Has ZWS looked at triple glazing and the difference in carbon and cost to double glazing?

We are set to raise this and other questions with our landlords when circumstances permit, however, have discovered during a recent air quality monitoring exercise that too much insulation might adversely affect the air flow through our Stirling offices. We have not done any comparative carbon analysis on triple vs. double glazing to this point, as we need to get confirmation that building owners are on board with the project before we fully investigate the various options open to us. We will most likely conduct this analysis further down the line.

Will there be user testing or opportunities for co-development amongst public sector?

In relation to the COCA tool, we have a contractor working on it, but do not expect it to be in a testable format until later in the financial year. When that time does come, we will be very grateful for any volunteers willing to test it, and I intend to reach out to those who expressed an interest during the SSN webinar.

We also intend to ask public bodies to help trial the commuting tool in the very near future. There has been a lot of interest in this tool and ZWS has a list of public sector orgs who have agreed in principal to help with preliminary testing. We are hoping to have the tool ready to test by July/August 2020 and will reach out to willing organisations in due course.

Will there be a targeting capability?

This is a future aspiration of the model and may not make it into the first version. Targeting is an important element of any EMS, and especially in the context of net-zero, so we fully intend to build-up the functionality over time to incorporate this and other useful features into the model.

Will the options for inputting data match those for the footprint section of public bodies reporting?

We are still finalising the method for the tool and will ensure SG is consulted and approves our ultimate methodology. One possible deviation between our model and public bodies reporting standards is centred around waste generation and disposal. The COCA tool will use the Scottish carbon metric, which looks at the whole lifecycle impacts of materials that become waste, whereas the CFPR doesn't do this. Whilst we are confident that this will provide a fuller account of waste-related emissions, there will need to be further work to investigate the implications of this method.

Will the online COCA portal allow users to export reports and data visualisations?

Yes – data visualisation will be an important element and we intend for this to be integrated right from the start.

Does the tool enable land sequestration potential and actual/theoretical?

The first version of the tool will not include this function, however it is definitely a future consideration that we may look to include, depending on demand.

Will the tool offer all of functions offered by the CFPR that we currently use, including a project register?

The first iteration of the model will allow users to quantify scope 1, scope 2 and some scope 3 emissions including corporate travel and commuting. It will not feature an equivalent product register or procurement capabilities, but these functions may be introduced in time.

How is ZWS calculating energy consumption values for staff working from home during the lockdown?

We recently released our lockdown paper that was written to address our own homeworking emissions during COVID-19 (summary paper found [here](#)). With specific regard to energy, our low carbon heat team adapted a methodology from [WSP](#) in order to calculate our gas use at home. Home equipment electricity levels were considered to be consistent with office-based levels and so this figure was simply transferred across, along with the energy required to run the servers (which are still operating during lockdown).

Can the commuting section account for varying working patterns like part time / increased WFH etc.? Also response rate if using survey data?

Our commuting survey can account for these variables; as well as commuting to different offices. This functionality allows us to build up an accurate picture of staff commuting habits, leading to greater confidence in the carbon calculations we attach to these. Accounting for response rate is a good point and one that we will also consider in the design of the tool.

Interested to know more about how staff commuting survey links to behaviour change activity, and links to accuracy of data when not recording information regularly.

We run the commuting survey twice a year, so there will always be some data that it doesn't capture. We try to mitigate this by making the survey as in-depth as we can, whilst still making it as user-friendly as possible. This also ensures we keep response rates high.

In terms of behaviour change, we always highlight our commuting performance to staff, so they are aware of when we do and don't meet our targets, which keeps them invested in the process. Our green team has representatives from across the business and works to implement commuting initiatives by highlighting co-benefits of low-carbon travel. For example, we operate a car-share tinder, where employees can see at a glance who lives near them and is available for co-commuting. We have also recently installed new clothes drying facilities within our Stirling offices to make cycling a more feasible commuting option. This is an on-going area of focus and we are always looking into new schemes to assist with behaviour change.