

LANCASHIRE COMBINED FIRE AUTHORITY RESOURCES COMMITTEE

Meeting to be held on 23 September 2020

CARBON MANAGEMENT PLAN UP TO MARCH 2030 (Appendix 1 refers)

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Executive Summary

A significant component of the Authority's climate change mitigation is the carbon reduction activity contained in the Carbon Management Plan (CMP). LFRS participation in the 'Local Authority Carbon Management Programme Six' (LACM6) was a key starting point to focus on reducing carbon emissions from LFRS activities. Through this programme, a CMP was developed over a 12-month period in 2008/09 with sign off by the Resources Committee in March 2009.

The CMP had a target of 20% carbon emission reduction by March 2013 with a visionary target of 40% by March 2020 which included a proposed move from SHQ to the Service Training Centre. At March 2020 the carbon emission reduction was 23%. A review of the CMP has now been undertaken, the findings of which are summarised below. A further target is proposed of 40% by March 2030.

Recommendation

The Resources Committee is asked to note progress in respect of the Carbon Management Plan and agree the following recommendations post April 2020:

1. A revised Carbon Management Plan up to March 2030;
2. Monitoring and future reporting of carbon emissions be made to Authority Members through the Annual Safety, Health and Environment Report presented to the Combined Fire Authority.

Information

The following overview provides an update in respect of:

1. Background
2. Performance
3. Risks and Issues
4. Look forward to March 2030

1. Background

The Service participated in the Carbon Trust Carbon Management Programme during 2008/09. A Carbon Management Team (CMT) was created to oversee the programme together with a programme board (Climate Change and Environment Programme Board). This resulted in the production of the Carbon Management Plan which was agreed by CFA Resources Committee in March 2009. Regular update reports are presented to the Combined Fire Authority, currently through the Annual Safety, Health and Environment Report each year.

2. Performance

A target of 20% carbon emissions reduction by March 2013 was set by the Authority with a long-term target of 40% reduction by 2020. A revised target of 40% reduction by 2030 is proposed as the visionary long-term target for 2020 included a potential move from SHQ to STC (other premises).

Progress is measured against a 'business as usual' (BAU) baseline i.e. the anticipated position if no action is taken. The forecast is that carbon emissions from buildings and fuel use would increase from 4,352 to 5,074 tonnes by March 2030 without any mitigating action. The target set is to reduce carbon emission to 2609 tonnes. At March 2020 carbon emissions was 3347 tonnes showing a saving of 1005 tonnes.

It is worth noting that the target set was challenging but a decrease in carbon emissions has been achieved across gas, electricity and fuel use but not at the rate anticipated. This includes reductions in electricity use of 7.6%, gas 38% and fuel 23.8%. In addition a reduction of 30% has been achieved for water use. To continue this trend Environmental Champions have been introduced to change staff behaviour and support the CMP.

Monthly collation of electricity, gas, and fuel and water data commenced in 2011/12 on all LFRS premises. It is now possible to compare the monthly data this year with the data last year enabling further scrutiny of the data by the Carbon Management Team. This information enables new projects to be delivered in the premises that will have the most impact.

The monthly meter readings collected on each premise allows for projects to be targeted to where there is the greatest need. Usage is analysed by the CMT and this has resulted in a number of cost savings and carbon emission reductions such as: challenges being made to utility companies from inaccurate bills; station staff over-riding heating controls; heating systems being left on; investigations into water leaks; spikes in usage providing useful management information e.g. wildfires increase fuel use and flooding results in increased energy use for drying kit; fleet vehicle usage for various roles based on historic provision rather than current need and departmental plans being prioritised to deliver savings where needed most. The data collected is also used to produce DEC certificates which have to be displayed in our buildings

3. Risks and Issues

There are a number of risks and issues that may have an impact on achieving continued carbon emission and cost savings and meeting the reduction target.

- Extreme weather events e.g. cold wet winter could again impact on energy use.
- Fuel consumption could rise further due to preventative activity and wildfire and flooding activity.
- Financial and staff support for projects may be affected through reduction in budget allocation.
- To continue to achieve reductions investment will be required to support projects that deliver energy efficiency.

4. Look forward to March 2030

The Carbon Management Plan attached at Appendix 1 has been written to seek to achieve the target of 40% reduction by March 2030. It has to be accepted that projects

completed will slow down due to future budget reductions and reductions in resources. However there are a number of projects/reviews that should continue to deliver cost savings and carbon emission savings in the future. The anticipated move of SHQ to STC, reduction in staff posts resulting in reduction of energy use and reduction in fleet vehicles, reviews on ways of working e.g. Home Fire Safety Check delivery, more energy efficient buildings in the LFRS estate and the PFI buildings and the fleet vehicle replacement programmes will all assist in achieving future reductions.

Business Risk

High – A reduction in business-related carbon emissions has been identified as an Authority priority for a number of legislative, financial and public reputation reasons.

Environmental Impact

Very High – The Authority is committed to reducing business-related carbon emissions and the carbon management plan will be the principal means of achieving this end.

Equality and Diversity Implications

None

Human Resource Implications

Existing staff will deliver the plan.

Financial Implications

Range of costs associated with component elements of the programme e.g. building maintenance, fleet vehicles etc which are contained within agreed budgets.

Local Government (Access to Information) Act 1985

List of Background Papers

Paper	Date	Contact
<p>The following background documents (as defined in Section 100D(5) of the Local Government Act 1972 and amended by the Local Government Act 2000 - Commencement No 1 Order), have been relied on to a material extent in preparing this report</p> <ul style="list-style-type: none"> • CFA Resources Committee 	<ul style="list-style-type: none"> • March 2009 • September 2010 • June 2011 • June 2012 • November 2012 • 25 June 2013 	<p>Bob Warren 01772 866804</p>
<p>Reason for inclusion in Part II, if appropriate:</p>		