



**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY  
COMMITTEE – 14 JANUARY 2021**

**ENVIRONMENTAL PERFORMANCE REPORT 2019-20 AND  
GREENHOUSE GAS REPORT 2019-20**

**REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT**

**Purpose of Report**

1. This report provides details of the Council's environmental performance and greenhouse gas emissions for 2019-20. The report consists of:-
  - i) Part 1 which provides an update on progress in delivering the targets in the Council's Environment Strategy 2018–2030 and on the performance of the Council's Environmental Management System.
  - ii) Part 2 which provides an update on progress against the Greenhouse Gas (GHG) emission targets for Leicestershire County Council in 2019-20 and a summary of project delivery through the year.

**Policy Framework and Previous Decisions**

2. Cabinet approved a new Environment Strategy 2018-2030 on 6 July 2018. The vision of the Strategy is that "Leicestershire County Council will minimise the environmental impacts of its own activities and will contribute to the improvement of the wider environment through local action. We will continue to play a significant role in protecting and enhancing the environment of Leicestershire, meeting the challenges and opportunities of climate change, and seeking to embed environmental sustainability into both social and economic development in the county."
3. A revised Strategy was subsequently adopted by the County Council on 8 July 2020, to account for the Council's declaration of a Climate Emergency in May 2019.
4. The declaration committed the authority to achieving net zero greenhouse gas (GHG) emissions by 2030 for its own operations. Furthermore, the declaration committed the Council to working with partners and lobbying government to make the wider 2050 net zero target possible for Leicestershire and to limiting global warming to less than 1.5°C in line with Paris Agreement.

5. On 2 December 2020 Leicestershire County Council joined the UK100 coalition of the most ambitious local leaders in the UK and pledged to achieve 'net zero' across the county further and faster than the government goal of 2050. The Environment Strategy will be revised to reflect this latest pledge.

### **Background**

6. Environment and Climate Change Risk Registers identify actions to reduce GHG emissions from service activities, especially high-risk areas such as Property and Highways. The target within the Environment Strategy 2018-30 is to achieve net zero carbon by 2030.
7. The Council publishes an annual report on its GHG emissions in accordance with central government guidance. A copy of this report is included in Appendix B.
8. Where circumstances have changed since the end of 2019-20 in relation to Environmental Risks, the current position is provided where appropriate.
9. An external ISO14001 Environmental Management System (EMS) surveillance audit was carried out in December 2019. One minor non-compliance was found pertaining to document control. Corrective action has now taken place. One previous minor non-compliance regarding the internal audit plan schedule was also closed, as corrective action had been taken.

**PART 1:****ENVIRONMENTAL PERFORMANCE REPORT 2019-20****Introduction**

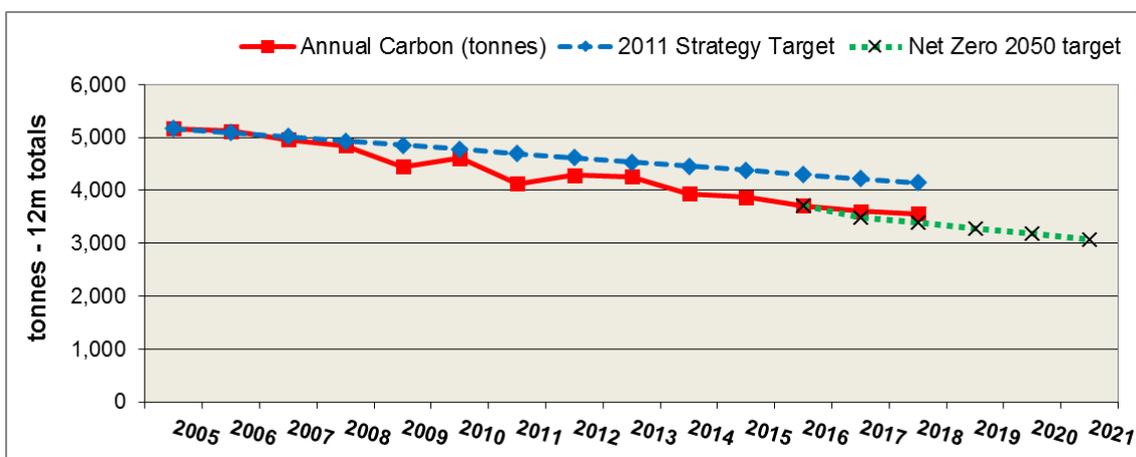
10. This section provides an update on progress in delivering the targets in the Council's Environment Strategy 2018-2030.
11. The environmental performance summary dashboard for 2019-20 is available at Appendix A.
12. The layout of the report follows the structure of the ISO14001 standard.

**Measures currently behind target****C2b – Gas/biomass consumption (weather corrected) per m2 in LCC buildings**

13. This key performance indicator (KPI) I looks at energy efficiency in council buildings. Only buildings that have been in the Authorities portfolio for six years are included so that any annual reductions seen in both electricity and gas consumption represent genuine efficiency improvements.
14. Gas/biomass consumption per metre squared has decreased slightly this year, remaining just above target. The actual figure for 2019-20 was 117.7 kWh/m2 compared target of 108.8 kWh/m2.

**C14 - Total CO<sub>2</sub> emissions from Leicestershire (under local authority influence)**

15. Data is provided by the Department of Business Energy and Industrial Strategy (BEIS) for all UK regions and is two years in arrears. The data provided relates to 2018. Emissions fell again in 2017 and there has been a 30% reduction against the 2005 baseline. The KPI is just behind the target but is continuing an improving trend. (See Figure 1)

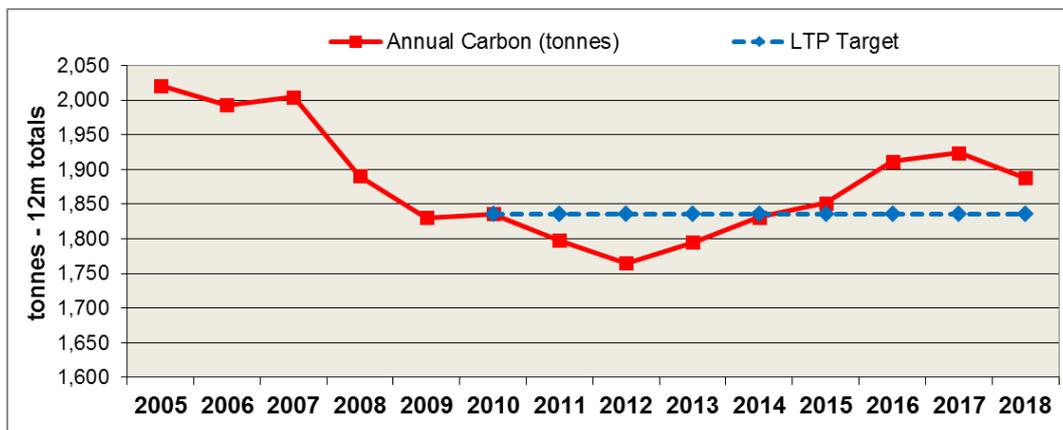


**Figure 1: Total CO<sub>2</sub> emissions for Leicestershire (under local authority influence) 2005 – 2018**

16. The main driver of reduced emissions nationally is a change in the fuel mix for electricity generation, with a decrease in the use of coal and gas and an increase in the use of renewables. The same pattern is reflected in the data for emissions in Leicestershire considered to be under the local authority's influence. The biggest falls in industrial and domestic emissions relate to electricity consumption (around -60% between 2008-2018) compared to only -15% to -20% lower emissions from gas usage. The county's emissions from transport, excluding motorways, fell by only 3% in the same period.

C15 - Total CO<sub>2</sub> emissions from Leicestershire road transport (under local authority influence)

17. Data is provided by the Department of BEIS for all UK regions and is two years in arrears. The data provided relates to 2018. The data only reflects traffic considered to be under local authority influence, and hence excludes motorway traffic.
18. Based on this 2018 data, there has been a decrease in CO<sub>2</sub> emissions in the Leicestershire local authority area originating from road transport for the first time since 2012. However, the indicator remains 2.8% above the 2010 baseline target (Local Transport Plan (LTP) target requires no increase) and presents a significant challenge in light of the national and County Council net zero carbon emissions for the county by 2050 or before. See Figure 2.



**Figure 2: Total CO<sub>2</sub> emissions from roads in Leicestershire (under local authority influence) 2005-2018**

19. The Council's influence in this area is through LTP Sustainable Travel initiatives, which include working with businesses to encourage cycling, walking, and car sharing; personalised travel planning; providing walking and cycling infrastructure; contributing to the move to electric vehicles; improved Choose How You Move branding / website; and pushing for sustainable development in the planning arena.

LW2 - % Recycled from LCC sites

20. The 12-month rolling recycling figure remained between 58% and 61% throughout 2019-20. This is just below the target of 61.5% for the end of 2019-20. The target is to achieve a 70% recycling rate by 2030.
21. Separate targets have been set for County Hall (80%) and non-County Hall sites (60%). County Hall achieved an average recycling rate of 76% over 2019-20, but the recycling rates in many other outlying council buildings continue to hold back improvement. Non-County Hall sites averaged at just 50% recycling over 2019-20.
22. The general waste audit conducted in 2018 showed that 16% of items put into the non-recyclable bin could have been recycled or composted. However, a more recent 2019 waste audit showed an increase with 24% of items in the general waste being recyclable or compostable. Further awareness raising is taking place with staff to help address this matter.

HW2 - % Household waste reused, recycled and composted

23. The annual household waste recycling figure has remained just above 45% for most of 2019-20, however this is below the target of 50%. The 50% recycling target was for 2020 in line with the Waste Framework Directive. Work has started on reviewing the Leicestershire Municipal Waste Management Strategy which will incorporate new targets such as those as set out in the Circular Economy Package (i.e. 65% recycling of municipal waste by 2035).
24. There are several reasons for the continued low performance, including national issues such as seasonal fluctuations in garden waste light-weighting of packaging and economic factors, as well as issues specific to Leicestershire such as the closure of the Mechanical Biological Treatment plant (MBT).

M3 - Environmental risks scoring >15

25. At the end of 2019-20, there were a total of five environmental risks scoring 15 or more, a 58% reduction since the end of 2018-19 (12 risks previously). These environmental risks relate to areas where the council is not meeting legal requirements, council policy or is significantly failing to address Environment Strategy objectives.
26. The number of risks scoring 15 or more decreased during 2019-20 due to corrective actions been taken.
27. Departmental risks are summarised as follows:
  - **Environment and Transport Department – previously 10 risks, now five:**
    - Waste water discharges from Passenger Transport depots (**two risks, now zero**). Drain surveys were carried out at two sites. These confirmed that works were needed at one site and that both sites required a Trade Effluent Consent. The required works were completed,

and Trade Effluent Consents were granted by Severn Trent Water for both sites.

- Ensure Cleaner Road Vehicle Regulations 2011 are being considered in the procurement of vehicles (**one risk remains**). A Green Fleet Review and Fleet Management Review have taken place. Relevant actions on how to comply with the regulations are included within these reports and will be acted on in procuring future vehicles.
  - Biodiversity considerations not sufficiently taken into account in Highways mowing regimes. A number of verge trials are taking place to inform possible changes to mowing regimes. The matter is also being addressed as part of developing the strategic approach to biodiversity that will be brought to the Committee at a later date. (**one risk remains**);
  - Various operational risks from RHWS sites (**six risks, now three**). Since the last report, three risks have been closed due to works being completed and daily checklists being updated (including drainage infrastructure being completed for one RHWS, improved oil interceptor procedures and local nuisance checks). Of the three remaining risks, two relate to a need to install appropriate drainage infrastructure at two RHWS. A programme of work is in place to do this over the coming years. The third risk relates to inadequate access to waste disposal outlets due to infrastructure closures.
- **Corporate Resources Department – previously two risks, now zero:**
    - These related to School Food Support Services kitchens' lack of grease traps and the security of waste bins. Both of these risks were addressed during 2019-20.

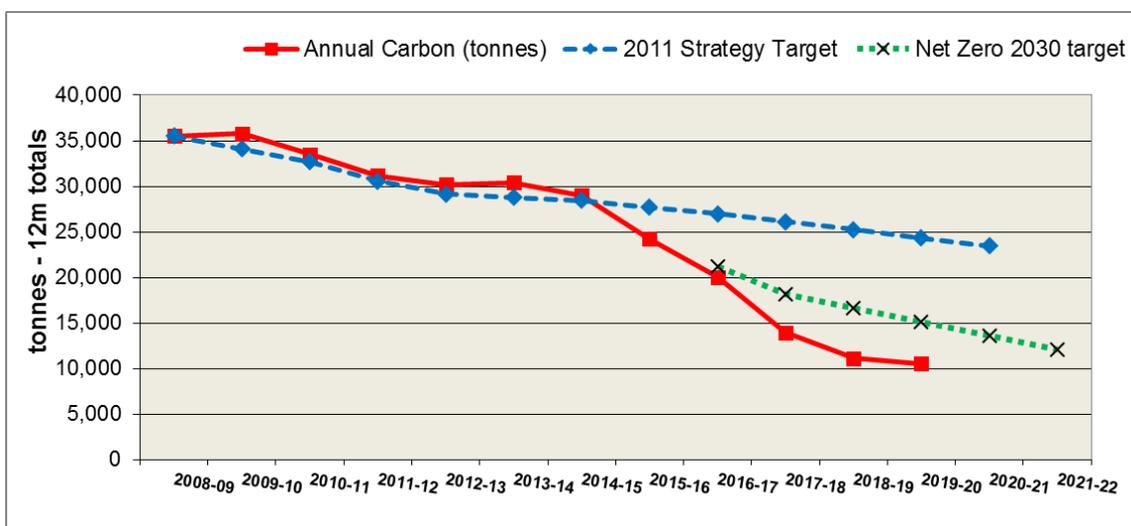
### **Measures which are ahead of target**

#### **C1 - Total CO<sub>2</sub> emissions from LCC operations**

28. Carbon dioxide (CO<sub>2</sub>) emissions from County Council operations continue to fall and were ahead of the 2019/20 target included in the Environment Strategy at the end of the year. There was a 5% reduction in CO<sub>2</sub> emissions between 2018-19 and 2019-20. Overall, there has been a 70% reduction in emissions since the 2008-09 baseline. The Council has shown strong performance on carbon reduction over the last 10 years, however while still ahead of target, the pace of reduction has fallen indicating the increased difficulty of reducing the remaining carbon emissions and achieving the transition to net zero by 2030, (see Figure 3).
29. The reasons for this year's reduction include streetlighting and traffic signal electricity consumption reduction projects e.g. 'trimming and dimming', and a reduction in corporate buildings electricity consumption. The decarbonisation

of the national grid is also an overall contributing factor, with the carbon conversion factor for grid electricity decreasing by 9.7% between 2018-19 and 2019-20.

30. Fleet fuel carbon emissions increased by 10% this year compared to the previous year. This was mainly due to an increase in fuel used for surface dressing and winter gritting. However, the level of emissions from fleet is still ahead of the current target.
31. A more strategic approach to reducing carbon emissions from fleet can deliver significant carbon and cash savings. Improved monitoring of individual vehicle and driver performance, planning of highways maintenance schemes and the use of pool cars (particularly electric vehicles) are examples of opportunities which are being explored as part of the Tranche 1 Carbon Reduction Roadmap.



**Figure 3: Tonnes of CO<sub>2</sub> emissions from LCC operations (excluding schools) 2008-09 – 2019-20**

32. A Green Fleet Review was carried out alongside a Fleet Management Review. Recommendations included fuel efficiency monitoring, introduction of electric vehicles where suitable, an improved business mileage claims system and more pool cars. The recommendations have been incorporated into the Carbon Reduction Roadmap and a green procurement approach is being developed.

#### C2a – Electricity consumption per m<sup>2</sup> in LCC buildings

33. This KPI looks at energy efficiency in council buildings. The actual figure for 2019-20 was 80.8 kWh/m<sup>2</sup> compared to the target of 81.8 kWh/m<sup>2</sup>.

#### C17 - Renewable energy generated on County Council land and properties

34. The amount of renewable energy generated as a percentage of total energy consumed was 15.6% at the end of 2019-20, above the 13.9% target. Current performance for this indicator also exceeds overall target of 15% by 2020-21.
35. Two new PV systems were installed on Council buildings in 2019-20, Melton Short Breaks and Loughborough Family Centre, which will continue to add to the overall generating capacity of the Council's estate.
36. The plans to develop a 10MW solar farm at Quorn will further increase the amount of renewable energy generated on council land.

#### C18 - Total business mileage

37. Annual business mileage claims have continued to fall, and the indicator remains slightly ahead of target. There were still just under six million business miles claimed during 2019-20, costing the Council over £2.5 million, presenting an opportunity for further improvement.
38. The results of a Green Fleet review are informing plans to reduce emissions in this area, though these plans are being reviewed considering the changes in working practices due to COVID-19.
39. Work is taking place on developing an additional / replacement KPI that sets a target for reducing emissions from business mileage in line with the net zero carbon commitment. This should encourage both a reduction in mileage, as well as an increase in the use of lower emission vehicles.

#### R1 - Outstanding actions on climate change risk register

40. There are currently no risks on the register, however this number is expected to change when a review of the climate change risk registers is completed during 2020-21 and new risks are identified.

#### LW1 - Total waste from LCC sites

41. The rolling annual waste figure reduced overall in 2019-20 compared to 2018-19. Annual performance remained just below the target at the end of 2019-20, at 358 tonnes.

#### P1a - Total office paper purchased

42. Data was received directly from our primary paper supplier for 2019-20, as technical changes mean that it is no longer possible to receive a procurement report from Oracle.
43. The data shows that the amount of paper purchased in 2019-20 increased by 11% compared to the annual total of 2018-19 but that it is still well ahead of target.

#### WA1 - Water consumption per full time equivalent member of staff

44. Water consumption data has shown a further decrease in 2019-20 and remains just below the target. The indicator rating remained green.
45. Water billing data is now being received regularly after problems for the previous two years.
46. Property Services have a Water Strategy 2017-21 with planned measures and investments.

#### E1/E2 - Staff engagement

47. As part of a refresh of the mandatory Environmental Awareness E-Learning training in 2017-18, a survey was included in the module to gather new data for this KPI. An updated module was introduced at the end of 2017-18.
48. Of the 1,028 staff that completed the survey in 2019-20, 89% agreed that the council was doing enough to reduce its impact on the environment and 96% agreed they understood how they can contribute to green issues at work.
49. This positive result represents effective and consistent engagement with staff through the Go Green scheme and the Council's internal communication channels.

#### M5 - Environmental enforcements/prosecutions

50. There were no enforcement notices or prosecutions logged in 2019-20.

#### **Measures which are not performance rated**

##### HW 1 - Total household waste per household

51. The quantity of household waste per household remained the same overall at the end of 2019-20 at 1,031kg, compared to the previous year.

##### LW10 - % of recycled aggregates used in highways

52. The proportion of recycled aggregates used at the end of 2019/20 was at 50%, after an overall decrease over the year.
53. The use of recycled aggregates may not always be the best environmental option when processing, logistics and energy use is factored in. However, use of recycled aggregates in certain schemes could significantly reduce transportation and waste costs.

#### M1 - Environmental complaints

54. There were eight environmental complaints received during 2019-20. Four were upheld compared to three in 2018-19. Consequently the 12-month rolling figure has slightly worsened.

55. The upheld complaints related to a delay in dealing with a flooding event, overflowing waste bins and poor signage in a Country Park and disturbance from roadworks.
56. Whilst there is no static target for this KPI, continuous improvement is expected. Levels of environmental complaints remain satisfactorily low.

#### M2 - Environmental incidents

57. There was one environmental incident reported in 2019-20 pertaining to a generator fire at County Hall. Leicestershire Fire and Rescue Service, who attended the incident, informed the Environment Agency that the fire suppressant foam they had used to quell the fire was an aqueous film forming foam which had a low environmental impact.
58. Whilst numbers of incidents should ideally be zero, reporting and investigation of incidents should be encouraged.

#### **Measures for which complete data is not available**

##### P2 - Commissioned print

59. Data has not been received for Q4 2019-20 due to changes in working arrangements in response to Covid-19. Steps are being taken to obtain this data and to streamline the data acquisition process going forward.
60. For the first 3 quarters of the year, for which data was available, the rolling 12-month total commissioned printing volume (tonnes) has increased compared to last year. The County Council remain below target (where lower is better).

#### **Changes affecting the Environmental Management System**

##### External and internal issues that are relevant to the EMS

61. Uncertainties remain about the regulatory regime following the United Kingdom's exit from the European Union and the creation of the Office of Environmental Protection.
62. A review of the Environment Strategy 2018- 2030 was carried out to embed the Council's climate emergency commitments. This included a commitment to net zero emissions by 2030, and to take account of new government policies, changes in legislation and new information and data that had become available and to strengthen the strategy where possible.
63. A revised Action Plan has been developed to indicate main areas of activity and opportunities for reducing carbon emissions and delivering the wider aims

of the Environment Strategy. This is a live document and it is updated as new activity is identified.

64. 'Carbon heavy' actions are included in a Carbon Reduction Roadmap which is being developed in two tranches based on areas of control and influence. The Tranche 1 Roadmap which covers the council's measured emissions has been developed and approved. The Tranche 2 Roadmap that covers the council's unmeasured emissions and the wider Leicestershire emissions, will be developed over the coming year.
65. Work is taking place on developing new biodiversity KPIs in consultation with internal and external partners. This work is due to be completed by March 2021, at which time the new KPIs will be included in the Environmental Performance Report.

The needs and expectations of interested parties, including compliance obligations and changes in political priorities/direction

66. Single-use plastic in the Council. This work continued throughout 2019-20 in the staff canteen and other council food establishments, including the introduction of 'Bring Your Own' scheme to reduce single-use plastic cups and takeaway food containers.
67. The 'Bring Your Own' coffee cup campaign has been successful since its introduction in 2018-19, with the number of disposable cups purchased by the canteen reducing from 92,960 in 2018 to 24,520 in 2019, a reduction of 74%.
68. Due to Covid-19 precautions, the use of reusable food containers has been suspended until further notice. This will impact progress on this project in the short term.

Changes to statutory duties

69. There has been no change in the Council's statutory environmental duties.

Relevant changes to environmental legislation

70. There were several relevant changes to general environmental legislation.

<b>Act / Regulation</b>	<b>Summary of change / new requirements</b>	<b>Area affected</b>
F-Gas (England & Wales) Regulations 2020	From 2020, virgin F-gases banned if Global Warming Potential over 2,500 and system has total F-Gas equivalent to 40t CO <sub>2</sub> (e.g. 10.2 kg of HFC 404a). Affected systems must be drained & recharged with different gas or replaced.	Waste Operations, Property
EU Directive 2018/844/EU amending the EU Energy Performance of Buildings Directive	Deadline for transferring energy efficiency provisions for long term renovation strategies into building standards was the 10th March 2020. It is unclear whether the UK has met this deadline. Threshold for air conditioning (and heating) system efficiency inspections increased to	Property

	capacity of 70 kW (from 12 kW AC/ 20 kW heating) (Article 14).	
Medium Combustion Plant Directive	New requirements for MCP and generators of 1-50 MW thermal input capacity. Regulates emissions of SO <sub>2</sub> , NO <sub>x</sub> and dust as well as CO. Applies to several County Hall gas boilers - may need environmental permit as a result.	Property
Draft Agriculture Bill	The Agriculture Bill and the future of farming policy to be based on the concept of 'public money for public goods' such as clean air and water, environmental protection and improvement, and access to the countryside.	Property
Draft Environment Bill	The Environment Bill was introduced into parliament on 15th October 2019. It was re-introduced to parliament following a general election on 30th January 2020. The Bill will introduce legally binding nature, water, air and waste targets from 2022.	Public Health, Environment & Transport, Corporate Resources.

71. The Environment Policy and Strategy Team now have access to an Environmental Legislation Information and Register Service (contract commenced 1 May 2020). This will strengthen the team's ability to advise on compliance obligations.

### **Environmental risks and opportunities**

Any significant new / changed environmental risks or opportunities (such as new technologies or innovative solutions) relevant to this level of reporting.

72. There is a risk of climate change affecting the delivery of council services e.g. flooding and heatwaves. The Environment Policy & Strategy Team is working to update Climate Change Risk Registers to help departments plan their responses. The Highways and Planning functions have been assessed during 2020-21 and Property Services will be assessed later in the year, ahead of producing a Climate Change Resilience Update report.
73. The risk that some of the KPIs may be negatively affected by the Covid-19 restrictions. These include a reduction in recycling performance due in part to increased use of single-use plastics such as disposable plastic items in the canteen and personal protective equipment, an increase in household waste and carbon emissions due to more people working from home.
74. Central Print requested that an exception be allowed to the Timber Products policy, in view of the difficulty and cost implications of obtaining Silk papers that are at least 75% recycled paper. An exception report is being produced with the Procurement Team.

75. Opportunity to take forward the recommendations of the Fleet Management Review and the Green Fleet Review. Some of these recommendations have been incorporated into the Tranche 1 Carbon Reduction Roadmap.
76. There is an opportunity to co-align environmental and health objectives through the Air Quality & Health Action Plan developed as part of the Joint Strategic Needs Assessment. Discussions are taking place between the Environment team and Public Health on how to do this.
77. Opportunities arising from Covid-19 restrictions to support a green recovery and maintain positive benefits for the environment e.g. reduced business mileage, paper use, energy and water consumption. A rapid assessment of environmental impacts and opportunities has been completed and discussions are planned with all Department Management Teams and Senior Leadership Teams to support service planning.

### **Adequacy of resources**

Any shortcomings in staff / revenue / capital resources that are affecting the efficacy of the EMS or environmental performance.

78. Two new members of staff joined the Environment Policy & Strategy Team in 2019-20. The Senior Environmental Partnerships Officer post that had been vacant since January 2019 was filled in May 2019. This post will lead the work on biodiversity and green infrastructure. A new Carbon Reduction Team Manager has since been appointed in May 2020, to provide vital impetus for progressing the net zero carbon workstreams.
79. During 2019-20 Cabinet resolved that £450,000 revenue funding be allocated to facilitate the review of the Environment Strategy and Action Plan and to take immediate action to implement measures to reduce carbon emissions.

### **Relevant communications from interested parties**

80. Levels of formal environmental complaints remain relatively low (four upheld during 2019-20).
81. There were no prosecutions or other relevant communications with regulators or stakeholders.
82. As public concern for environmental issues is increasing, it is anticipated that the Authority will receive more enquiries from the public regarding our environmental performance and the impacts of our own operations.

## **Internal and External Audit results**

### **External Audits**

- 83. External Audits are carried out by BM Trada annually to ISO14001 Environmental Management System Standard, with a full re-certification audit every three years.
- 84. An external ISO14001 Environmental Management System (EMS) surveillance audit was carried out in December 2019. One minor non-compliance was found pertaining to document control. Corrective action has now taken place. One previous minor non-compliance regarding the internal audit plan schedule was also closed, as corrective action had been taken.
- 85. Only those services externally certified to ISO14001 are subject to internal and external audits.

### **Internal Audits**

- 86. An internal audit of the EMS of Corporate Resources Strategic and Operational Property Services was completed between September and November 2019 as part of a 3-year schedule. No major or minor non-compliances were recorded.
- 87. Two major non-compliances were raised in the previous internal audit carried out February-March 2019. The issues related to a failure to provide information required to confirm (i) compliance with the air conditioning energy assessment requirements of the Energy Performance of Buildings Regulations 2012, and (ii) follow-up action from previous air conditioning assessment report recommendations (still outstanding for Croft Depot). These matters are being addressed in collaboration with Property Services but have yet to be fully resolved.

### **Opportunities for continual improvement (EMS, including opportunities for improved integration with other business processes or environmental performance)**

- 88. An Environmental Screening Question has been designed as part of a new procurement initiation process (under development) in order to reduce the environmental impact, in particular the level of carbon emissions, from the Council's procurements.
- 89. The recommendations of the Green Fleet Review provide opportunities to reduce business mileage, modernise and decarbonise the Council fleet, make process and operational improvements and generate financial savings. These have been included in the Tranche 1 Carbon Reduction Roadmap and work is taking place to progress them.

90. The development of the Carbon Reduction Roadmaps following the climate emergency declaration will present further opportunities for improving the environmental performance of the council and producing possible financial savings.
91. Access to a legislation update service was procured during the year to improve the robustness and effectiveness of the EMS.
92. A procurement exercise is to be carried out during 2020-21 for a new environmental sustainability performance reporting software, to replace the current complex and vulnerable system based on interlinked spreadsheets and manual calculations.
93. Work is on-going with colleagues to better understand the impact of severe weather events on the council and county by improving the use of existing council data from sources such as Flooding, Property & Highways. This work is feeding into updates to the Climate Change Risk Registers.

## **Conclusions**

94. The following conclusions can be drawn from the environmental performance for 2019-20 based on the targets in the Environment Strategy 2018-2030:
  - i) The number of comparable indicators rated green has decreased from 13 to 12 compared to 2018-19.
  - ii) The number of comparable indicators rated red has decreased from four to three compared to 2018-19. The number of indicators rated amber has increased from one to three. Most amber and red indicators relate to areas where there is limited control or resources to address. While action on reducing climate change and environmental high risks has taken place, progress has been slow in some areas due to other priorities and resourcing issues.
  - iii) Environmental risks exceeding a score of 15 have decreased from 12 to five.
  - iv) LCC fleet fuel carbon emissions have increased this year. A more strategic approach to reducing fleet fuel use and business mileage will be considered as part of the Fleet Management Review and taking forward the recommendations of the Green Fleet Review report.
  - v) The work to develop a strategic approach to biodiversity, including suitable performance indicators will provide a more robust basis for taking action to protect and enhance biodiversity and measure performance in achieving this.

- vi) There are two internal audit non-compliance findings that have been outstanding for several months, pertaining to the systematic commissioning and follow-up of air conditioning energy efficiency inspection reports (ensuring compliance with the Energy Performance of Buildings Regulations 2012). There is still a lack of documentation required to confirm compliance. The Environment Team is working with Property to rectify this position.
- vii) The review of the Climate Change Risk Registers will help the Council prepare for the impacts of climate change that we know are likely to take place in the coming years, helping to highlight areas for action and increase the resilience of our services going forward.
- viii) Compilation of an up to date legislation register and the recently acquired access to a legislation update service will reduce the risk of non-compliance and provide better assurance of the Council's environmental performance. It will also further our understanding and application of legislation through plain-language guides and summaries, as well as identifying relevant changes to legislation.
- ix) A new sustainability software solution (due to be procured and implemented in the second half of 2020) will also improve our environmental performance. Replacing the current system with a more robust and modern one will ensure error reduction, easier and more effective reporting, labour savings and improved reliability and confidence in the figures that we report.

**Part 2:****LEICESTERSHIRE COUNTY COUNCIL GREENHOUSE GAS  
EMISSIONS REPORT 2019-2020****Introduction**

95. This section provides an update on progress against the Greenhouse Gas (GHG) emission targets for Leicestershire County Council in 2019-20 and a summary of project delivery through the year.

**Progress against the County Council GHG reduction targets in 2019-20**

96. A copy of the full public GHG Director's Report is provided in Appendix B. Table 1 outlines the Council's GHG emissions in the baseline year (2008-09) and changes between 2019-20 and the previous year.
97. Table 1 shows that the Council's total net carbon dioxide equivalent (CO<sub>2</sub>e) emissions in 2019-20 of 11,633 tonnes were 67.4% below the baseline year and 5.7% less than 2018-19. The 2019-20 emissions total is below the Council's net zero by 2030 carbon reduction target, though there has been a slowing in the pace of reduction.
98. Emissions have fallen from most contributory sources except for fleet fuel and buildings gas and other fuels use. The most significant decrease at 17.2% has once again been from streetlighting. This is mainly due to the lower carbon conversion factor, but also as a result of energy saving measures the Council has introduced such as further 'trimming and dimming' of the streetlighting system.
99. While there was a 76.2% reduction in fugitive gases this was only a reduction of 30 tonnes in a source that has high variability year on year.
100. A fall in electricity consumption and related emissions (11.4%) has been achieved as the Council continues with a programme of energy efficiency and renewable energy investments in the property estate. Most (84%) of the reduction can be attributed to a change in the carbon conversion factor.
101. Emissions from business travel reduced by 6.6%. 71% of this reduction occurred in quarter 4, which included two weeks of the coronavirus lockdown. This reduction in business mileage has continued into 2020-21 and how some of this reduction could be locked into the future is being explored as part of a wider review of both the positive and negative environmental impacts of Covid-19.

**Table 1: Leicestershire County Council's CO<sub>2</sub>e emissions 2008/9 (baseline), 2018-19 and 2019-20**

GHG emissions data for period 1 April 2019 to 31 March 2020 (tonnes of CO <sub>2</sub> e)						
	Sector	2019-20	2018-19	% change	Base Year 2008-09	% change
Scope 1 – Direct emissions e.g. boilers, owned transport, air conditioning gases	Buildings	1,765	1,589	11.1%	4,317	-59.1%
	Fleet vehicles	2,944	2,739	7.5%	4,358	-32.4%
	Fugitive gases <sup>(1)</sup>	12.57	52.826	-76.2%	n/a	n/a
	<b>Sub-total</b>	<b>4,722</b>	<b>4,380</b>	<b>7.8%</b>	<b>8,675</b>	<b>-45.6%</b>
Scope 2 – Energy Indirect e.g. purchased electricity	Buildings	2,092	2,360	-11.4%	6,562	-68.1%
	Streetlighting & traffic signals	2,845	3,435	-17.2%	15,581	-81.7%
	<b>Sub-total</b>	<b>4,937</b>	<b>5,796</b>	<b>-14.8%</b>	<b>22,143</b>	<b>-77.7%</b>
Scope 3 – Other Indirect e.g. business travel	Business Travel	1,585	1,696	-6.6%	3,237	-51.0%
	Electricity Transmission & Distribution losses	419	494	-15.2%	1,722	-75.7%
	<b>Sub-total</b>	<b>2,004</b>	<b>2,190</b>	<b>-8.5%</b>	<b>4,959</b>	<b>-59.6%</b>
<b>Total Gross Emissions</b>	<b>TOTAL</b>	<b>11,663</b>	<b>12,366</b>	<b>-5.7%</b>	<b>35,778</b>	<b>-67.4%</b>
Carbon offsets		0	0		0	
Renewable energy exports		-33	-33		0	
Green tariff		0	0		0	
<b>Total Net Emissions</b>		<b>11,630</b>	<b>12,334</b>	<b>-5.7%</b>	<b>35,778</b>	<b>-67.5%</b>
<b>Intensity measure: Tonnes of CO<sub>2</sub>e per Full Time Equivalent employee*</b>	FTE	5,129	4,624	10.9%	6,880	n/a
		<b>2.27</b>	<b>2.67</b>	<b>-15.0%</b>	<b>5.2</b>	<b>-56.4%</b>
Petrol and diesel <sup>(2)</sup> (Outside of Scope)		0.09	0.06	50.5%		
Woodchip (Out of Scope)		935	753	24.2%		

(1) Gases released by air conditioning and refrigerant units.

(2) Accounts for biofuel element of standard forecourt fuel. This is out of scope because CO<sub>2</sub> should be reabsorbed.

102. Emissions from gas and other fuel use in buildings increased this year by 11.1%. However, this was mainly due to colder and changeable weather. When the figures are adjusted for temperature, consumption shows a downward trend. In addition, woodchip consumption increased by 24%, and its carbon conversion factor also increased slightly.
103. Emissions from fleet vehicles increased by 7.5%. This was due to an increase in mileage travelled and fuel consumption. The increase was mainly due to an increase in fuel use from surface dressing and winter gritting activities. The results of a Green Fleet Review and a Fleet Management Review are informing plans to reduce emissions in this area going forward.
104. Renewable energy exports to the national grid from some of the Council's buildings have also been accounted for, which effectively replaces the need for electricity to be generated from fossil fuels. This reduced the council's carbon emissions by 33 tonnes during 2019-20.
105. In October 2019 the Council changed its electrical contract to a green tariff, meaning all of its grid electricity came from renewable sources such as wind, solar, hydro and wave energy. As this renewable energy generation has already been taken into account in the national average grid carbon conversation factor it is not possible to deduct this from our emissions figure.
106. A change was made this year in the treatment of electricity usage by tenants at one of the council's commercial buildings. Previously the entire building's consumption was included in the County Council's emissions. However, new information revealed that tenants' electricity usage is recharged to them based on submeter readings. This means that, as with other commercial buildings, this portion of the usage should not be counted in the County Council's emissions. A correction has therefore been made in the figures for 2019-20 and 2018-19.

#### **Circulation under Local Issues Alert Procedure**

107. None.

#### **Equal Opportunities and Human Rights Implications**

108. This paper provides a report on the County Council's environmental performance and greenhouse gas emissions and therefore in itself has no equal opportunities or human rights implications.

#### **Recommendations**

109. The Committee is asked to note the contents of the report.

**Background Papers**

[Link to Environment Strategy 2018-30](#)

**Appendices**

Appendix A - 2019-20 Environmental Performance Summary Dashboard

Appendix B - Leicestershire County Council Greenhouse Gas Emissions Report  
2019-20 - Director's Report

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