

**REPORT OF Public Health & Housing Manager**

**To: Community & Resources**

**Subject: TDC Carbon Footprint**

**Date: 6 December 2021**

**Reference:**

**PURPOSE OF REPORT:**

1. To inform the group of the outcome of the Council's carbon footprint review
2. To make members aware of the opportunities to "Avoid Reduce Replace Offset" emissions
3. That this report provides a basis for discussion for members on our way forward.

**1. INTRODUCTION**

Torridge District Council's Carbon, Environment and Biodiversity Plan contains a commitment to carry out a full review and update to our carbon footprint using HM Government – Environmental Reporting Guidelines (updated March 2019)<sup>1</sup> in order to provide a sound basis to plotting our route to carbon neutrality by 2030.

The attached Torridge District Council Greenhouse Gas Inventory 2020/2021 details the Council's carbon footprint (see Appendix One).

**4. TOTAL CARBON FOOTPRINT**

The Council has a total footprint of 3,875.1 for the period 2020/2021. This is an increase of 131% on the last reported footprint of 1, 678 tCO<sub>2</sub>e in 2016/2017.

The calculation considered Scope 1, 2 and 3 emissions.

Scope 1 includes four emission categories:

1. Stationary Combustion: Emissions associated with combustion of fuels, typically boilers in buildings. This includes owned buildings including leased out buildings where the Council have responsibility for maintenance.
2. Emissions associated with mobile equipment, typically transport equipment e.g. waste collection vehicles, maintenance vans, LA owned cars etc.
3. Process Emissions: Waste collection is part of the Council's obligations – those emissions are included within transport based emissions (2. Owned Transport). There are no other process emissions.
4. Fugitive Emissions: Emissions associated with refrigerant leaks from cooling equipment. No information was available.

Scope 2 includes one emissions category,

5. Emissions associated with purchased electricity. This includes owned buildings including leased out buildings where the Council has responsibility for maintenance.

Scope 3 includes five emission categories:

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[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/850130/Env-reporting-guidance\\_inc\\_SECR\\_31March.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/850130/Env-reporting-guidance_inc_SECR_31March.pdf)



6. Purchased material and fuel: Information taken from invoices and spend was allocated to a SIC product category and goods or service. Only product categories where spend was on goods are included. Well to Tank (WTT) emissions from fuels and processes were calculated from all the other sections in the inventory with the exception of sections 3, 4, 8, 9 and 10.
7. Transport related activities: Emissions from grey fleet, business travel and commuting. There was no business travel by rail, air or road (hire car) in the reporting period. Commuting emissions were not included as this data is not captured.
8. Waste disposal: Emissions associated with disposal of the Council's own waste e.g. from its offices (as opposed to waste produced by constituents). Data on water treatment was included. No information was available regarding other waste production and so these emissions have been excluded from the footprint.
9. Leased assets and franchising, outsourcing: Information taken from invoices and spend was allocated to a SIC product category and goods or service. Only product categories where spend was on services are included.
10. Sold goods and services: No sold goods or services were identified.

<b>No. Category</b>	<b>2016/2017</b>	<b>2020/21</b>
<b>SCOPE 1: Direct GHG emissions and removals</b>	<b>816</b>	<b>2243.2</b>
<i>1. Stationary combustion</i>	526	108.5
<i>2. Owned transport</i>	290	2134.8
<i>3. Process emissions</i>	0.0	0.0
<i>4. Fugitive emissions</i>	0.0	0.0
<b>SCOPE 2: Energy GHG indirect emissions</b>	<b>792</b>	<b>314.4</b>
<i>5. Electricity</i>	792	314.4
<b>SCOPE 3: Other indirect GHG emissions</b>	<b>70</b>	<b>1312.6</b>
<i>6. Purchased material and fuel</i>	8	735.3
<i>7. Transport related activities</i>	47	18.6
<i>8. Waste disposal</i>	15	5.8
<i>9. Leased assets and franchising, outsourcing</i>	0.0	552.9
<i>10. Sold Goods and Services</i>	0.0	0.0
<b>TOTAL GROSS FOOTPRINT (SCOPES 1, 2 and 3)</b>	<b>1678,0</b>	<b>3875.1</b>
<i>11. Offset Emissions</i>	0.0	0.0
<b>TOTAL NET FOOTPRINT (SCOPES 1, 2, 3 +Offsets)</b>	<b>1678.0</b>	<b>3875.1</b>

#### Points to note

Due to a lack of detail as to how the 2016/2017 footprint was calculated, it is not possible to explain the difference in stationary combustion or waste disposal.

However, the increase in emissions associated with owned transport in 2020/2021 will be greater as a result of our success in increasing recycling rates in Torridge (and hence the greater number of collections needed) and an increase in households served. However the significant difference between the two figures is probably due to a difference in how the calculations were made. This is purely conjecture as there is a lack of detail as to how the 2016/2017 footprint was calculated.

The decrease in carbon emissions associated with electricity use in our buildings can be attributed to the decarbonisation of the UK's energy supply.



The increase in carbon emissions associated with purchase material and fuel, and leased assets and franchising, outsourcing occurs as these were not fully accounted for previously. The figure for purchased material and fuel for 2016/2017 solely relates to water supply.

The decrease in transport related activities may have occurred because business travel during 2020/2021 was significantly affected by Covid and lockdowns. However this is purely conjecture as there is a lack of detail as to how the 2016/2017 footprint was calculated.

Neither footprint takes account of the Scope 3 emissions associated with commuting to work, as no data was available on this.

The full GHG Inventory Report for 20/21 is attached to this report.

### **3. IMPLICATIONS FOR OUR NET ZERO CARBON BY 2030 TARGET**

The Council has set a target for its operations to be net zero carbon by 2030. In practice, this will be extremely challenging to achieve and will impact on a broad range of council functions and delivery, and could potentially require significant financial input to achieve.

We need to use this and subsequent carbon audits going forward to manage and monitor our route to net zero. This will inevitably require the adoption technologies and practices which “Avoid Reduce Replace Offset” emissions of greenhouse gases from our estate and operations, including our property and fleet and employee travel. Given the resources available to us, this does mean that our focus going forward will need to be on meeting the stated target for our establishment, though we will endeavour to continue to participate in wider opportunities where available.

### **4. OPTIONS FOR EMISSIONS ASSOCIATED WITH OUR PROPERTY**

We have commissioned surveys of our properties to identify opportunities for improving energy efficiency and installing renewable energy, this will allow us to quantify emissions reductions and set targets for future years.

We are working with Devon County Council to explore opportunities for purchasing green energy through our energy consortium.

We are looking to work with our tenants through green lease arrangements (subject to approval) which will encourage them to use energy efficiently.

The outcome of the current asset audit will be the basis of long term planning regarding properties owned by the Council. There may be options available that will increase efficiency of those buildings such as maximising occupancy, co-location or even disposal/ alternative use of the property. We are very much at the early stages of this, with carbon usage being an additional factor that needs to be taken into consideration in the long term plans for a number of our premises.

### **5. OPTIONS FOR EMISSIONS ASSOCIATED WITH TRANSPORT**

When the new Environment Centre is built in Bideford there will be a considerable reduction in emissions associated with our waste and recycling operations, as they will no longer need to travel to Deepmoor to dispose of their loads.

Conversely, this may be impacted by emerging legislation. If we are required to increase the types of materials we collect, we will have to make more journeys and there will be a smaller reduction in emissions.



In the longer term, we will need to look at emerging low impact technology for our waste fleet – most likely either electrical or hydrogen powered vehicles, but at present this is not a viable alternative to diesel for a large, hilly, rural authority. There are also wider considerations around the necessary infrastructure to support such a move, as well as the funding needed to invest in this emerging technology.

There are opportunities to replace smaller vans with electric vehicles. The Council already has one such van being used and we are committed to reviewing the viability of electric vehicles as an option for every vehicle procurement cycle.

In relation to the impacts from our grey fleet, and especially with the development of a new Environment Centre in Bideford, there is a potential opportunity to move to use of pooled (electric) vehicles. Again, this will involve significant investment.

Alternatively/ additionally, there may be opportunities to incentivise greener travel by staff e.g.) use of cycle or public transport as opposed to car use, but this does present real difficulties in a large rural area as Torridge. However with the Government’s commitment to phase out diesel and petrol cars and move to electric vehicles, there may be opportunities to incentivise their purchase by staff in the future.

## **6. OPTIONS FOR EMISSIONS ASSOCIATED WITH OUR PURCHASED GOODS AND SERVICES**

Whilst there are undoubted opportunities to reduce the emissions associated with our purchased good and services through the introduction of a sustainable procurement system, this will not be possible to show in our carbon footprint calculations.

The current methodology used in 2020/2021 relies on carbon intensity values for different industry sectors from 2009. Reporting in future years will therefore use the same values. Whilst BEIS has indicated these may be updated, they are not able to reflect any changes we make as they apply at the Standard Industry Category level.

## **7. OPTIONS FOR OFFSETTING**

It is extremely likely that we will not be able to “Avoid Reduce or Replace” emissions and therefore the Council will need to give consideration in the future to offsetting. There are a number of options in relation to this. We do intend, as given in our Carbon plan, to look at opportunities to offset emissions through generation of renewable energy. There are also opportunities to offset emissions through traditional carbon capture - developing woodland planting or sea grass schemes, this could be on our own Estate or through land purchased for that use.

The North Devon Biosphere is also developing a tool which will enable investors such as the Council to match with providers of such green or blue offset schemes in the northern Devon area. This scheme is still under development but we have been informed that indicative costs could be in the region of £25 per tonne of carbon.

The costs of offsetting our emissions will vary widely with the scheme we choose, and it will be important to ensure that whatever scheme(s) are chosen will provide us with a claimable offset.



## 8. IMPLICATIONS

### Legal Implications

None

### Financial Implications

While the carbon report does not specify any specific investment required it does highlight areas where financial impacts may be seen in the future as we move towards our stated climate ambitions.

### Human Resources Implications

NA

### Sustainability/Biodiversity Implications

N/A

### Equality/Diversity

N/A

### Risk Management

Climate change and our net-zero carbon commitment are included on our Corporate Risk Register.

### Compliance with Policies and Strategies

NA

### Data Protection (GDPR) Implications

NA

### Climate Change

This carbon audit is a significant and necessary step on our goal of TDC being a net zero organisation by 2030.

### Lead Member Views – Cllr Hames

*To be included*

## 4. CONCLUSIONS

This update of our carbon footprint is a significant step on our journey towards our stated ambitions. The results highlight the areas of challenge over the coming years and it will be necessary to focus our efforts and available resources on those projects which will progress the authority's carbon reduction programme. Members of this group will need to engage widely and effectively to gain support for the changes necessary to drive this programme forward within the organisation.



## **5. RECOMMENDATIONS**

1. That the results of the carbon audit be noted.
2. That the options for reducing these emissions be noted.
3. That this report provides a basis for discussion for members on our way forward.

### **SUPPORTING INFORMATION**

Consultations:	Lead Member for Climate – Cllr Hames
Contact Officer:	Jan Williams Public Health and Housing Manager
Background Papers:	None

### **SUPPORTING INFORMATION**

TDC GHG Inventory Report 2021

