connected to motion sensors that cannot be overridden. Despite the lack of control, the landlord is an environmentally responsible company which has a 100% renewable electricity tariff for the building, which means all electricity used by SWM comes from renewable sources.

The crux of SWM's problem with respect to reducing emissions is that this year its approximate gas use accounted for 7,000 kgCO₂e, while its total travel emissions accounted to only 600 kgCO₂e. As has been discussed, SWM has little control of the gas use of the office, short of moving offices and suppliers (which is upcoming).

⁴ SWM runs a cycling scheme, where staff can claim 12p/km for business travel by bike. Air travel is technically even cheaper per km (about 10p) but is obviously not a day-to-day mode of transport.

Figure 5: Office energy use between 2011 - 2019, shown as electricity, gas and total use



The lease with the landlord makes it difficult to measure and control other environmental impacts. For instance, all office supplies and stationery are supplied by the landlord and SWM does not record usage of items such as paper or ink cartridges. This makes it difficult to determine whether these are being used efficiently or even whether use is increasing or decreasing over time. The only aspect that SWM has control over is ensuring office IT equipment is turned off when not in use and the heating in the office is not set too high. The staff are very conscientious on these matters, but it is unclear whether any impact can be seen in the electricity usage data because of the lack of accurate staff and usage information available.

Although there is limited control over building emissions within the current lease, there is an opportunity for SWM to have a real impact on its office emissions when it looks for a new office. If efficiency is used as a criteria for choosing a suitable office, SWM can make the most of this opportunity to make a big difference to its environmental impact. Because office emissions are such a large proportion of total emissions (figure 6), any reductions made in this area will see a big reduction in SWM's overall environmental impact.

Figure 6: Office and travel emissions between 2011 – 2019

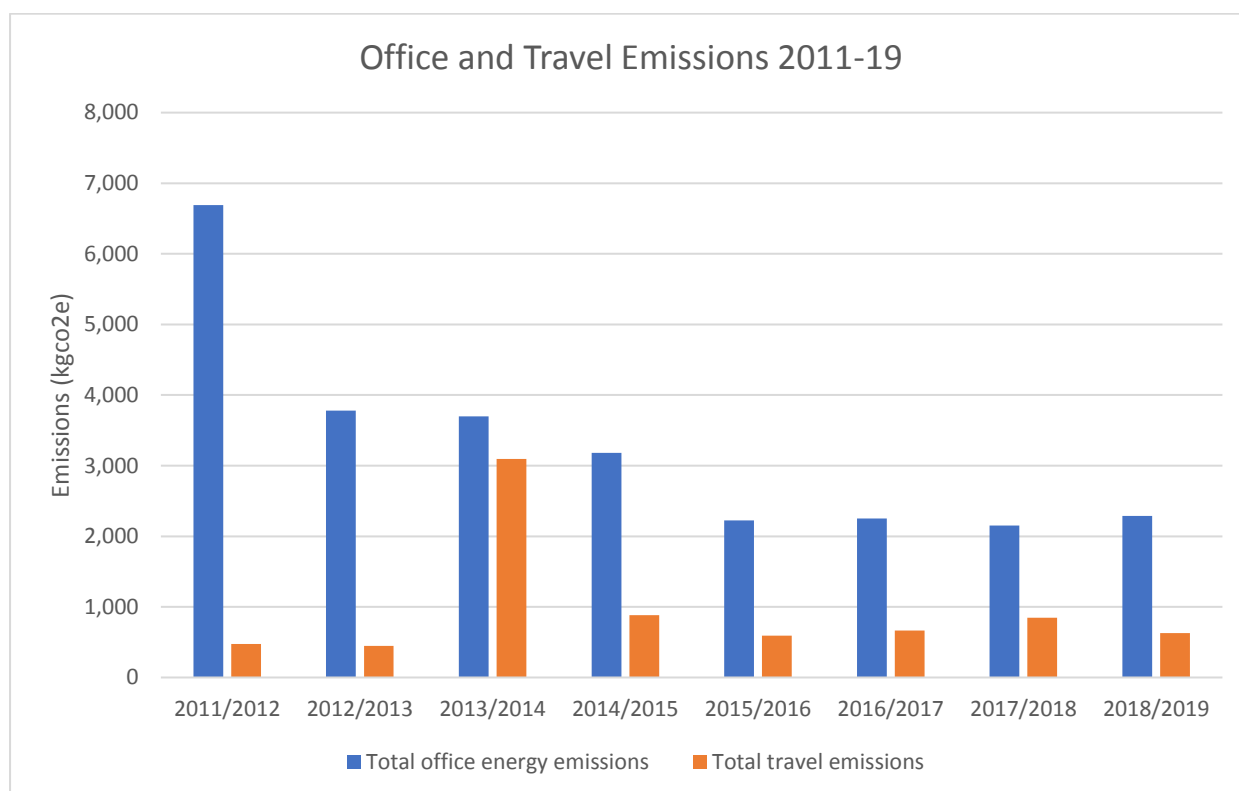


Table 3: Comparison of office and travel emissions, in kgCO₂e (graph) and as percentage of annual total emissions

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Office energy emissions (% of total emissions)	93.36%	89.38%	54.46%	78.29%	79.00%	77.19%	71.78%	78.48%
Total travel emissions (% of total emissions)	6.64%	10.62%	45.54%	21.71%	21.00%	22.81%	28.22%	21.52%

4.3 Carbon intensity (Normalised data)

For large organisations, it is common to normalise emissions data by comparing it against factors such as full-time equivalent (FTE) staff, turnover or office space. This is because changes in total emissions might be caused by changes in the business (for example, more staff). Normalising helps to see if emissions really are going up or down per staff member or relative to turnover.

Emissions data between 2011/12 and 2018/19 has therefore been normalised below. SWM’s office space has not changed since 2011/12, so there is no benefit to normalising on this measure. The following graphs show total emissions by number of employees and by turnover.

Figure 7: Emissions data normalized by FTE 2011-2018

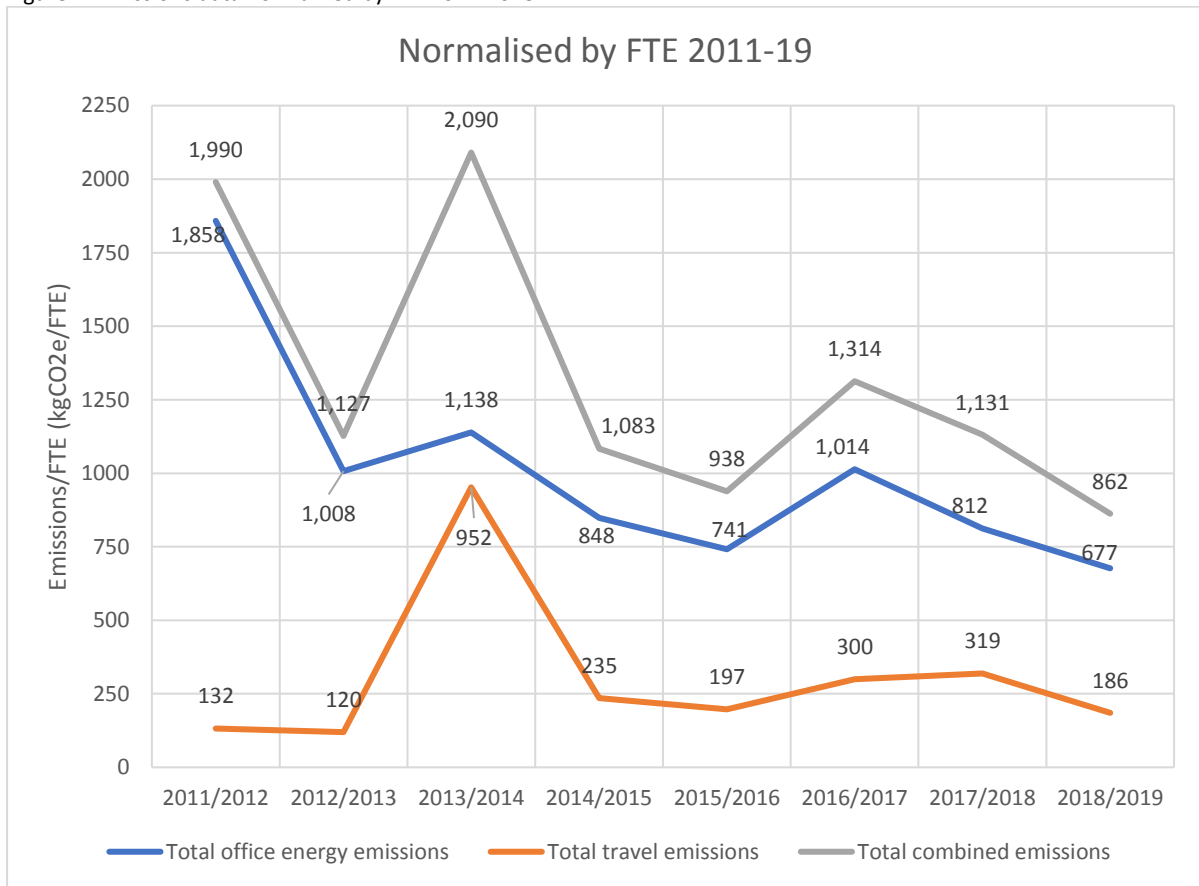
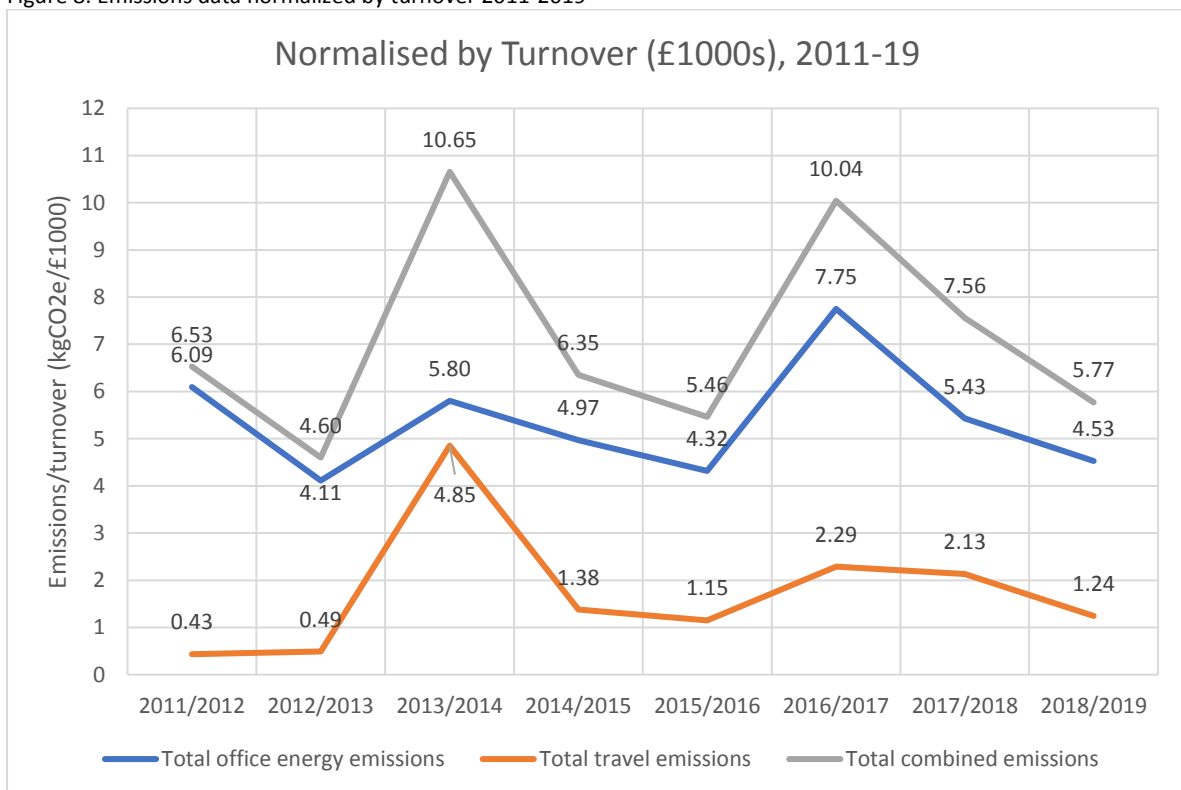


Figure 8: Emissions data normalized by turnover 2011-2019



Both these graphs show that, although there has been a rise in SWM’s actual emissions, they have recently reduced relative to both staff numbers and turnover. This suggests that the business may be becoming more efficient in its energy use. In other words, in 2018-19 it generated more income for each kgCO₂e emitted and used less energy per staff member or volunteer.

There are also pronounced spikes in 2013/4 and 2016/17 in travel emissions on both graphs, suggesting that, financially, the air travel in these years was not worth the extra emissions it caused.

4.4 Comparisons with other organisations

Reporting GHG emissions is not mandatory for small companies in the UK. As a result, very few SMEs publish reports on their environmental impacts. For a comparison with SWM to be meaningful, it needs to be against an organisation of a similar size, in terms of office space and staff numbers and to be in a similar industry. No publicly available environmental reports from such companies were found. If SWM would like to make comparisons in the future, one way to do this might be to promote the benefit of environmental reporting to SMEs in its networks and share best practice to help those businesses produce their own reports that can be compared to SWM’s.

5 Recommendations

Previous reports made recommendations for ways to reduce SWM’s environmental impacts. These recommendations are summarised in section 5.1 with progress against them outlined. New recommendations, or reiterated ones, have been made for 2019/20 and beyond in section 5.2.

5.1 Previous recommendations

In previous years, SWM has made the following recommendations to reduce its environmental impact (left column) with some progress being made against each (right column).

Previous year’s recommendations	Progress
Ensure car and taxi travel is only ever used as a genuine last resort with a target to reduce car travel in actual terms and as a proportion of overall business travel.	Travel emissions have decreased in 2018/19, due in part to an increase in rail travel as opposed to travel by car. This suggests that SWM has taken the previous year’s recommendation into account.
Where travel by car is essential, investigate car-sharing as a way of making it more cost effective and reduce emissions per person. Where car-sharing is used, ensure this is recorded on travel expenses so it can be accounted for in future reports.	For events where car travel was necessary, we have considered car sharing and implemented it where practical (eg SWM’s Summer Social)
Small changes in printing habits can bring huge benefits. Only print when necessary. Make a business-wide effort to design documents around greyscale printing (i.e. design graphs to be clearly understood in black and white), as black and white printing is more environmentally friendly. Change printer settings to ‘draft’ quality and greyscale by default and only change when required for specific documents.	SWM prints by default as double sided and greyscale and has begun to minimise printing for its events (for example we no longer print an agenda for each delegate, using electronic means instead)

Consider recording the procurement of office items such as ink cartridges so that waste can be measured and managed.	We will consider implementing this as we move office location.
When calculating the cost of new equipment, always calculate the projected savings of low energy choices across its expected lifetime (these savings may make up for any extra cost in the initial purchase).	Our procurement costs for new equipment are very low and will be kept to a minimum. When we move offices, we will ensure that any new purchases come from sustainable and ethical sources.
Commit to making low energy use a primary consideration when replacing existing equipment or purchasing new equipment	SWM is limited in what it can implement in our current office and when searching for new offices we will look for premises that use low energy equipment.

5.2 Recommendations for the future

Choosing a new office

- SWM is likely move to a new office location in 2019/20. It should make the ability to measure its own emissions a consideration in the selection of the new building. At a minimum, the building should be able to provide overall building energy usage, as well as the number of people using the building so that SWM can accurately estimate its own usage.
- When selecting a new office location, SWM should use building energy efficiency, public transport links and use of renewable energy tariffs as selection criteria.

Travel habits

- Ensure car and taxi travel is only ever used as a genuine last resort with a target to reduce car travel in actual terms and as a proportion of overall business travel.
- Where travel by car is essential, investigate car-sharing as a way of making it more cost effective and reduce emissions per person. Where car-sharing is used, ensure this is recorded on travel expenses so it can be accounted for in future reports.
- Take advantage of the new Birmingham Clean Air Zone to improve the efficiency of current vehicles used for business travel.
- SWM should monitor how many events it goes to annually, as well as how far these events are away and what form of travel was used to get there.
- Use videoconferencing where practical and possible to reduce travel emissions.

Office habits and procurement

- Consider recording the procurement of office items such as ink cartridges so that waste can be measured and managed.

Appendices: Data sets

Appendix 1: Business Travel Summary

	Estimated Distance (km)							
Type of Journey	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019
Cars & Taxis	525	504	2,399	1,875	1,778	1,681	3,820	2502
Bus	19	209	0	32	25	42	71	18
Train, Tube & Tram	5,676	4,913	7,253	10,306	5,027	4,331	2,610	4,970
Air	0	0	16,872	0	0	917	0	0
Cycle	0	0	0	23	18	44	43	30
TOTAL	6,220	5,626	26,525	12,236	6,848	7,015	6,543	7,520
Year on year % change in total		-9.55%	+371.47%	-53.87%	-44.03%	+2.44%	-6.73%	+14.93%

	Calculated Yearly Cost (£)							
Type of Journey	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019
Cars & Taxis	232.80	224.00	716.37	577.20	554.36	498.80	1,089.00	810.00
Bus	6.50	54.60	0.00	11.80	6.40	8.00	14.10	9.20
Train, Tube & Tram	1,096.70	824.95	1,275.30	2,146.75	745.35	542.30	410.70	699.00
Air	0.00	0.00	1,214.65	0.00	0.00	95.99	0.00	0.00
Cycle	0.00	0.00	0.00	2.90	2.20	5.88	5.28	-3.80
TOTAL	1,336.00	1,103.55	3,206.32	2,738.65	1,308.31	1,150.97	1,519.08	1,514.40
Year on year % change in total		-17.40%	+190.55%	-14.59%	-52.23%	-12.03%	+31.98%	-0.31%

	Calculated Yearly Cost/km (£)							
Type of Journey	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019
Cars & Taxis	0.44	0.44	0.30	0.31	0.31	0.30	0.29	0.32
Bus	0.34	0.26	0.00	0.37	0.26	0.19	0.20	0.51
Train, Tube & Tram	0.19	0.17	0.18	0.21	0.15	0.13	0.16	0.14
Air	0.00	0.00	0.07	0.00	0.00	0.10	0.00	0.00
Cycle	0.00	0.00	0.00	0.13	0.12	0.13	0.12	0.13
AVERAGE	0.21	0.20	0.12	0.23	0.19	0.16	0.23	0.22
Year on year % change in total		-4.76%	-40.00%	+88.93%	-16.19%	-13.65%	+41.49%	-5.05%
2013/4 is skewed by air travel, which is 37% of the travel distance but much cheaper per km								

	Calculated Yearly Emissions/£							
Type of Journey	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019
Cars & Taxis	0.40	0.37	0.55	0.64	0.62	0.62	0.65	0.52
Bus	0.62	0.84	0.00	0.34	0.47	0.50	0.52	0.20
Train, Tube & Tram	0.35	0.39	0.37	0.24	0.33	0.37	0.32	0.29
Air	0.00	0.00	1.83	0.00	0.00	1.54	0.00	0.00
Cycle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	0.36	0.41	0.96	0.32	0.45	0.58	0.56	0.41
Year on year % change in total		+14.20%	+137.17%	-66.63%	+40.26%	+28.09%	-3.77%	-25.38%

Appendix 2: Office emissions summary

Type of Energy	Office Energy Use							
	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/19
Whole Building- Elec (kWh)	111210	108656	51,899	77,752	73,158	57,355	55,768	53724
Whole Building- Gas (kWh)	427490	174961	369230.77	157475	138224	166563	131887	91363
Whole Building- staff (FTE)	69	80	80	75	75	52	50	45
SWM staff (FTE)	3.60	3.75	3.25	3.75	3.00	2.22	2.65	3.38
SWM Use- Elec (kWh)	5802.2609	5093.25	2108.41	3887.6	2926.32	2451.9263	2955.704	4040.0448
SWM Use- Gas (kWh)	22303.826	8201.2969	15000	7873.75	5528.96	7120.5683	6990.011	6870.4976
Electricity Conversion factor	0.44548	0.44548	0.44548	0.44548	0.412	0.38443	0.29294	0.2556
Gas conversion factor	0.18404	0.18404	0.18404	0.18404	0.18399	0.18416	0.18396	0.183
SWM Use- Elec (kgCO ₂ e)	2,585	2,269	939	1,732	1,206	943	866	1,033
SWM Use- Gas (kgCO ₂ e)	4,105	1,509	2,761	1,449	1,017	1,311	1,286	1,257
SWM Total energy use (kgCO ₂ e)	6,690	3,778	3,700	3,181	2,223	2,254	2,152	2,290
SWM Use- Elec Year on year change		-12.22%	-58.60%	+84.39%	-30.38%	-21.82%	-8.14%	+19.26%
SWM Use- Gas year on year change		-63.23%	+82.90%	-47.51%	-29.80%	+28.91%	-1.94%	-2.22%
SWM Total energy use year on year change		-43.52%	-2.08%	-14.03%	-30.12%	+1.39%	-4.53%	+6.42%

Appendix 3: Normalised data summary

Normalised data by FTE								
Type of Energy (KgCO2e)	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/19
SWM staff (FTE)	3.60	3.75	3.25	3.75	3.00	2.22	2.65	3.38
SWM Electricity emissions	718.00	605.05	289.00	461.83	401.88	424.02	326.73	305.15
SWM Gas emissions	1140.22	402.50	849.42	386.42	339.09	589.89	485.24	371.54
SWM car and taxi emissions	25.83	21.87	120.92	99.20	114.00	139.90	266.99	124.94
SWM rail and tube emissions	105.28	85.60	145.85	134.93	82.00	91.32	49.45	60.10
SWM bus emissions	1.11	12.27	0.00	1.07	1.00	1.80	2.74	0.54
SWM flight emissions	0.00	0.00	685.23	0.00	0.00	66.58	0.00	0.00
Total office energy emissions	1858.22	1007.55	1138.42	848.25	740.97	1013.91	811.97	676.70
Total travel emissions	132.22	119.73	952.00	235.20	197.00	299.60	319.18	185.57
Total combined emissions	1990.44	1127.28	2090.42	1083.45	937.97	1313.50	1131.15	862.27

Normalised data by Turnover								
Type of Energy (KgCO2e)	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/19
Turnover (£1,000s)	305.027	245.007	196.209	170.635	171.656	130.806	149.625	149.500
SWM Electricity emissions	2.35	2.47	1.47	2.71	2.34	3.24	2.18	2.04
SWM Gas emissions	3.74	1.64	4.33	2.26	1.98	4.51	3.24	2.49
SWM car and taxi emissions	0.08	0.09	0.62	0.58	0.66	1.07	1.78	0.84
SWM rail and tube emissions	0.35	0.35	0.74	0.79	0.48	0.70	0.33	0.40
SWM bus emissions	0.00	0.05	0.00	0.01	0.01	0.01	0.02	0.00
SWM flight emissions	0.00	0.00	3.49	0.00	0.00	0.51	0.00	0.00
Total office energy emissions	6.09	4.11	5.80	4.97	4.32	7.75	5.43	4.53
Total travel emissions	0.43	0.49	4.85	1.38	1.15	2.29	2.13	1.24
Total combined emissions	6.53	4.60	10.65	6.35	5.46	10.04	7.56	5.77