Appendix 1

Climate Action Progress Report

2022-2023

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Foreword

This report, my first as Portfolio Holder with responsibility for climate mitigation, presents progress made in the financial year 2022/23 to reduce our greenhouse gas emissions. It also provides a timely opportunity to review the progress made over the four years since the Council declared a Climate and Ecological Emergency, and to propose setting targets for the year ahead.

It is clear from the recent COP28 meeting that global progress to address climate change is problematic and painfully slow, whilst at the same time the 2023 Synthesis Report from the Intergovernmental Panel on Climate Change concluded:

'Human activities, principally through emissions of greenhouse gases, have unequivocally caused global warming, with global surface temperature reaching 1.1°C above 1850-1900 in 2011-2020. Global greenhouse gas emissions have continued to increase, with unequal historical and ongoing contributions arising from unsustainable energy use, land use and land-use change, lifestyles and patterns of consumption and production across regions, between and within countries, and among individuals.'

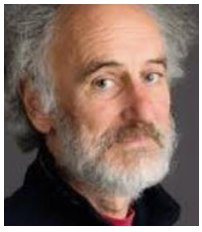
'Human-caused climate change is already affecting many weather and climate extremes in every region across the globe. This has led to widespread adverse impacts and related losses and damages to nature and people… Vulnerable communities who have historically contributed the least to current climate change are disproportionately affected.'

From this analysis, we must learn that urgent action by everyone in our society is required. Whilst we must redouble our efforts to reduce carbon dioxide emissions, we also need to implement mitigation measures to deal with more extreme climate events now and anticipated for our coastal area, to create localised and resilient energy supply, to consider what we eat, how we travel, and how we conserve available resources to aid our communities.

To this end, I am pleased that the report clearly sets out the progress made by the Council, and in the wider Bournemouth, Christchurch and Poole area to reduce emissions since 2019. Progress is positive in most sectors, but not as great as it needs to be, which is why the report recommends those sectors where our limited finances should be concentrated in the years ahead.

I want this Council to play an enabling and supportive role to help residents and businesses achieve this and together reap the benefits of a low carbon economy – lower bills, improved health and reduced climate risk. The choices we make now in our everyday lives will determine whether we turn our backs on the fate of our planet, its people and wildlife, or if we stand united to deal with the consequences of a changing climate caused by our past and present decisions.

Councillor Andy Hadley
Portfolio Holder for Climate Mitigation, Environment and Energy



Climate Action Progress Report 2022-2023

Contents

Part 1: Progress Report 2022-2023 Executive Summary 1
Global trends 4
Climate change 4
Ecological change 4
What does Climate Change mean for the UK? 5
Performance Overview 9
Strategic Aim 1 – BCP Operations 9
Strategic Aim 2 – BCP Area Wide 12
Progress and Achievements 18
Part 2: Technical Information 28
Strategic Aim 1- BCP Operations 28
Strategic Aim 2 – BCP Area-Wide 62
Part 3: Membership of UK100 66
Part 4: Action Plan Update 67
Acronyms 90

Part 1: Progress Report 2022-2023 Executive Summary

On 16 July 2019, BCP Council declared a Climate and Ecological Emergency. The headline commitments of this were:

> **Strategic Aim 1:** make BCP Council and its operations carbon neutral by 2030.
>
> **Strategic Aim 2:** work with partners to set a target date for when the Bournemouth, Christchurch and Poole area can be made carbon neutral, ahead of the UK target of 2050.

This is the fourth report charting progress towards these aims and illustrates that although we are moving towards our goals, we are not doing so fast enough, as the effects of a changing climate are being felt around the world and here in the UK.

The Council's emissions in 2022/23 are estimated at 44,455 tCO_2e (9.9% below 2019 levels).

BCP area-wide emissions at 2021 (published 2023) are estimated at 1,545,920 tCO_2e (8.3% below 2017 levels, published 2019).

However, given the significant lack of national progress in areas such as electricity grid policy and technology adoption; alongside external factors such as the disruption of international supply chains and global inflation, the council recognises the scale of the challenge and the significant resource that is required to achieve its ambition.

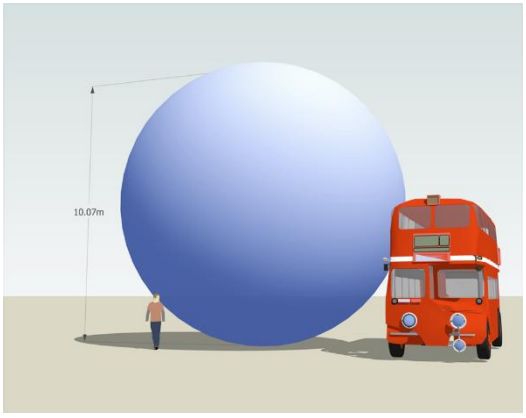


Figure 1 : One Tonne of CO2

During the forthcoming 2024-25 reporting period we will have the opportunity to embed policy and guidance on reaching our ambitions to be a carbon neutral council, decide upon new priority actions, and setup the frameworks and structures to enable delivery.

Channels for Council policy and guidance.

The New Local Plan
The Council's New Corporate Strategy

Strategic Priorities

Sustainable Environment
Dynamic Places
Connected Communities
Brighter Futures
Fulfilled Lives

Summary of Operational Emissions

Previous reporting years have provided a solid foundation of BCP's operational emissions. This report improves on the original emissions baseline through the availability of better data. Whilst this is progress, we now need to focus on improvements for recording more accurate data, such as

EPCs (Energy Performance Certificates) and DECs (Display Energy Certificates). Where scope 3 data was available, it was included to reflect our ability to influence these emissions. Better data security and the onboarding of additional scope 3 emissions demonstrates we are committed to improving our monitoring, reporting and mitigation of the emissions categories within our ability to lever and influence. It is also worth noting that regional data is subject to a 12–18-month data lag, this is unfortunately out of the control of the Council.

Priorities for 2024-25 reporting year

Recommendations for Council buildings (owned and operated / leased out)
Establish which buildings the Council is retaining as the organisation transforms, and via energy surveys (DECs and EPCs) what improvements are needed to make them as energy efficient as possible. Propose a fund and produce business cases for 'spend to save' investment for reducing demand and improving energy use in Council buildings. Enhancements will include improvements to the building fabric, heating systems and opportunities for renewable generation of energy. This will reduce gas and electricity use, and interim targets will be set between now and 2030. The Council also needs to look to making effective multi-functional use of buildings in its control. Our ambition is to maximise opportunities to generate renewable energy, particularly solar PV. Several studies have been carried out on Council buildings to establish what can be done and we aim to move forward with this at pace.

Recommendations for energy supply
Set up a Carbon Neutral Steering Group to explore procurement and use of energy to green the supply and find opportunities for energy reduction. To ensure a future energy supply for the Council operation and our region that is secure, cheaper and greener, the Council must pursue opportunities for self and local renewable generation of electricity to compliment current procurement arrangements, and interim targets will be set between now and 2030. It will continue to investigate opportunities for heat networks in the area and renewable heat sources such as air/ground/water source heat pumps and geothermal energy.

Home energy use
The Council must make best use of available schemes and funds to assist householders reduce their energy use. Free to use schemes such as LEAP (Local Energy Advice Partnership) home visits and ECO (Energy Company Obligation) insulation grants will be promoted and awareness raising activities, such as the information sessions and booklets provided recently by the Household Support Fund, will be made widely available. Information on energy saving practices will be communicated via Council channels and those at risk from fuel poverty will be assisted by the BCP Affordable Warmth Partnership and partner organisations.

Reducing road vehicle transport emissions
To make progress, the Council must continue to enhance the infrastructure to enable residents and visitors to make safe, sustainable travel choices, particularly for short journeys. We need to build on the success of existing schemes. We will continue to work with Beryl on micro-mobility solutions for cycling and scooting. With Morebus, we will aim to increase public transport use via the Bus Service Improvement Plan and continue to work with Joju to increase public EV charging points for the growing number of electric vehicles. We also need to encourage walking, scooting and cycling to school, integrated ticketing, the Co-wheels car-share scheme, and workplace schemes to liftshare and use sustainable transport modes.

Beryl bikeshare, has proven popular and effective, to provide more opportunities for cycling, wheeling and walking, with 33% of users transferring trips from motor vehicle journeys.

Leading by example

It is recommended that BCP join the local authorities that have signed the UK100 membership pledge (see Appendix 1: Part 3 UK100 for details). This pledge will define our area-wide target as being 2045, rather than 'before 2050' and shows that we recognise the urgency of the Climate and Ecological Emergency. Whilst not legally binding, our membership will signal to others our intention to achieve Net Zero as soon as practicable. We will communicate our emission reduction progress more clearly and make data readily available on our website in a 'dashboard' format (see below).

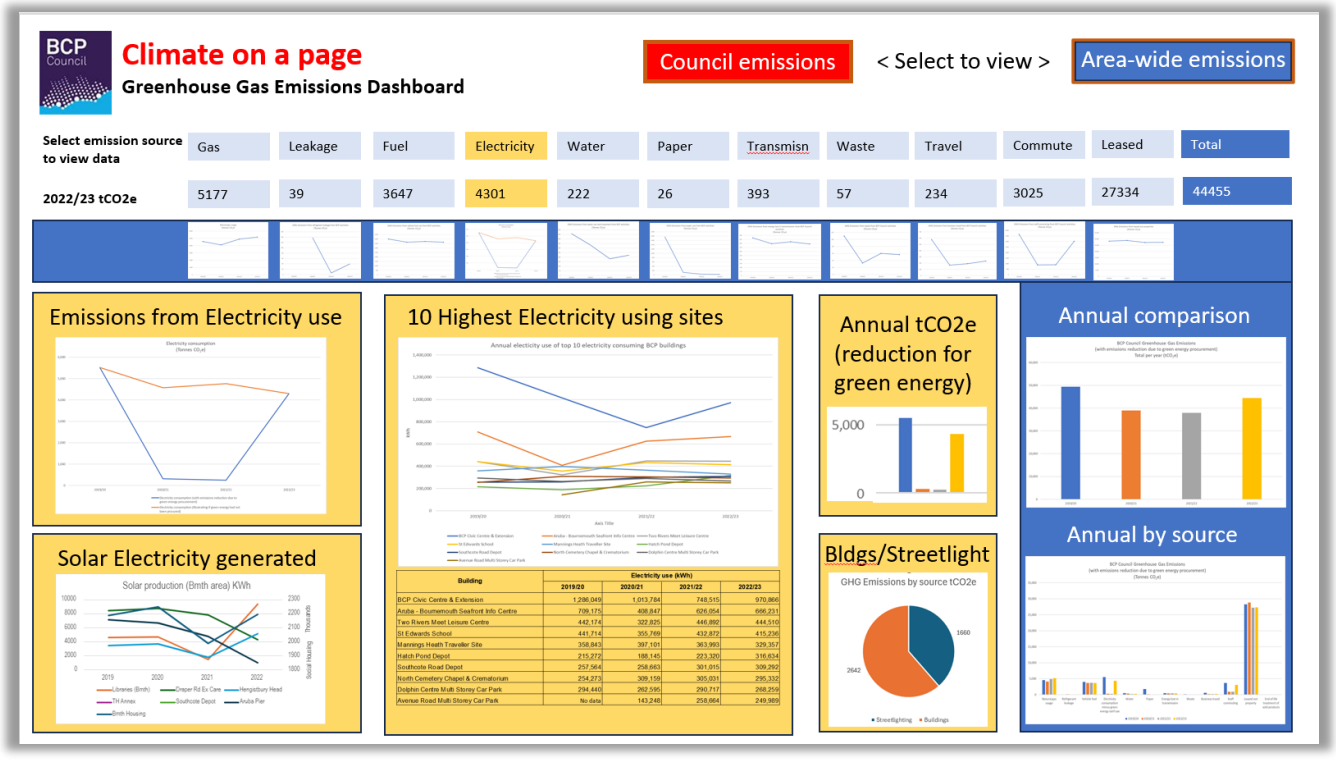


Illustration above shows how the information in this Annual Progress Report could be displayed as a 'dashboard' on the Council website.

Global trends

Climate change

Seven years ago, almost all countries signed up to the Paris Agreement to set the world on a pathway to limit global warming to 1.5 ºC. While this historic document spurred on action in many areas around the globe, the world is not on track to meet the agreement's aim. As identified by the Intergovernmental Panel on Climate Change (IPCC), global temperatures have already risen by 1.1ºC[1].

The United Nations (UN) warned this November that even if countries meet their current pledges, the world is likely to warm by 2.5 ºC by the end of the century, and countries' current policies put global warming closer to 3 ºC, the UN's Emissions Gap Report shows[2].

This jump in global temperatures represents a very serious and sharp anomaly in the context of the last 500 million years of global temperature change and the effects are expected to be significant and serious for the world's population.

Ecological change

Wildlife populations around the globe have on average decreased by 69% since 1970[3]. Latin America and the Caribbean have seen the most substantive collapses since 1970, however this is because in Europe and North America significant reductions in biodiversity had already occurred prior to 1970. The state of the natural environment is already far worse on these continents.

Biodiversity is declining faster than at any time in human history[4]. One million plant and animal species are now threatened with extinction, with many expected to disappear within decades[5].

"In my lifetime, 2/3 of wildlife species globally have been lost. More than 42,100 species are at a risk of extinction[6] with climate change being responsible for many of these situations."

Vikki Slade, Leader of the Council

[1] International Panel on Climate Change, AR6 Synthesis Report: Climate Change 2023, March 2023
[2] United Nations, Emissions Gap Report 2023, November 2023.
[3] World Wide Fund for Nature, Living Planet Report 2022.
[4] The economics of biodiversity: the Dasgupta review, Headline messages. February 2021
[5] IPBES, Global assessment report on biodiversity and ecosystem services, 2019.
[6] Red List of Threatened Species: International Union for Conservation of Nature (IUCN). **2017 edition**

The significance of these reductions cannot be overstated: no bees and insects mean no crop pollination, resulting in no food for human populations. In short, if we damage the living world, we damage our ability to live healthy, productive lives, and risk the ability for life to exist at all. The ecological emergency is just as urgent and significant, if not more so, than the climate emergency.

The world's response to the ecological crisis is the development of The Global Biodiversity Framework, a landmark agreement made at the UN Biodiversity Conference in December 2022[7]. The plan aims to halt and reverse the loss of nature by 2030 and achieve recovery by 2050.

Did you know? The UK is now one of the most nature-depleted countries on Earth (State of Nature Report, 2023)

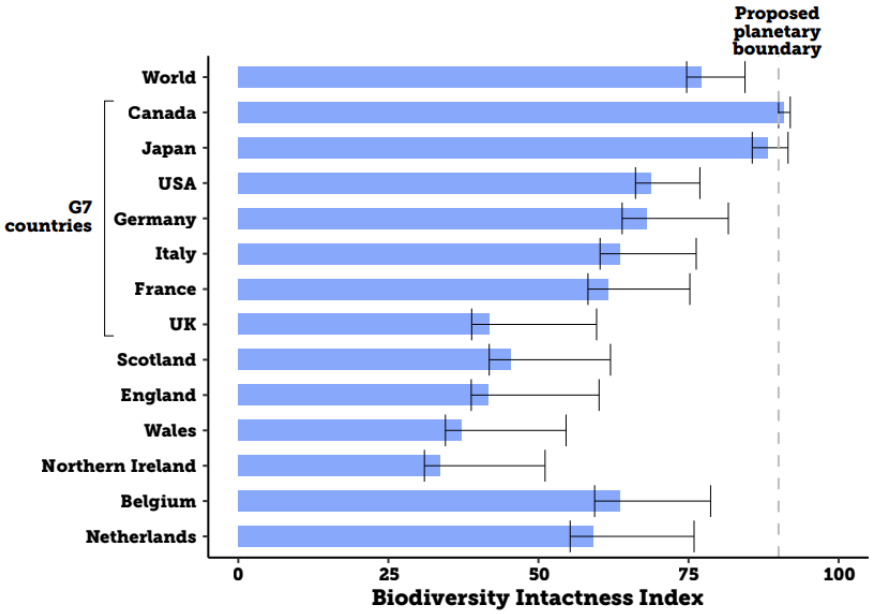


Figure 13: Estimates of the Biodiversity Intactness Index for 2010 for the world, the biggest global economies, the G7 countries, and select other small, densely populated post-industrial countries in north-west Europe for a more direct comparison to the UK[104,404]. The error bars around each estimate were generated by refitting the models leaving out each major biome in turn.

Find out more: https://stateofnature.org.uk/wp-content/uploads/2023/09/TP25999-State-of-Nature-main-report_2023_FULL-DOC-v12.pdf

What does Climate Change mean for the UK?

Rising summer temperatures and increasing instances of drought events.

In the UK, we are increasingly seeing hot and dry conditions during the summer. 2022 was the hottest year on record for the UK and July 2022 was the driest month for England since 1935 with only 56% of its average rainfall for the month[8]. As a result, drought was declared by the Environment Agency for many parts of the UK.

Impacts:

- Uncertain changes to crop growth and food security
- Reduced water availability and risks to supply

[7] UN Biodiversity Conference News

[8] MET Office, Climate change, drought and water security, 22 February 2023

- Increased risk of subsidence
- Impacts on nature, and survival of species[9,10]

Increased frequency of heatwaves

Heatwaves are 30 times more likely to occur than before the industrial revolution. A new record hottest temperature for the UK of 40.3 °C was recorded in July 2022, along with new records for Wales and Scotland[11]. The five heat episodes of 2022 resulted in 2,985 excess deaths[12].

Impacts:

- Increased risks of heat-related health conditions and mortality
- Increased transport disruption, e.g. rail buckling, road melting
- Inadequacy of current building design leading to increased energy demand for cooling

Increased heavy winter rainfall and floods

The UK has become wetter over the last few decades, although with significant annual variation.

Impacts:

- Increased risk of building and structural damage due to river flooding and surface water saturation
- Increased travel disruptions and dangerous driving conditions
- Overwhelmed urban drainage systems

Sea level rise

Sea level has risen by 18.5cm since the 1900s, but the rate is increasing with over 60% (11.4cm) occurring in the last 30 years[13]. Further sea level rise this century is inevitable, but by how much depends on human greenhouse gas emissions. We need to prepare for extreme weather events including tidal surges.

Impacts:

- Increased coastal erosion and flooding
- Increased damage to residential properties, economic assets, infrastructure and agricultural land
- Increased risk/damage or loss to natural flood defences such as salt marsh and sand dunes
- Increased Expected Annual Damages (economic damages)

[9] World Wide Fund for Nature, 9 UK Species affected by climate change, 21 August 2023
[10] Morecroft,M.D & Speakman,L (2015) Biodiversity Climate Change Impacts Summary Report.
[11] MET Office, What is a heatwave?
[12] UK Health Security Agency, Heat mortality monitoring report 2022, updated July 2023.
[13] MET Office, State of the UK Climate 2022, 27 July 2023

Ecological decline

The UK is already one of the most nature-depleted countries in the world and the decline is continuing. 19% of species have been lost since 1970 and 1 in 6 species face the threat of extinction[14].

Impacts:

- Decreasing well-being
- Risks to the economy
- Risks to food security

Photo: Cliff erosion protection scheme 2021

Impacts for residents of Bournemouth, Christchurch and Poole

As an urban coastal community, on the South Coast, we are vulnerable to many of the impacts identified above.

We are surrounded by areas of recognised special natural importance, and these are vulnerable to the anticipated weather extremes.

We are duty bound to contribute to efforts to mitigate the growing crisis, but there are direct local benefits for individuals and the community from taking early action.

The latest UK Climate projections (UKCP18) indicate that the South of the UK will experience:

- Wetter winters and drier summers with an increase in the frequency of extreme rainfall events
- Milder winters and hotter summers with an increase in the likelihood of heatwaves and hot spells
- Reduction in snow fall during winter
- Shifts in growing seasons
- Increase in humidity
- Sea level rise of up to 0.74m
- Projected increase in flood risk and
- Potential for more intense storms.

Some high risks resulting from this include:

- Increase in coastal erosion and flooding
- Risk to infrastructure services (water, energy, transport, ICT)
- Overheating causing increased incidences of heat exhaustion, dehydration and other heat related illnesses
- Risks to energy supply
- Increased demand for water irrigation for crops

[14] State of Nature Partnership, State of Nature Report 2023

- Impact on agricultural and forestry productivity
- Risks to terrestrial species and habitats
- Soil erosion and
- Flooding of vulnerable assets (e.g., buildings in flood zones) - such as schools, care homes, children's homes & centres etc.

Photo: Town Common heathland fire, Christchurch, June 2017. Credit: Robin Harley.

Did you know? Last year, through the Nature Recovery Project with The Parks Foundation, 120 trees, 1,400m^2 of thicket, 2,800 bulbs, and 600m^2 of wildflower plugs and seeds were planted across 11 urban parks.

Building on this work, the collaborative two-year Green Heart Parks project is delivering enhancements for nature in 14 local community parks. Visit The Parks Foundation's website to find out more: parksfoundation.org.uk/events/

Performance Overview

Strategic Aim 1 – BCP Operations: make BCP Council and its operations carbon neutral by 2030.

Progress: The Council has reduced its own greenhouse gas emissions by 9.9% since 2019.

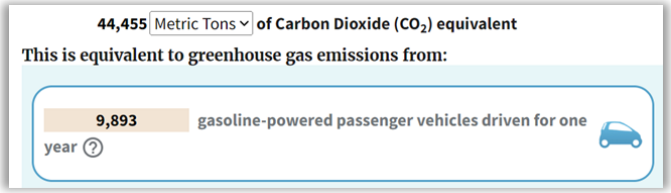
The UK has been slow to respond to its Net Zero targets and we are now lagging behind in policy, decarbonising the grid, EV infrastructure and technology. Whilst we recognise that we should have achieved a reduction of 30% or more by 2023, we now need a plan that helps to mitigate against the lack of progress and resets our carbon neutral pathways.

Carbon emissions from Council operations account for around 2-3% of the BCP area-wide footprint, but the council does not have complete control over all of these emissions, and it is critical that we show leadership in this area.

BCP council greenhouse gas emissions inventory 2019-23

Scope	Sector	GHG Emissions (tonnes CO_2e)				% Change between 2019 & 2023
		2019/20	2020/21	2021/22	2022/23	
1	Natural gas usage	4,570	4,112	4,898	5,177	+13.3
1	Refrigerant leakage	No data	138	6	39	-71.4
1	Vehicle fuel	4,000	3,652	3,732	3,647	-8.8
2	Electricity consumption (with reduction for green energy procurement)	5,524	312	244	4,301	-22.1
3	Water	458	332	182	222	-51.6
3	Paper	1,764	111	31	26	-98.5
3	Energy lost in transmission	469	397	421	393	-16.1
3	Waste	110	33	60	57	-48.1
3	Business travel	576	168	191	234	-59.4
3	Staff commuting	3,630	885	905	3,025	-16.7
3	End-of-life treatment of sold products	0.20	1.10	0.45	0.20	0
3	Leased out property	28,264	28,812	27,194	27,334	-3.3
	TOTAL (with emissions reduction due to green energy procurement)	**49,365**	**38,953**	**37,864**	**44,455**	-9.9
	TOTAL (illustrating if green energy had not been procured)	**49,365**	**43,217**	**42,380**	**44,455**	-9.9

Note: Scope 3 emissions are impacted by external factors and so the Council has less ability to reduce emissions from these areas.



www.epa.gov

The Council procured varying amounts of green electricity from renewable sources during the years 2020-2022 and the resulting reductions in emissions are taken account of in the tables and graphs in this report (see above). In line with the Government's environmental reporting recommendations, figures illustrating what the emissions would have been if green energy had not been procured are also shown for transparency. Due to financial pressures green energy procurement ceased in 2022 but has contributed to our climate response by removing 8,781 tonnes CO_2e from the Council's total greenhouse gas emissions between 2019 and 2023.

The preceding table clearly shows that although Council operations' emission levels have rebounded since the pandemic lockdowns, only one source has exceeded the pre-2020 level – natural gas use in Council owned and operated buildings. This was partly the period when returning to work was complicated by the requirement for increased ventilation, heating on and windows open.

Although accounted for by the acquisition of additional buildings and the fuel supply not decarbonising in the way that electricity is able to, this nevertheless identifies gas use as a priority for action. In addition, it plays a major role in the Council's largest single emission source; leased out buildings, and whilst the Council may not control fuel use in these buildings, building fabric and type of heating system has a significant bearing on consumption. Leased-out buildings include BCP homes, some of our leisure centres and other assets and generate 61% of Council greenhouse gas emissions.

Recommendations for Council buildings (owned and operated / leased out)

Establish which buildings the Council is retaining as the organisation transforms, and via energy surveys (DECs and EPCs) what improvements are needed to make them as energy efficient as possible. Propose a fund and produce business cases for 'spend to save' investment for improving energy use in Council buildings. Enhancements will include improvements to the building fabric, heating systems and opportunities for renewable generation of energy. This will reduce gas and electricity use, and interim targets will be set between now and 2030. The Council also needs to look to making effective multi-functional use of buildings in its control. Our ambition is to maximise opportunities to generate renewable energy, particularly solar PV. Several studies have been carried out on Council buildings to establish what can be done and we aim to move forward with this at pace.

Recommendations for energy supply

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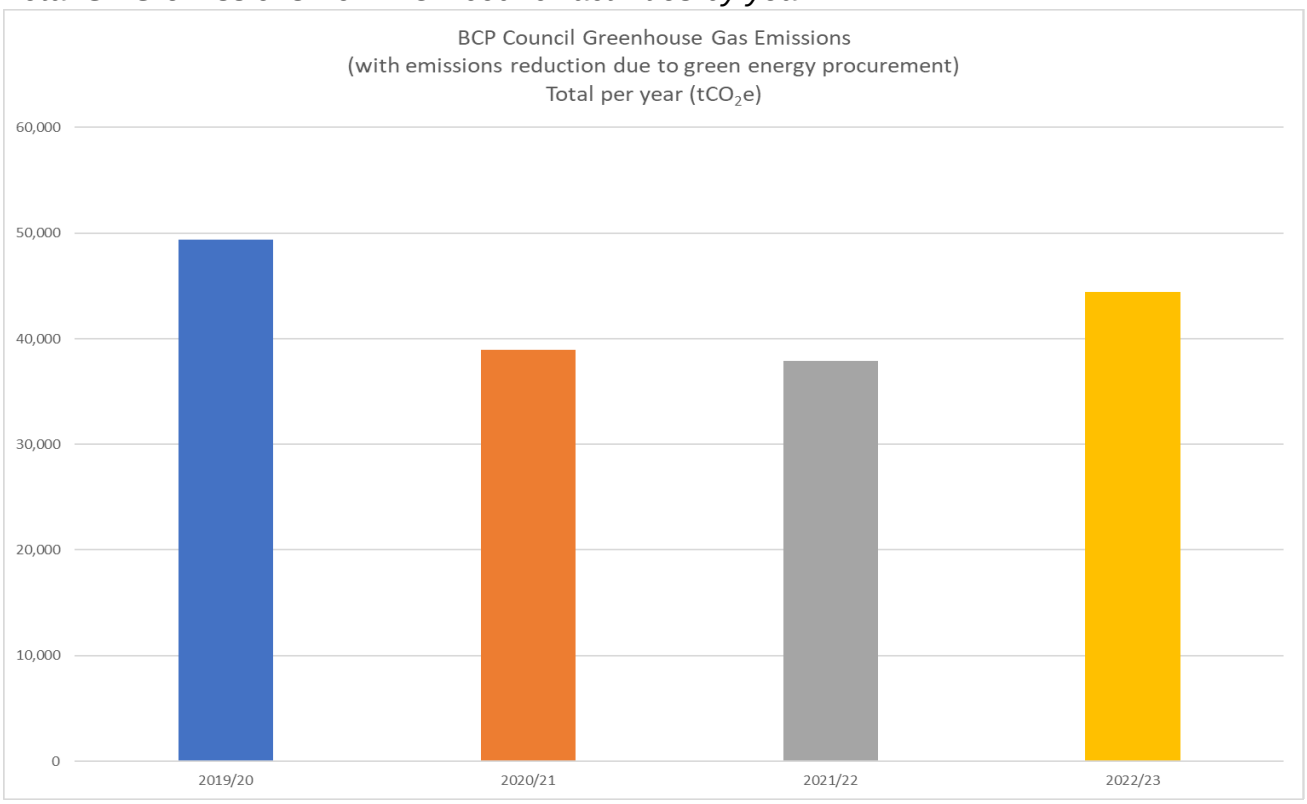
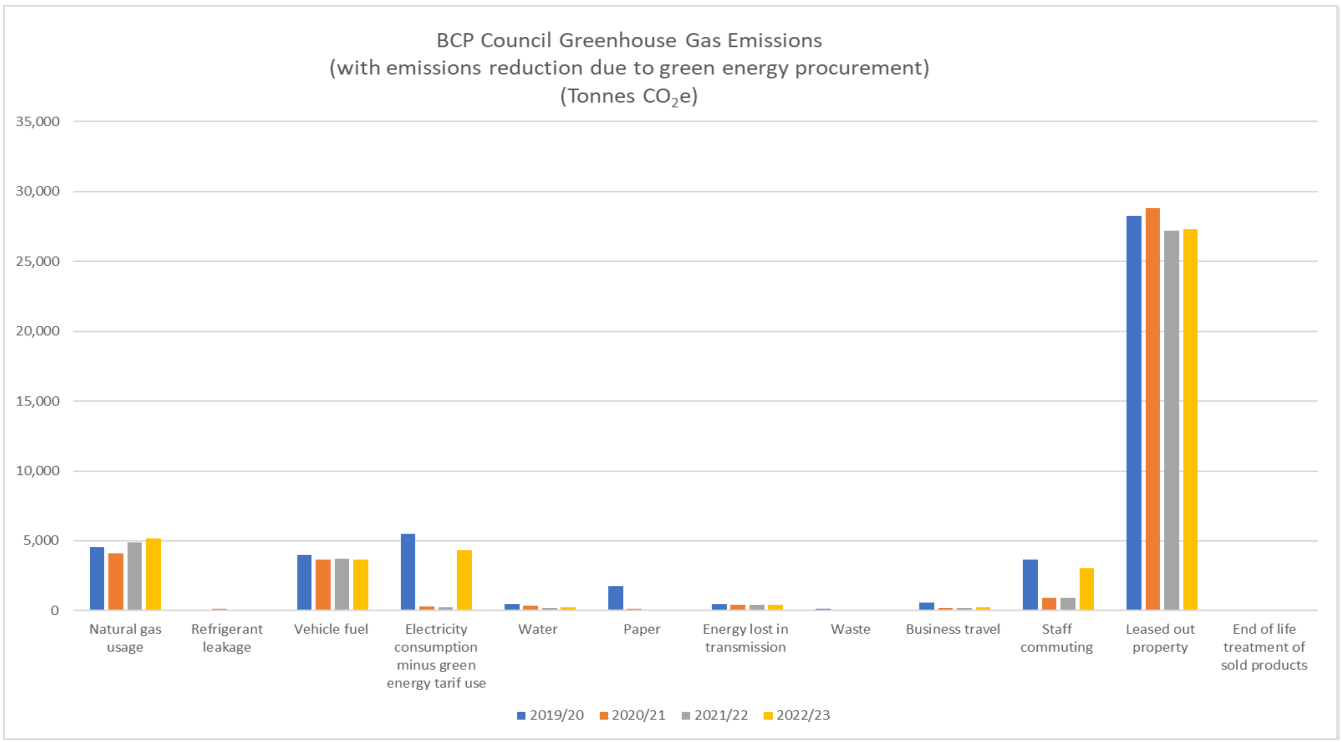
Total GHG emissions from BCP council activities by year



BCP Council Greenhouse Gas emissions by activity by year



Strategic Aim 2 – BCP Area Wide: work with partners to set a target date for when the Bournemouth, Christchurch and Poole area can be made carbon neutral, ahead of the UK target of 2050

BCP area wide greenhouse gas emissions have decreased by 8.3% since 2017[15].

Emissions from all sources have decreased, with the exception of waste management, which has fluctuated (included in Scope 3). However, whilst the major sources of residential buildings and road transport have reduced since the baseline year, these reductions are small, indicating the challenges associated with addressing these sources. There is still much work to be done, together with partners, including setting interim targets, to achieve a carbon neutral area.

Leading by example

The Council proposes to join the many local authorities that have signed the UK100 membership pledge (see Appendix 1: Part 3 UK100 for details). This pledge will reinforce the importance of this agenda, including defining our area-wide target as being 2045, rather than 'before 2050' and shows that we recognise the urgency of the Climate and Ecological Emergency. Whilst not legally binding, our membership will signal to others our intention to achieve Net Zero as soon as practicable. UK100 is a cross-party membership organisation that supports the most ambitious councils to go further and faster on their Net Zero and Clean Air targets. It recognises that local authorities have a unique leadership role in tackling the climate crisis. UK100's role is to foster collaboration by facilitating knowledge-sharing between members, partnership-building and provide leadership and outreach mentoring.

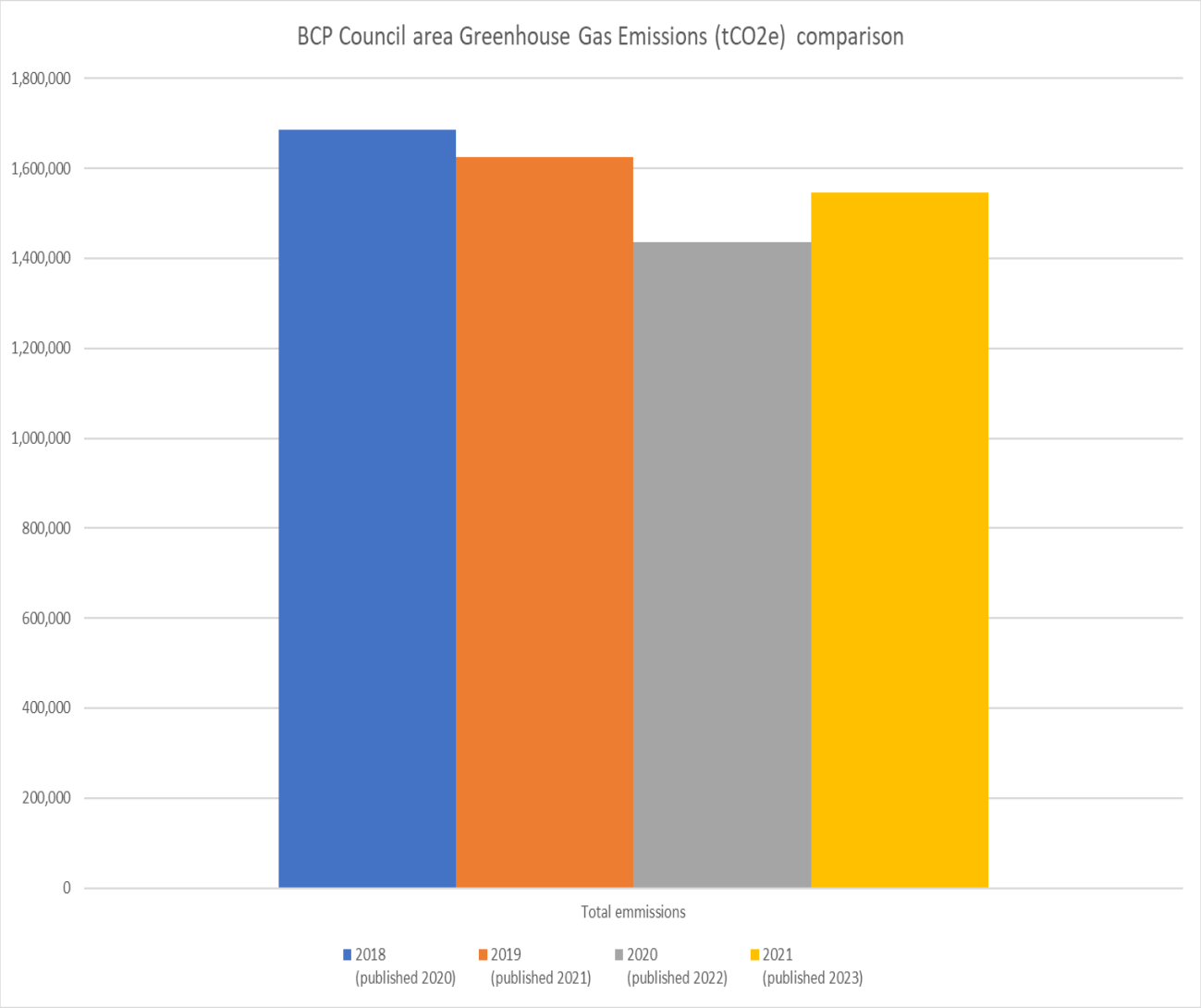
BCP area-wide greenhouse gas emissions comparison 2019-23

Sector	GHG Emissions (tonnes CO_2e)				% Change between 2019 & 2023
	2019/20	2020/21	2021/22	2022/23	
Industry	231,300	205,600	178,200	194,100	-16.1
Commercial	112,300	93,700	80,300	87,500	-22.1
Public Sector	97,000	88,400	73,100	83,100	-14.3
Domestic	546,200	520,300	513,100	523,600	-4.1
Transport	406,700	434,700	339,300	392,000	-3.6
LULUCF Net Emissions	-1,200	-1,200	-1,100	-1,000	-16.7
Agriculture	13,300	12,900	12,900	9,000	-32.3
Scope 3	280,940	270,760	239,020	257,620	-8.3
TOTAL	**1,686,540**	**1,625,160**	**1,434,820**	**1,545,920**	-8.3

Estimated Scope 3 includes: waste, water use & treatment, purchased goods & services LULUCF = land use, land use change and forestry

[15] According to the most recent government data from 2021 (published in 2023).

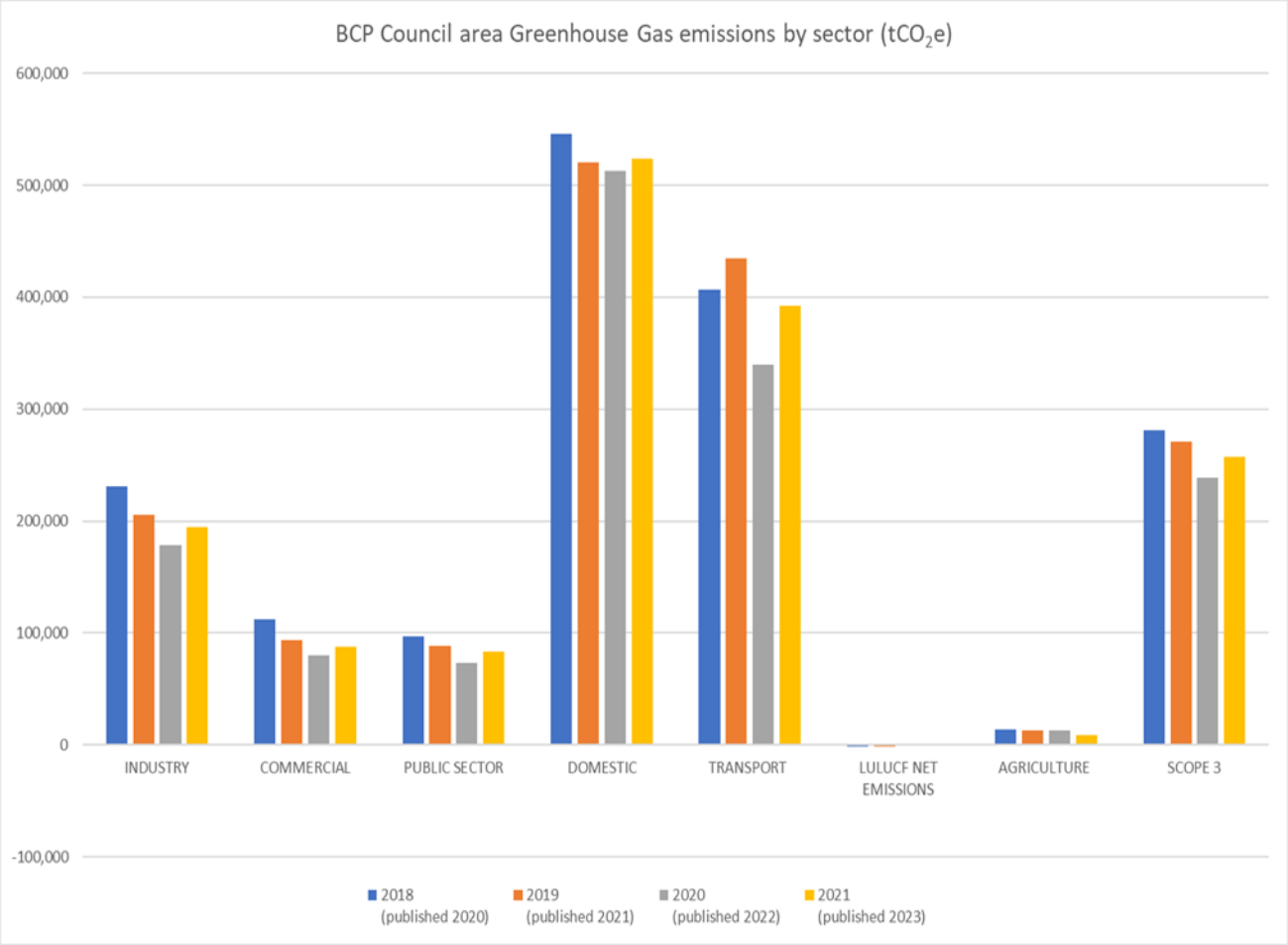
Comparison of total area-wide emissions by year



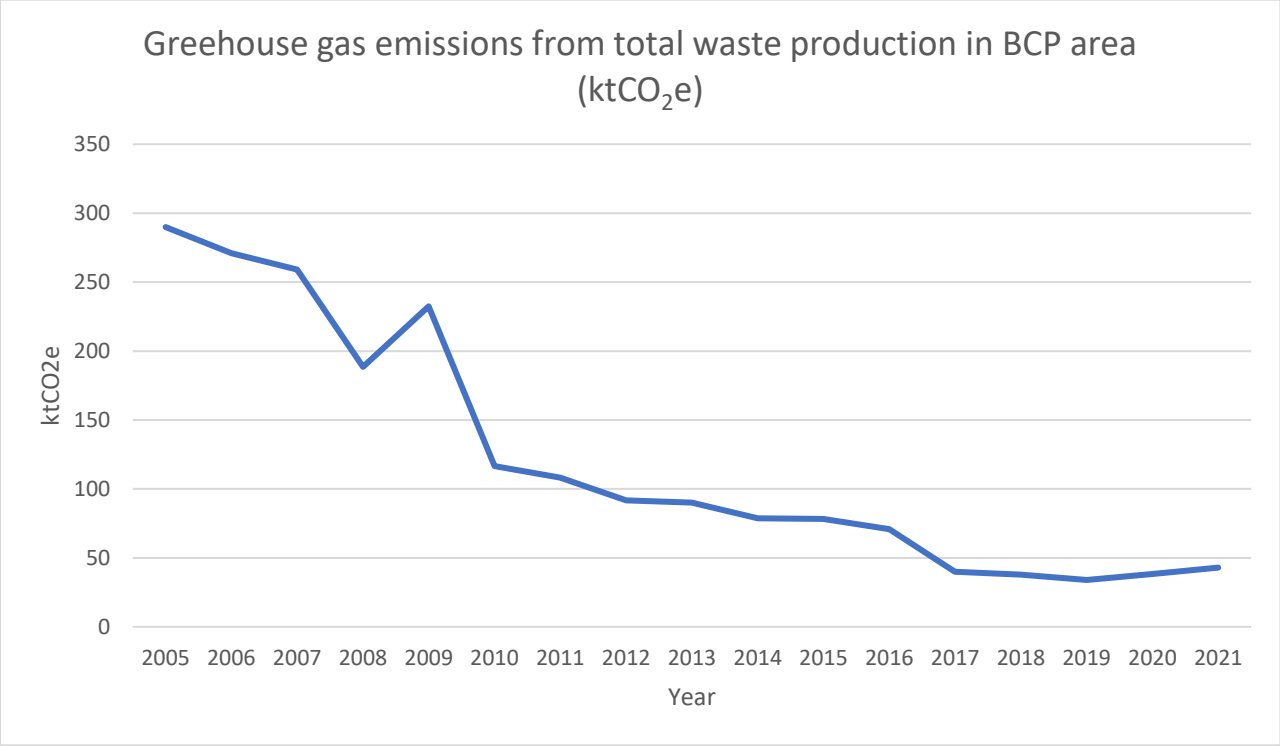
The graph above clearly shows the effect of Covid-19 and the lockdowns on emissions during 2020, and also that progress is not as fast as it needs to be. Greenhouse gas emissions in 2021 (published 2023) have increased from the pandemic year but still show a decrease from previous years, therefore showing an overall trend of decreasing area wide emissions. An estimated Scope 3 is included in these figures.

The chart below shows the trends over the past four years for each sector. The vast majority follow the same trend with the exception of waste management (included in Scope 3) which produced more emissions in 2021 than the baseline year.

Comparison of area wide emissions by sector per year



Waste is the only sector for which emissions have increased (by 14%) overall since the baseline year. However, since 2005 (the first date for which data is available) emissions from waste have decreased by 85%, (see graph below) so the recent increase is assumed to be a temporary fluctuation in the trend.



Data source: Department for Energy Security and Net Zero, Table 1.1 Local authority territorial greenhouse gas emissions estimates 2005-2021

Last year, the Council recycled over 88% of all material in household recycling bins. The remainder were items that could not be recycled. You can help to increase our recycling rate, by keeping items like nappies, food waste and polystyrene out of your recycling bin.

Cut waste by buying less or second-hand, reducing packaging, using 'bags for life' and refillable cups and bottles, returning plastic wrap to supermarkets, reducing food waste, and using reusable nappies (they could reduce your nappy bill by an average of £500 per baby!)

Find out more ways to prevent waste at: https://www.bcpcouncil.gov.uk/bins-waste-and-recycling/waste-prevention

Residential buildings and road transport are consistently the biggest sources of emissions in the area, making up approximately 70% of total emissions. In 2021, residential buildings accounted for 39% and road transport for 29% of emissions. Gas usage in residential buildings accounts for around 72% of household emissions. Reducing fuel use in homes and road transport is therefore a priority, not just for climate change but for fuel poverty, health, cost of living and air quality.

Recommendations for home energy use

We need individual householders to recognise what they can do to save money and help the planet. The Council must make best use of available schemes and funds to assist householders reduce their energy use. Free to use schemes such as LEAP home visits and ECO insulation grants must be promoted and awareness raising activities, such as the information sessions and booklets provided recently by the Household Support Fund, must be made widely available.

Information on energy saving practices can be communicated via Council channels and those at risk from fuel poverty assisted by the BCP Affordable Warmth Partnership members.

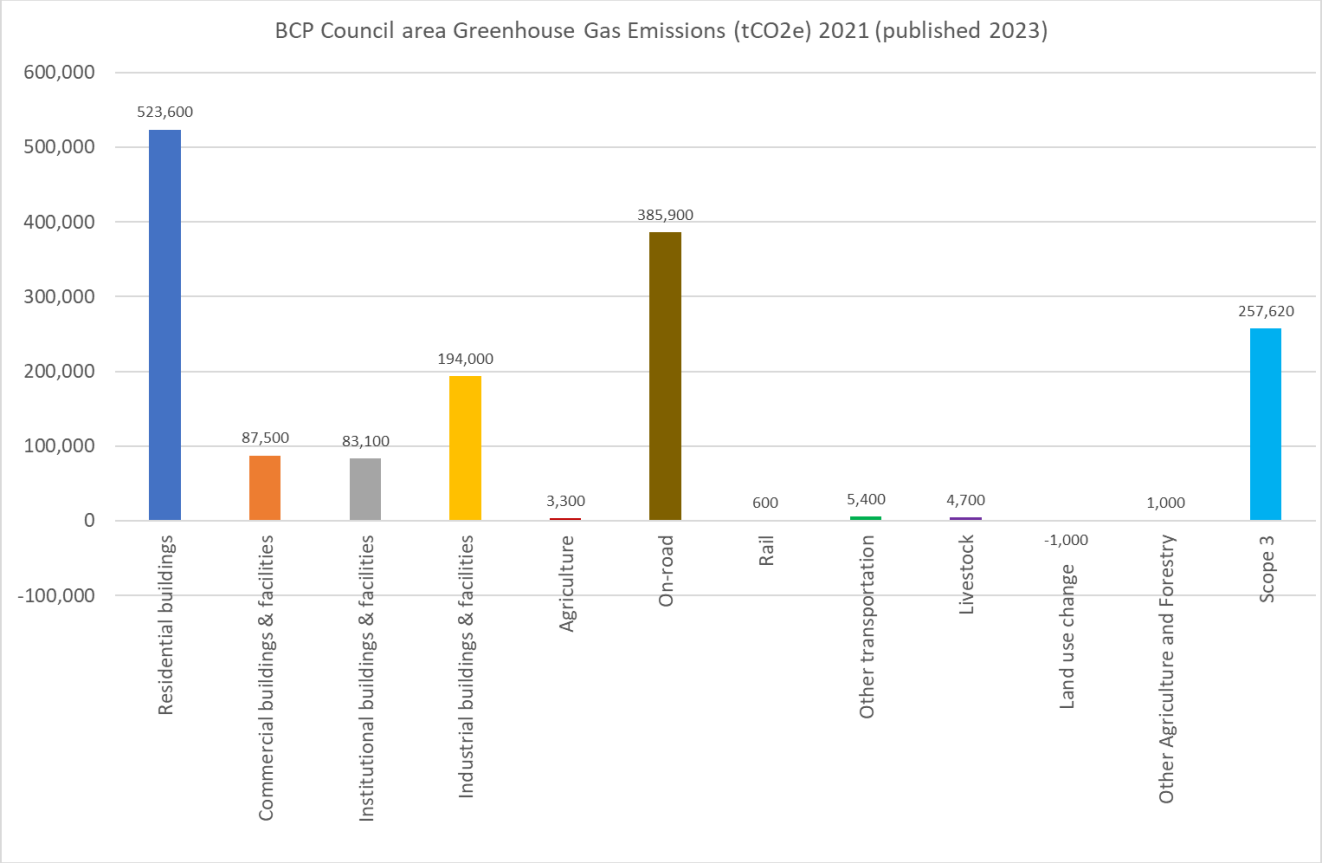
Recommendations for reducing road vehicle transport emissions

Encouraging people to think of the impact of their journey choices is important. The Council must continue to provide the infrastructure to enable residents and visitors to make safe, sustainable travel choices, particularly for short journeys. Building on the success of schemes such as Beryl bikeshare, which has proven popular and effective, to provide more opportunities for cycling and walking, and the Quality Bus Partnership which has sustained bus services, against national trends. We need more people to take advantage of national £2 single bus fare, and these investments to reduce congestion, and improve health. We will continue to work with Beryl on micro-mobility solutions for cycling and scooting. We will aim to increase public transport use by via the Bus Service Improvement Plan and continue to increase availability of public EV charging points for the growing number of electric vehicles. We also need to encourage walking, scooting and cycling to school and elsewhere, integrated public transport ticketing, car-share schemes, and workplace schemes to support lift-share and use of sustainable transport modes.

Photo: Recently installed charging point at Westhill car park

Did you know? We have made permanent our first four ‘School Streets’. These attempt to lessen the chaos at the school gate, and their introduction increased active travel by 11.5% whilst significantly reducing car usage and CO_2 emissions. Two more School Streets are in trial with more planned for 2024.

BCP area-wide greenhouse gas emissions for each sector 2021 (published 2023)



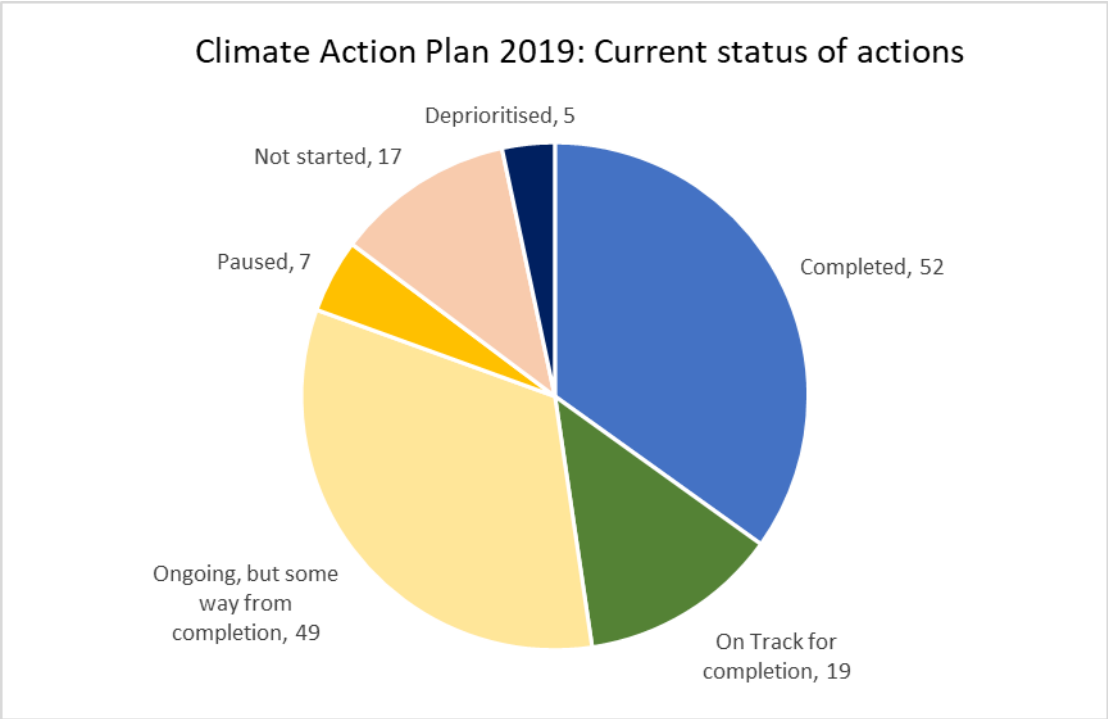
Note: Area-wide Scope 3 emissions have been estimated as the national data source used previously has not been updated. Full details of this can be found in the Technical information.

Did you know? The Council can assist local businesses with reducing their carbon emissions through funding from the UK Shared Prosperity Fund. Access to the decarbonisation platform, Climate Essentials, for a year will help businesses to measure scope 1, 2 and 3 emissions and set achievable reduction targets, while a match-funded grant scheme is available to help applicants implement changes that support their decarbonisation efforts. Find out more at: https://www.bcpcouncil.gov.uk/business/business-support-and-advice/uk-shared-prosperity-fund/funding-for-business-decarbonisation

Progress and Achievements

Climate Action Plan 2019

This report provides the opportunity to revisit the Climate Action Plan drawn up and presented to Council on 17 December 2019 and subject to a public consultation to establish support for the possible actions. Since that time, services have been working on the actions and the resulting progress is shown in the chart below. 48% of the actions have been or are on track to be completed, 32% are ongoing with more work needed before they near completion, and 20% are either paused awaiting action before they can continue, such as legislation changes, or are not seen as a priority for funding.



The full list of actions and outcomes is presented in Appendix 1 Part 4: Action Plan Update further on in this report, but a selection of completed actions are detailed below for information.

Climate Action Plan 2019 excerpt to illustrate some completed outcomes

Completed action examples	Outcomes
Encourage energy-efficient/renewable energy retrofitting of homes	Advice was given to residents as part of the Cost-of-Living response community events to help them understand ways to reduce energy use and costs. An energy advice booklet was produced and distributed and insulation grant schemes such as Healthy Homes Dorset have been promoted via social media. Household Support Funding, UK Shared Prosperity Funding and HUG2 funding, all include promotional elements.

Continue the Local Energy Action Partnership scheme to help residents save energy at home	Between 2019 and 2023, the LEAP scheme and associated initiatives have assisted over 2000 households to save energy and maximise income. The scheme will continue to operate for at least 3 more years.
Promote low carbon grants to businesses	Through Low Carbon Dorset, 211 grants for energy-efficiency and renewable energy improvements were given (many to BCP businesses). And now through the Shared Prosperity Fund we have a business support function to develop decarbonisation action plans together with grants.
Investigate community tree-planting and biodiversity enrichment programmes	'Green Heart Parks' scheme enables community growing, tree planting and wildlife conservation in 14 locations across BCP, following previous nature recovery project in 8 urban parks identified as having most ecological recovery potential. 'Adopt a tree' scheme is being considered for the Urban Forest Strategy.
Work with Environmental Finance and Vivid Economics to better understand the value of parks and open space for nitrate absorption and carbon sequestration and encourage investment in this.	A Natural Capital Account has been produced by Vivid Economics to better understand the value of parks and open space for carbon sequestration, putting an estimated total value of our greenspaces at £231,000 pa in benefits. Green Finance Project is considering habitat banking opportunities to attract significant finance for creation or restoration of habitats.
Consider enhancing 'Cycle to work' scheme discounts to facilitate increased cycling to work, and 'get back on your bike' training for less confident cyclists	Staff save between 23 - 39% of the cost of a new cycle up to £3,000 by using the 'Cyclescheme' salary sacrifice initiative. We will Continue to enhance the Council's 'Cycle to work' scheme and consider increasing the limit to £5,000 (under certain conditions) to allow staff to purchase an electric cargo bike. Bikeability training has been available but has now ceased.
Conduct a review of the Council's vehicle fleet	The Council's Sustainable Fleet Management Strategy and Fleet Asset Replacement Programme (approved in 2021) will see the replacement of core vehicles, plant and equipment as they come to the end of their economic life. Where possible electric vehicles are being purchased. The Sustainable Fleet Management Strategy will be refreshed in 2025.
Seek to implement measures to reduce staff car use	Measures implemented include parking charges, discounts on public transport, Secure cycle storage, additional showers and changing facilities, discount on new cycles, discounts on use of beryl bikes/scooters, car club and car sharing.
Explore development of an extended network of EV charging points for Council use to provide certainty of provision	52 EV charging points for Council use are installed on the corporate estate.
Investigate replacement of Council vehicles with zero emission EVs or hydrogen vehicles, or alternatives	There are now 50 EVs in the Council fleet, including 6 electric refuse collection vehicles. Two new electric-assist cargo bikes will shortly be used on the Seafront.

where practicable, such as cargo-bikes	
Consider rolling out 'School Streets,' where streets around schools become pedestrian and cycle access only at school run times	The 'School Streets' pilot scheme is operating at four schools, closing the road directly outside to help reduce road danger and improve air quality locally. The four pilot School Streets are being made permanent and two further trial School Streets are currently in operation, with further trials being planned for next academic year.
Develop a BCP Walking and Cycling Strategy 2020 -2035 and expand cycle network and storage facilities at major destinations	The DfT Active Travel Fund granted £1.4 million to BCP Council to provide improvements to local walking and cycling infrastructure. The Local Cycling and Walking Infrastructure Plan was approved in May 2022. Beryl pedal, E-bike, E-scooters accounted for 610 thousand journeys (over 2.1m Km in 2 years) - 31% of E scooter journeys replaced road transport journeys – a reduction equivalent to 90t of CO_2. A cycle storage pilot is in progress in Poole Town Centre. A further £3.78m has been secured for ATF4 activities in 2023/24.
Consider installing electric vehicle charging points across the conurbation	Network of 130+ chargers being installed and operated by Joju/Mer. Following a successful bid for government LEVI funding, the Council will implement phase 3 of the EV Charging Programme on-street facilities.
Procure new residual waste disposal and non-residual waste processing contracts exercising where possible the proximity principle	The Council has sought to reduce the distance our waste travels. The residual waste contract (for Bournemouth & Christchurch) will result in a proportion of the residual stream being treated at Canford, Poole to produce a Compost Like Output, with the remainder taken to a new Energy from Waste facility in Somerset. Our green, wood, food waste and street sweepings will continue to be treated and recycled locally at Hurn.
Engage with staff, residents, schools and visitors on waste reduction and recycling initiatives and campaigns	Bin 'hangers' were delivered to all residents at Christmas 2022 and 2023 advising of recycling materials, 3 compost giveaways held, waste staff educated on recycling, reuseable nappy incentive scheme continued, Waste e-newsletter sent monthly, Leave Only Footprints scheme supported. BCP Schools Environment Award was launched in 2022 to give students the opportunity to learn about and develop environmentally conscious behaviours. Additional work with clubs and societies continues.
Support and promote community waste reduction and reuse initiatives such as sharing and donation of materials	Community initiatives supported include War on Waste, Give or Take, Repair Cafes, Win on Waste, Dorset Reclaim, Julia's House. The Council runs a 'New to You' facility with volunteers to encourage reuse of items received at the recycling centres.

Promote cost-effective energy improvements to businesses	Action included in BCP Futures - Economic Development Strategy. Grants supplied by Low Carbon Dorset have been accessed by many BCP businesses. In 2022, funding was obtained by the Council to allow 250 BCP businesses to sign up to Climate Essentials. This helps businesses set up carbon pledges and work towards net zero. This has been further boosted by the UK Shared Prosperity Fund.
Promote consistency in decision-making to ensure that we are consistent in communicating and acting on this emergency	The Decision Impact Tool is used in decisions, reports, procurements policies and strategies.
Monitor and communicate progress via a Climate Emergency Annual Report	Annual Reports have been produced for each year following the Climate and Ecological Emergency Declaration

Photo: Parks Foundation. Wildflowers at Winton

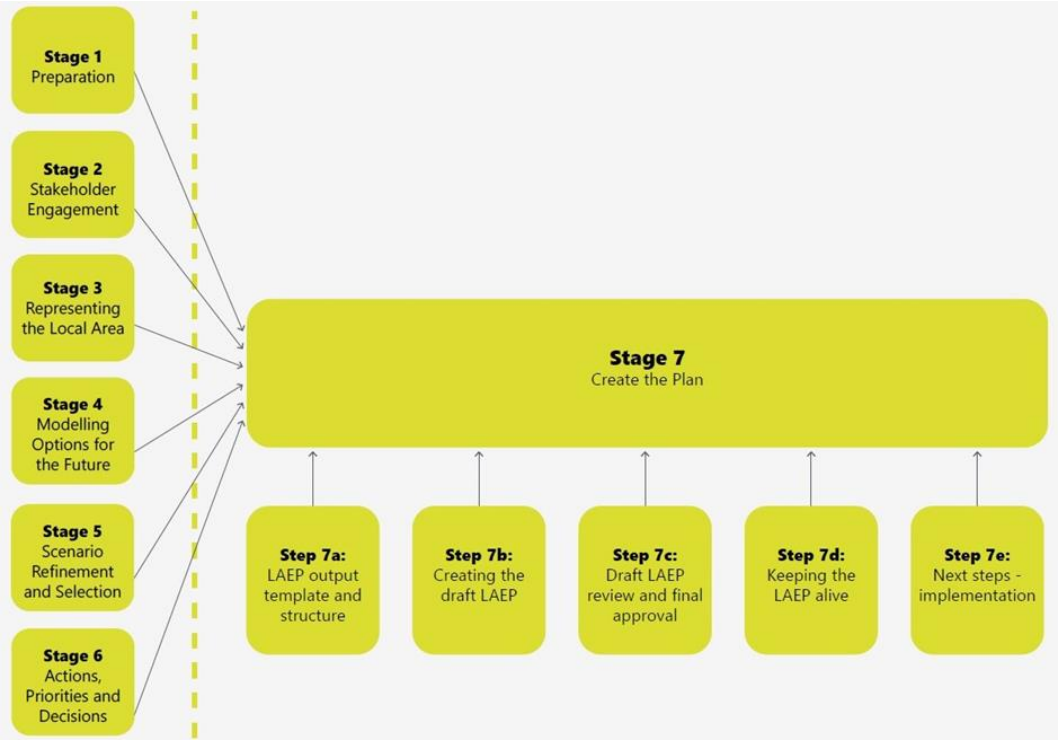
Further progress in tackling climate change

Recent initiatives undertaken by BCP Council services include:

Local Area Energy Plan

In order to progress our commitment to work with others towards a carbon neutral area by 2050, work has begun on a Local Area Energy Plan (LAEP) for the BCP area. A LAEP is a whole-energy-system approach, led by local government, with the collaboration of key stakeholders, which will help identify the most cost-effective integrated plan to contribute to timebound national and local net zero targets. The LAEP process uses the 7-step LAEP methodology (below) developed by Energy Systems Catapult, an independent research and technology organisation whose mission is to accelerate Net Zero energy innovation.

The LAEP will underpin the Council's climate and ecological emergency response and act as a framework to inform policy, planning, investment, reporting, monitoring of results and continuous improvement. It will focus on recommending solutions in a form ready to implement, and a roadmap and action plan with options for further longer-term implementation. Activity to create the BCP LAEP will be completed by the end of 2024.



Urban Forest Strategy

This innovative evidence-based strategy proposes an exciting vision for the future of trees in the BCP area until 2050. It identifies opportunities to manage the challenges and impacts of urban development and climate change for current and future generations in both the public and private realms. The council's first Urban Forest Strategy was developed using the feedback and comments received in a tree and woodland public survey carried out in autumn 2022. Alongside this feedback, the council facilitated two stakeholder workshops, which included representatives from council

departments, local businesses, charities and tree specialists. A public consultation was launched in early November 2023 and ran until 17 December 2023.

Council housing energy efficient new builds

A number of Council new-build housing schemes with energy efficiency measures and opportunities for wildlife have been built recently, including:

- Nine apartments and two houses completed on Wilkinson Drive in September 2023. Built to Passivhaus principles and including ground source heat pumps, triple glazing, hedgehog houses, swift bricks, bat boxes and bee biomes.
- Construction of twenty-four Passivhaus certified apartments on Herbert Avenue in October 2023. The homes are low energy, triple glazed, have electric heating, air source hot water cylinder, mechanical ventilation with heat recovery (MVHR) and bat and swift boxes.
- Twenty-two low energy Passivhaus certified homes built in Alice Gardens in June 2023. Each house has triple glazing, air source heat pump heating and hot water and MVHR.
- 62 new build apartments completed on Canford Heath, benefiting from three solar PV arrays with a combined 43.5kW power output, plus 5 no. Tesla Powerwall 13.5kWh batteries to store energy for when PV is not generating. EPC Average rating (B) 87 with Environmental impact (CO_2) rating (B) 91. A Biodiversity Mitigation Plan is in place, with a combination of 4 Bird boxes and 8 Bat boxes installed across the tree lined site.

Photo: Passivhaus energy efficient homes at Alice Gardens

Public Transport

The National Bus Strategy (NBS) tasked councils with responsibility for transport (called Local Transport Authorities – LTA's) to jointly work with bus companies in their area to set out how bus services in their area could be improved. Councils were also required to enter into formal arrangements with local bus operators called Enhanced Partnerships (EP). Funding for the BCP partnership was confirmed in November 2022 of around £8.9 million over three years. Faster and more reliable bus journeys are vital to improve the number of people using buses. The main scheme to be funded in BCP is a bus enhancement scheme between Bournemouth Station and Bournemouth Square including improved passenger facilities. As part of match funding agreements, MoreBus have invested in 18 new buses, with more to come.

Funding has also been allocated to five other neighbourhood initiatives throughout the BCP area. The schemes are now being developed with consultation and engagement due shortly. Works to improve safety and security at Poole bus station are underway and CCTV linked to the main BCP control room will be installed in 200 bus shelters. The increase in one local service, combined with a targeted fare offer has resulted in a 134% increase in the number of people using that route (over 11,000 additional journeys per month) which is exactly the aim of the NBS. The three-year project has a target to increase the number of annual bus trips in the BCP area from 17 million to 28 million. By improving our public transport offer and with existing bus users making more trips and new passengers joining them, this will make a significant contribution to our Climate Change action.

Flooding and Coastal Erosion

The Flooding and Coastal Erosion Risk Management (FCERM) team have been involved in joint authoring of the draft BCP Local Plan policies relating to flood risk, coastal change risk & Sustainable Urban Drainage to support BCP's development agenda for the next 15 years. A Strategic Flood Risk Assessment (SFRA) is also in preparation to support the Local Plan, which includes a new assessment for BCP's open coast to establish the risk from wave action. A new Christchurch Bay and Harbour FCERM Strategy is in preparation for managing flood & coastal erosion risks for the next 100 years in a sustainable way from Hengistbury Head to Hurst Spit, as is a new integrated cliff management strategy for all of the BCP area sea cliffs and chines. The team

is also preparing a new beach management plan that will draw together historic information on how beaches between Sandbanks and Hengistbury Head have been managed, to create a single reference for how the beach is managed to ensure it provides its vital coast protection function.

There is also a study to explore how to improve management of the sand dunes at Sandbanks. Capital projects include replacement of Bournemouth's existing 53 timber groynes and construction of a new replacement of Hengistbury Head Long Groyne - a critical shoreline stability structure; and Poole Bridge to Hunger Hill Flood Defence Scheme, designed to avoid £161million damages in the Old Town area of Poole during the lifetime of scheme. Asset management activities include developing new digital coastal and inland FCERM asset management systems, cataloguing all FCERM assets across the BCP area; refurbishment of Hamworthy Eastern Seawall to extend life by 30 years; and repairs required to Kinson Dam to reduce flood risk within the Kinson catchment. Find out more on the FCERM website: https://twobays.net/

Photo: Hengistbury Head Long Groyne

Sustainable Transport

The BCP Car Club operated by Co-wheels currently has 11 vehicles operating, and developer funding has been secured to provide a new e-Car Club vehicle in central Poole. The Council has applied for Local EV Infrastructure (LEVI) capital funding to increase the provision of public EV charge points with the specific aim of improving provision for residents with a high reliance on on-street parking. Subject to funding, the Council aims to deliver circa 200 x standard (7kW) chargers and aspires to install up to a further 56 x fast (22kW) chargers and 47 rapid (50kW) chargers to support the delivery objectives of the recently adopted BCP Council Public Electric Vehicle Infrastructure Strategy (PEVIS). This includes the provision of 11x fast chargers at existing Car Club locations, to facilitate the transition to a fully electric E-car club fleet within the conurbation. BCP Council's Bike Share scheme was introduced in 2019 with aims of reducing carbon emissions, traffic congestion and encouraging a cheap, healthy and environmentally friendly form of transport. Over 213,000 users have hopped on a Beryl bike, e-bike and e-scooter so far. They've undertaken 1,810,000 journeys, covering a staggering distance of 6,400,000 km. That's 160 times around the World! A third of these journeys have replaced a vehicle trip saving of 240 tonnes of carbon so far.

Working with local businesses

BCP's Towards Net Zero event held in September 2022 provided local businesses with the opportunity to learn about the benefits of a circular economy. Information was also available about

BCP's Carbon Reduction Project for business, which provides free help to Small and Medium-sized businesses, including introduction to the Climate Essentials platform which helps businesses measure, track and reduce their carbon emissions.

Photo: Delegates at Lush Cosmetic's Green Hub during BCP Towards Net Zero business event

Walking and cycling routes

Progress continues to be made on a range of cycling and walking routes across the conurbation, including:

- Installation of two four-metre-wide pedestrian and cycle bridges at the railway bridge on Glenferness Avenue.
- New cycle and pedestrian crossing installed at Serpentine Road roundabout.
- Start of trialling the School Streets Initiative at Oakdale Junior School in Poole, the sixth school in the area to join the scheme.
- Completion of new cycle route between Rigler Road and Hincliffe Road in Poole.
- Completion of 3.7km of sustainable travel route along Queen Anne Drive and Magna Road in Poole.

Photo: New crossings at Serpentine Road roundabout

Helping businesses decarbonise

BCP Council has been working with Climate Essentials since 2022 to provide local businesses with an online tool to create a bespoke decarbonisation plan. The user enters their baseline data, then the platform calculates emissions across scopes 1, 2, and 3 and separates data into four sections: Energy, Transport, Products and Services, and Waste. Businesses on the programme have access to one-to-one support sessions with Climate Essentials' climate science experts. These help businesses use the Climate Essentials platform to its maximum capacity, understand their carbon data and answer questions related to businesses operations or decarbonisation goals. Following the submission of the business' baseline data, they can then go on to complete their carbon reduction plan by making reduction targets. These targets demonstrate to organisations how taking different actions will impact their carbon emissions and uses their data to quantify potential carbon savings. Businesses can make long term carbon reduction plans by indicating the actions they will take to reduce emissions and specify their intended timeframe.

The first campaign that BCP Council worked on with Climate Essentials ran from June 2022 to May 2023 funded by Additional Restrictions Grant, Stream 4. During that campaign, 29 organisations completed their carbon emissions tracking across 57 sites, accounting for 22,332 tonnes of CO_2e emissions. Of these, 13 organisations went on to complete their reduction targets to save 762 tonnes of CO_2e. The current campaign, funded by the UK Shared Prosperity Fund, started in September 2023 and is expected to run until March 2025. From the £2.4 million awarded to BCP Council, £250,000 has been allocated to the decarbonisation scheme, providing a Low Carbon Economic Development Officer, 80 licences for Climate Essentials, and a match-funded grant scheme to support local businesses to make changes to reduce their carbon impact. There are currently ten organisations signed up and entering their baseline data, while two of these have set their reduction targets, completing their plans. Although this campaign is ongoing, over 500 tonnes of CO_2e emissions have been mapped, and 22 tonnes of CO_2e has been pledged to be saved. The match-funded grant scheme is available to all businesses located within Bournemouth, Poole and Christchurch, which have an active decarbonisation plan, for amounts between £500 and £5,000.

Making Homes Warmer

The Council worked with the energy experts at Ridgewater Energy and a number of funding sources in 2022-23 to deliver improvements to resident's homes that save energy and cut carbon emissions. These included the Council's Household Support Fund that provided 101 home visits, replacement gas boilers, and efficient white goods. 10,000 Energy and Money Saving booklets were produced and distributed at presentations and via partner agencies. 308 insulation measures were installed in homes and 2,300 small energy saving measures were distributed on LEAP home visits. This activity is estimated to save £686,000 per year on energy costs and avoid 972 tonnes of CO2 per year.

Part 2: Technical Information

Strategic Aim 1- BCP Operations: Carbon neutral organisation by 2030 – emissions calculations

The Council reports on sources of carbon emissions over which it has financial control. The Council has financial control over a service if it has the ability to direct the financial and operating policies of the service with a view to financially managing its activities, e.g. setting budgets, managing expenditure and/or obtaining income.

We are improving our methodology each year and so have adjusted figures from previous years to ensure they are the most accurate possible.

Leased-out buildings (BCP homes, some leisure centres and other leased-out buildings) remain the largest contributor to our total, generating an estimated 61% of our emissions.

To understand and help reduce our emissions, they are categorised under the headings of Scope 1, 2 and 3. These are illustrated below.

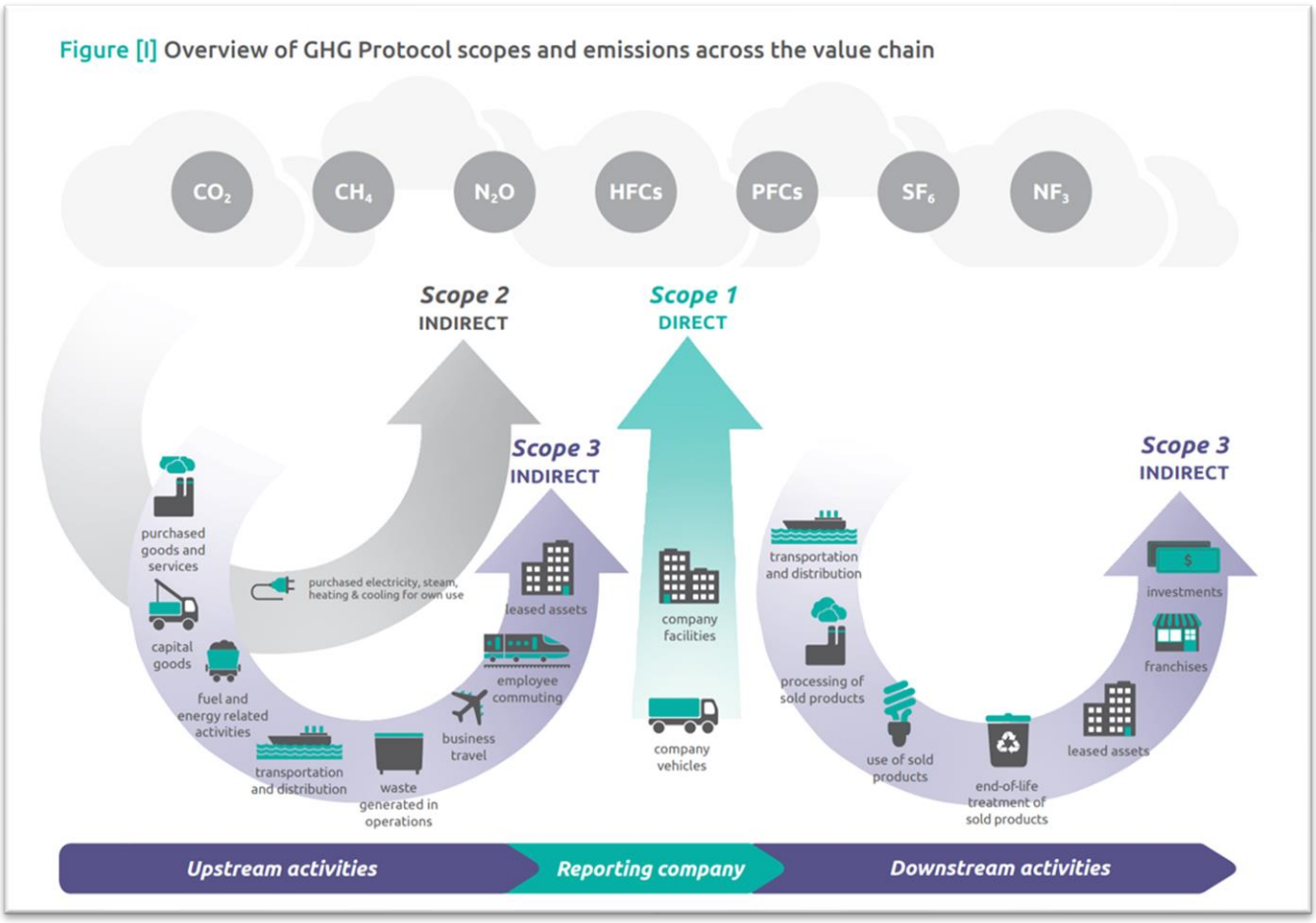
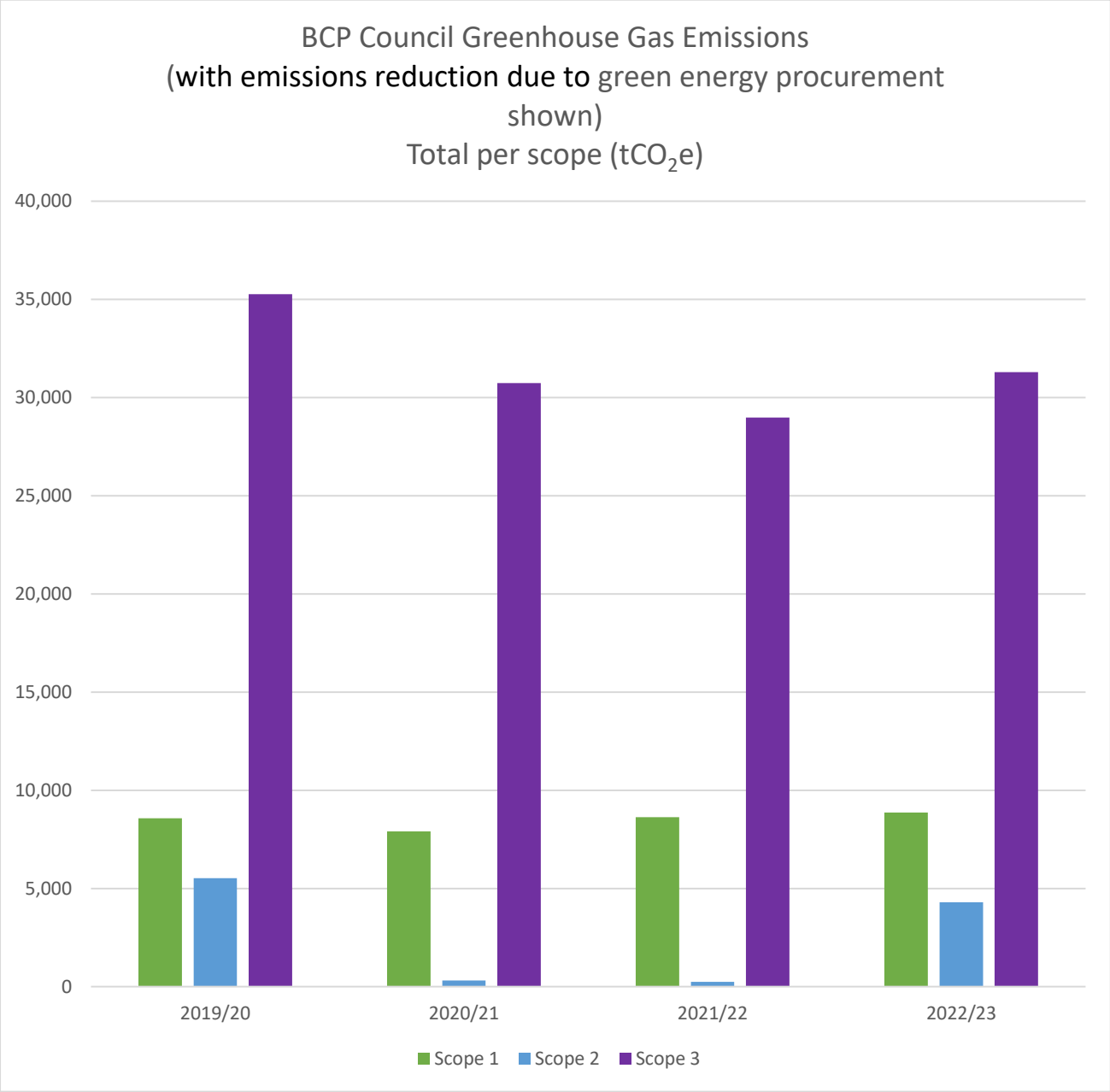
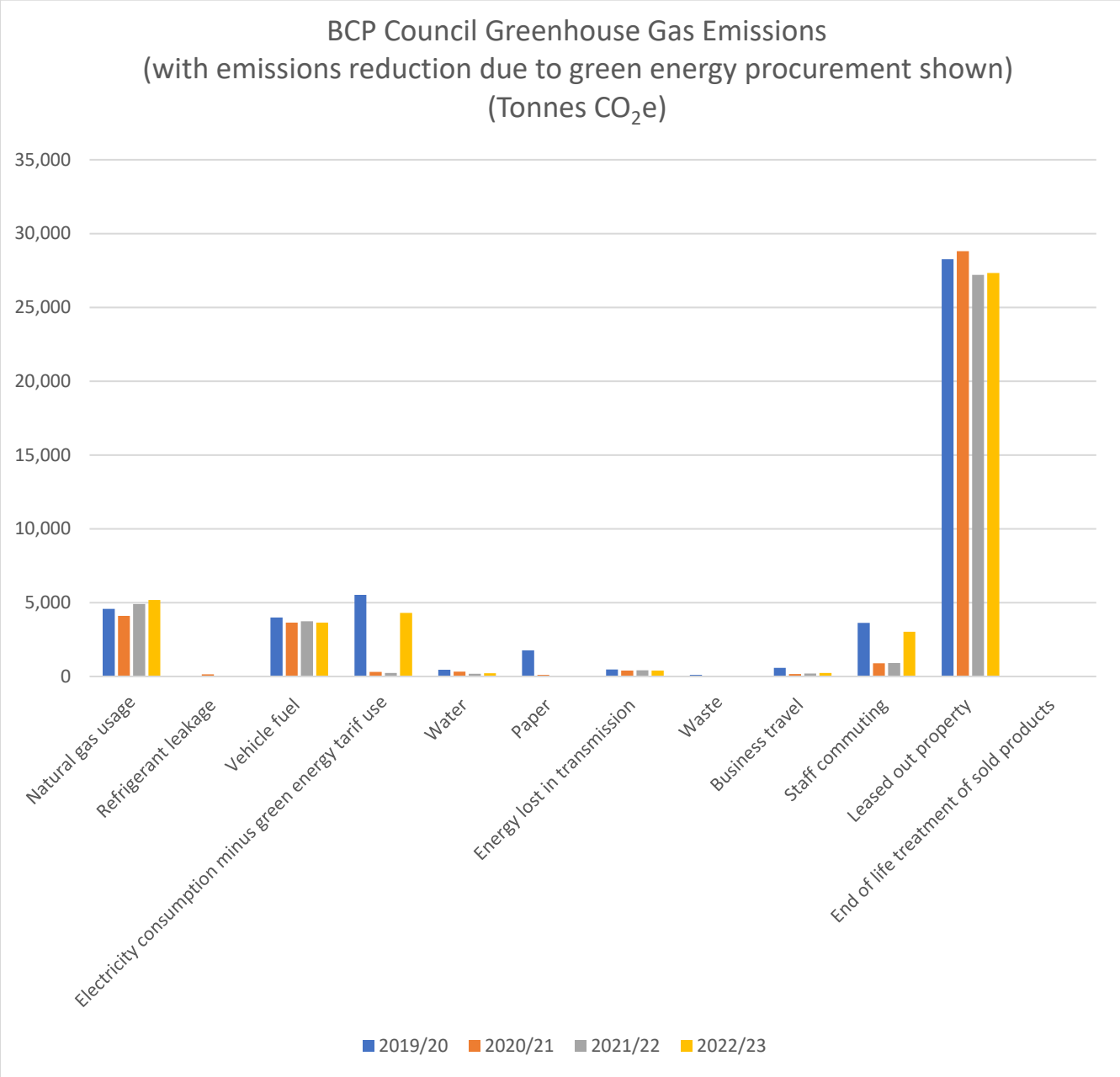


Image: Scope3_Calculation_Guidance_0[1].pdf (ghgprotocol.org)

Scope 1, 2 and 3 GHG gas emissions by year



BCP Council Greenhouse Gas emissions by activity by year



BCP council greenhouse gas emissions inventory 2019-2023

Scope	Sector	GHG Emissions (tonnes CO_2e)				% Change between 2019 & 2023
		2019/20	2020/21	2021/22	2022/23	
1	Natural gas usage	4,570	4,112	4,898	5,177	+13.3
1	Refrigerant leakage	No data	138	6	39	-71.4
1	Vehicle fuel	4,000	3,652	3,732	3,647	-8.8
2	Electricity consumption (with reduction for green energy procurement)	5,524	312	244	4,301	-22.1
3	Water	458	332	182	222	-51.6
3	Paper	1,764	111	31	26	-98.5
3	Energy lost in transmission	469	397	421	393	-16.1
3	Waste	110	33	60	57	-48.1
3	Business travel	576	168	191	234	-59.4
3	Staff commuting	3,630	885	905	3,025	-16.7
3	End-of-life treatment of sold products	0.20	1.10	0.45	0.20	0
3	Leased out property	28,264	28,812	27,194	27,334	-3.3
	TOTAL (with emissions reduction due to green energy procurement)	**49,365**	**38,953**	**37,864**	**44,455**	-9.9
	TOTAL (illustrating if green energy had not been procured)	**49,365**	**43,217**	**42,380**	**44,455**	-9.9

Did you know? Through our IT device choices and policies, we have driven down greenhouse gas emissions:

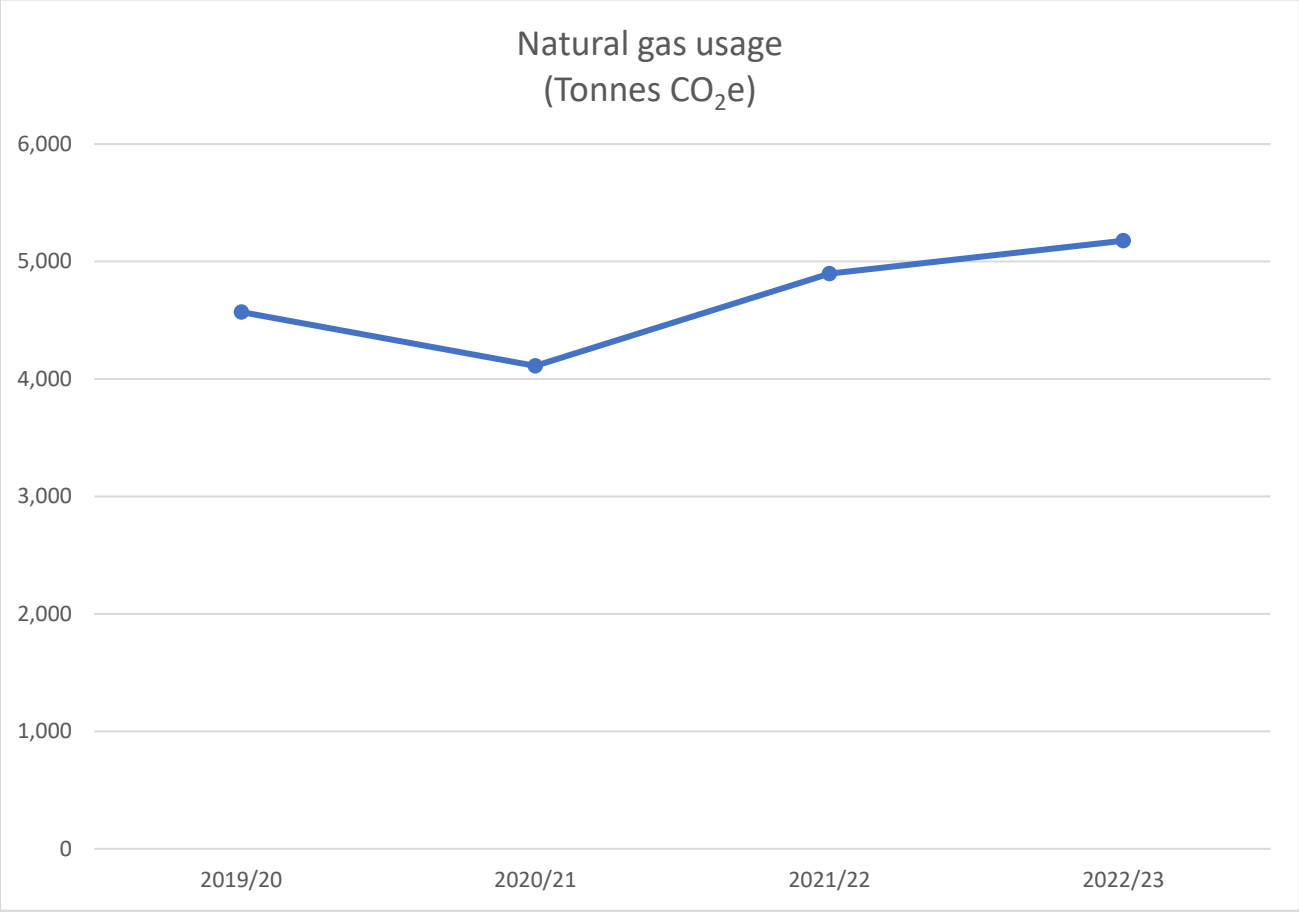
- Significantly reduced the number of printers thereby reducing resource use
- Embraced a paperless approach to documentation with online sharing and editing
- Continuing to promote virtual meetings and conferences to reduce travel
- A cloud-first approach to data storage - considerably more energy efficient than on-premise alternatives
- Use of an IT supplier able to recycle and reuse redundant devices
- Continuing to reduce the need for corporate mobile phones.

BCP Council Scope 1 emissions examined

- **Natural gas**
- **Refrigerant leakage**
- **Vehicle Fuel: Diesel and Hydrogenated Vegetable Oil (HVO)**

Natural gas

BCP Council emissions from natural gas usage 2022/23



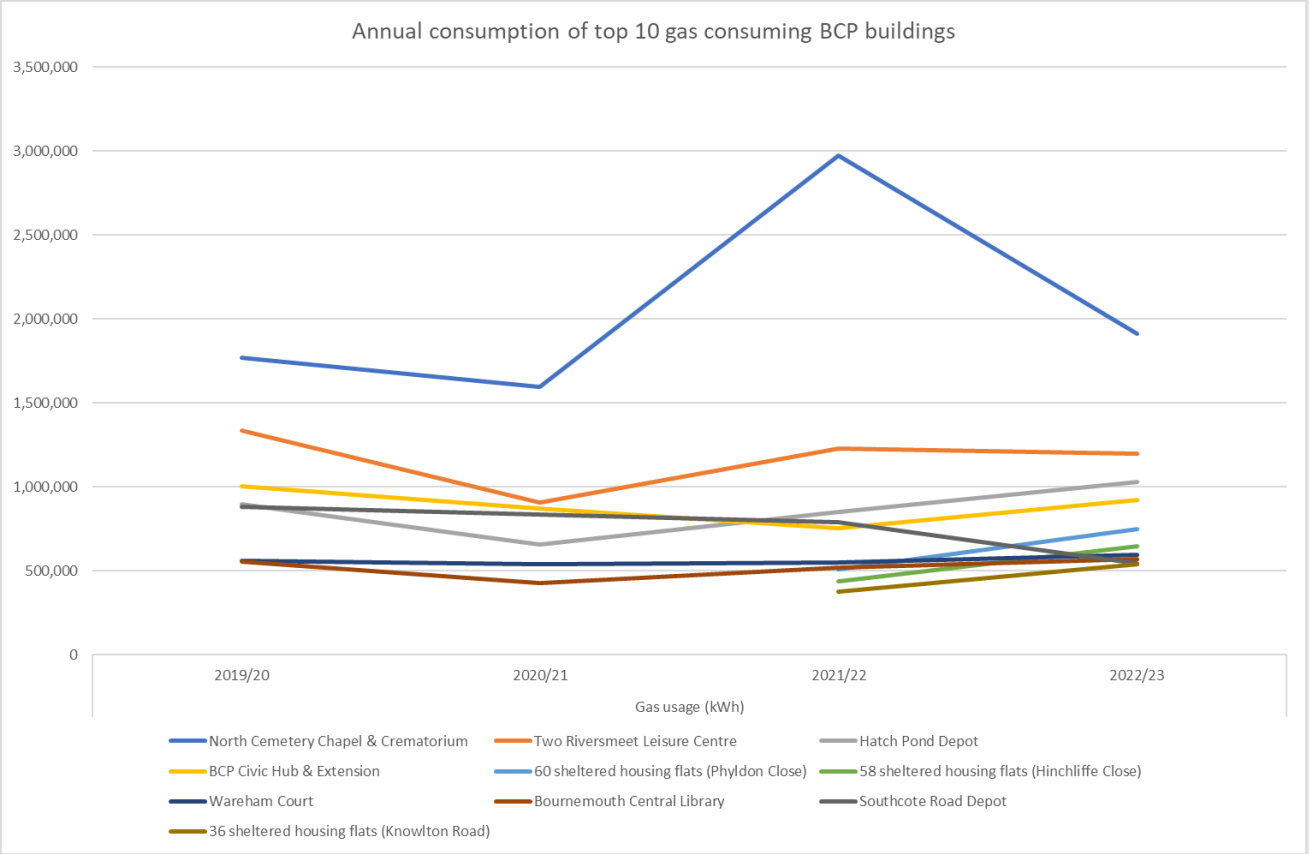
Trends

It was expected that gas consumption would fall during the pandemic and then increase to a point afterwards. However, gas usage has continued to increase beyond the pre-pandemic levels.

Sheltered housing previously run by Poole Housing Partnership moved over to the Council's energy services platform on 1st October 2021. This has made a large contribution to the increase in gas usage from 2021/22 onwards.

BCP Council emissions from natural gas usage 2022/23

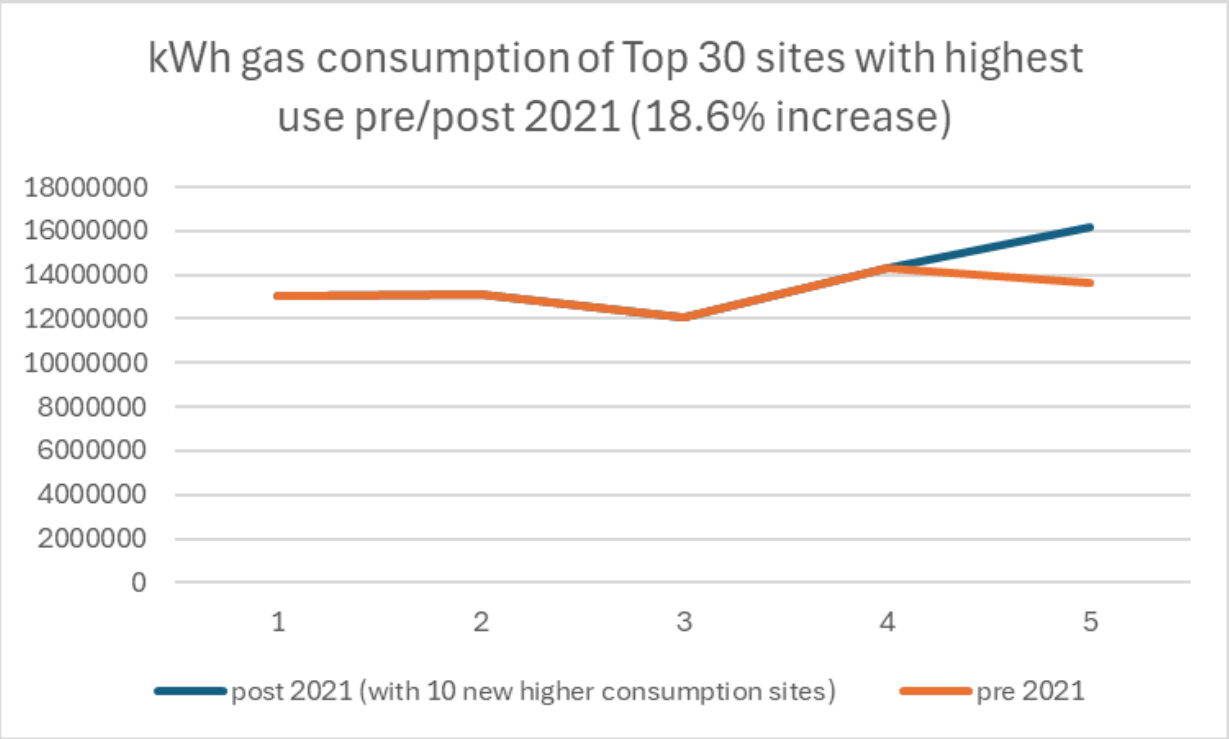
	2019/20	2020/21	2021/22	2022/23
Consumption (kWh)	24,856,991	22,362,370	26,739,876	28,761,648
Emissions (tCO_2e)	4,570	4,112	4,898	5,177



**Data prior to 2021/22 not available for sheltered housing*

Building	Gas usage (kWh)			
	2019/20	2020/21	2021/22	2022/23
North Cemetery Chapel & Crematorium	1,771,098	1,595,755	2,973,243	1,910,371
Two Rivers Meet	1,336,555	905,735	1,228,718	1,200,282
Hatch Pond Depot	897,175	656,635	848,704	1,028,648
BCP Civic Hub & Extension	1,002,142	871,460	752,512	920,630
60 sheltered housing flats (Phyldon Close)			507,281	749,670
58 sheltered housing flats (Hinchliffe Close)			435,322	649,001
Wareham Court	562,399	539,283	552,294	597,465
Bournemouth Central Library	554,940	425,728	519,046	568,337
Southcote Road Depot	883,508	837,702	789,734	544,940
36 sheltered housing flats (Knowlton Road)			376,815	537,879

The impact on gas consumption of the additional sites now included in the Laser energy contract can be further illustrated by comparing the cumulative kWh gas use of the top 30 highest-consuming sites before and after 2021 (see below). 10 new sites replaced those previously in the top 30 of highest users, and the increase in gas use compared to the sites previously included is 18.6%. As an indication of the effect of recently added sites on the whole estate this is further reason to step up measures to improve efficiency of gas use in Council buildings and use of low carbon alternatives.



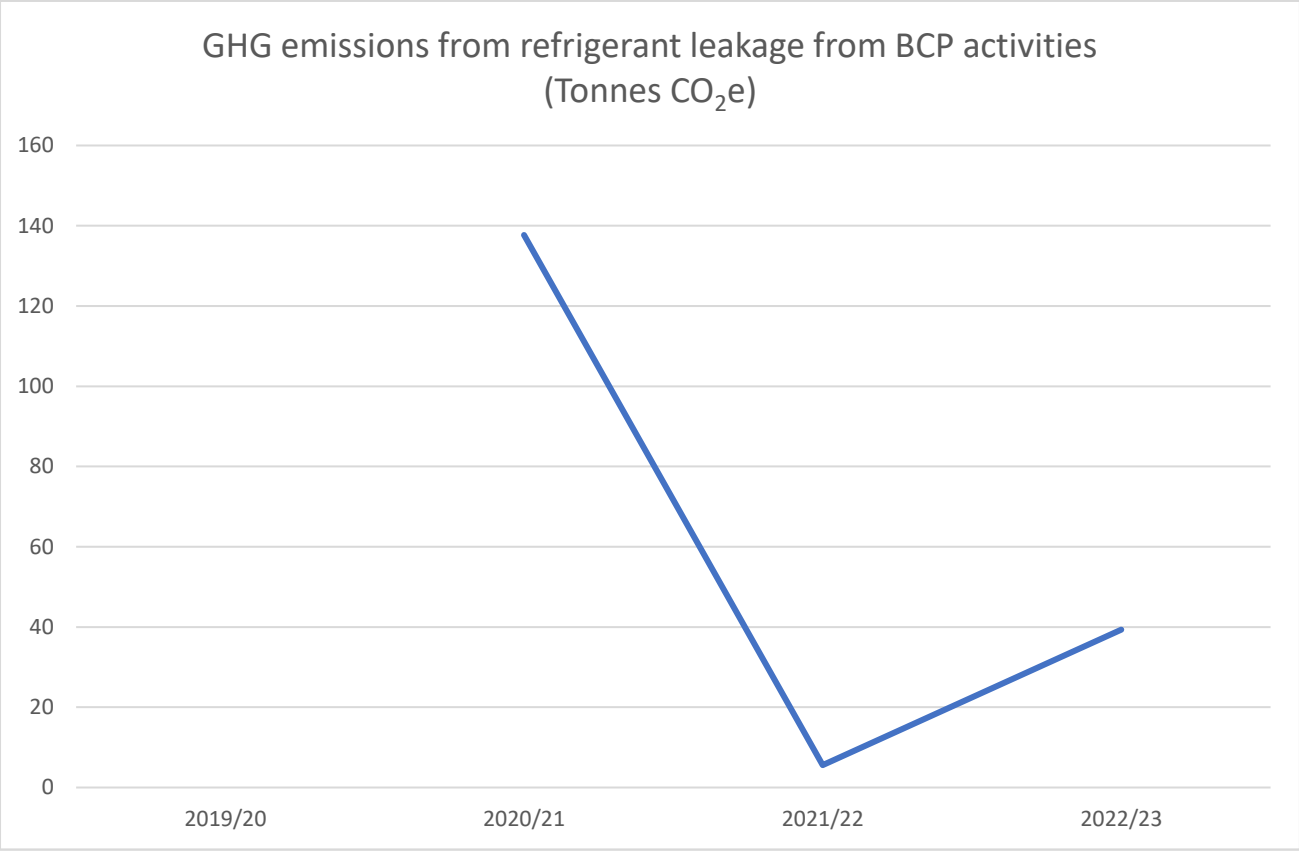
Methodology

Emissions are calculated from Council consumption figures provided by Laser, the Council's energy services provider. The emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) Greenhouse gas reporting: conversion factors 2022 - full set is then applied to arrive at the GHG emissions figure.

Refrigerant leakage

Refrigerant gases can leak from units such as air conditioning units, fridges and freezers.

BCP Council emissions from refrigerant leakage 2022/23



Trends

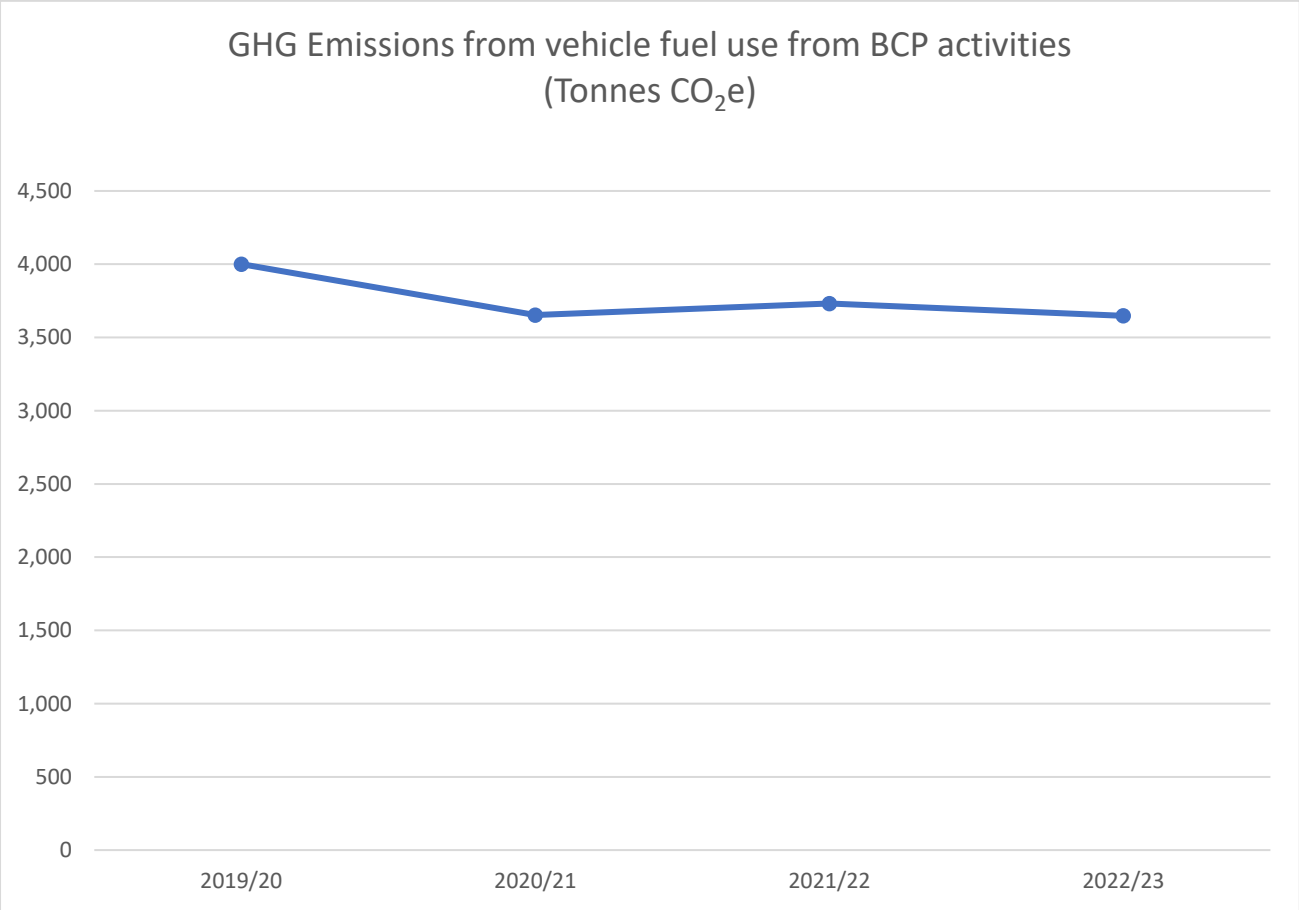
The frequency of top ups is relatively unpredictable as they are required due to faults or wear and tear. Consequently, the above results should not be interpreted as a legitimate trend. However, when the opportunity arises, the Council has switched to refrigerants with considerably lower GHG emissions.

Methodology

Emissions are calculated using data from our contractors on the amount and type of refrigerant used during top ups. The appropriate emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) Greenhouse gas reporting: conversion factors 2022 - full set is then applied to arrive at the GHG emissions figure.

Vehicle Fuel: Diesel and Hydrogenated Vegetable Oil (HVO)

BCP Council emissions from vehicle fuel usage 2022/23



Trends

The variation over the four years is relatively minor. There are a variety of factors that could contribute to these fluctuations:

- Service redesign (changing locations vehicles operate from)
- Internalisation of contracts
- Newer vehicles – better fuel economy
- Shifts towards home working
- Seasonal service demands (projects such as cleaner greener safer)

Methodology

Emissions are calculated from data provided by the Council's Procurement team. This includes fuel delivered to all Council depots for use in our fleet vehicles, Landtrain fuel and fuel purchased via Fuelcards at service/petrol stations. The appropriate emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) Greenhouse gas reporting: conversion factors 2022 - full set is then applied to arrive at the GHG emissions figure.

BCP Council Scope 2 emissions examined

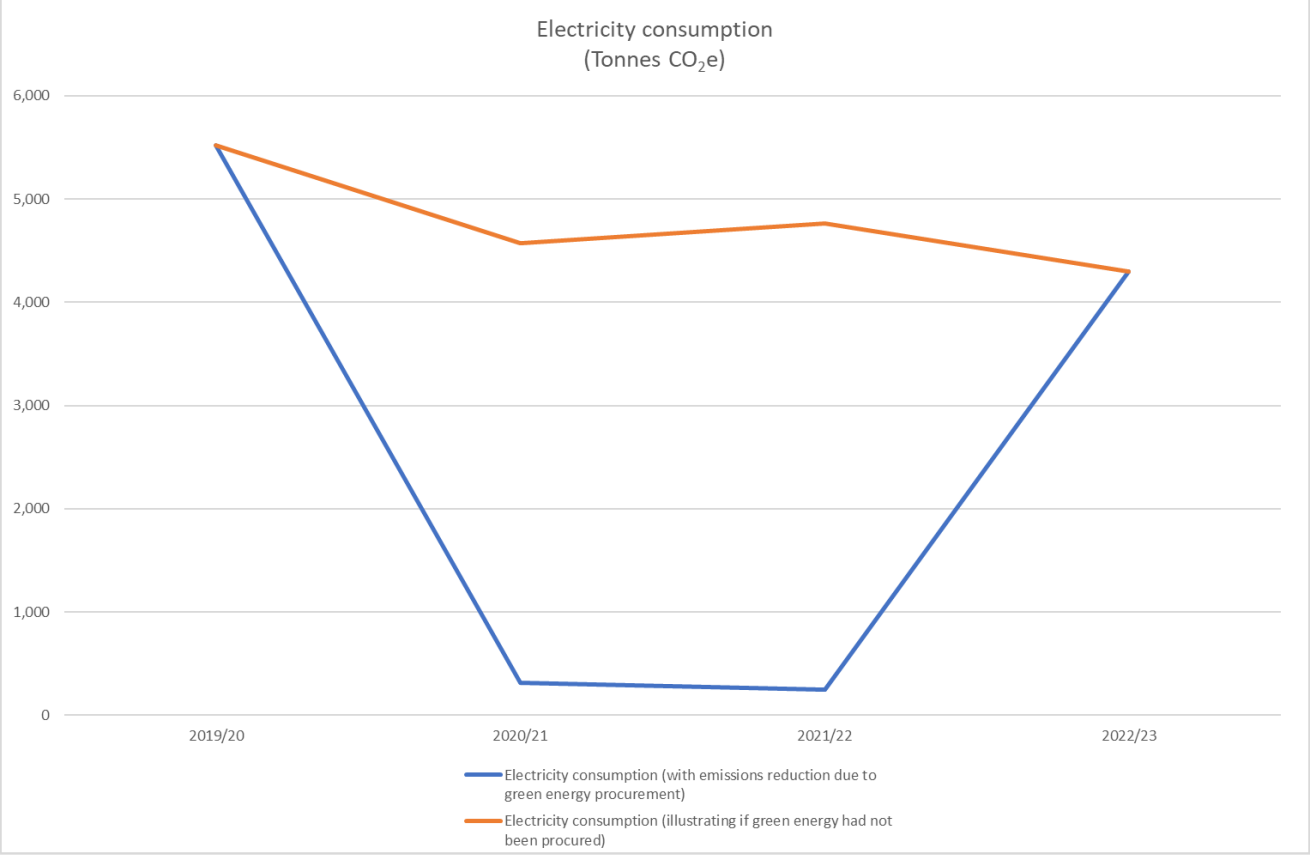
- **Electricity use**

Electricity used in buildings and streetlighting

This includes electricity used in Council buildings and that used for street lighting (including traffic signals).

We adhere to the Government's environmental reporting standard to show what our emissions would have been had we not bought green electricity in the years 2020-2022. This can be seen in the chart below.

BCP Council emissions from electricity usage 2022/23



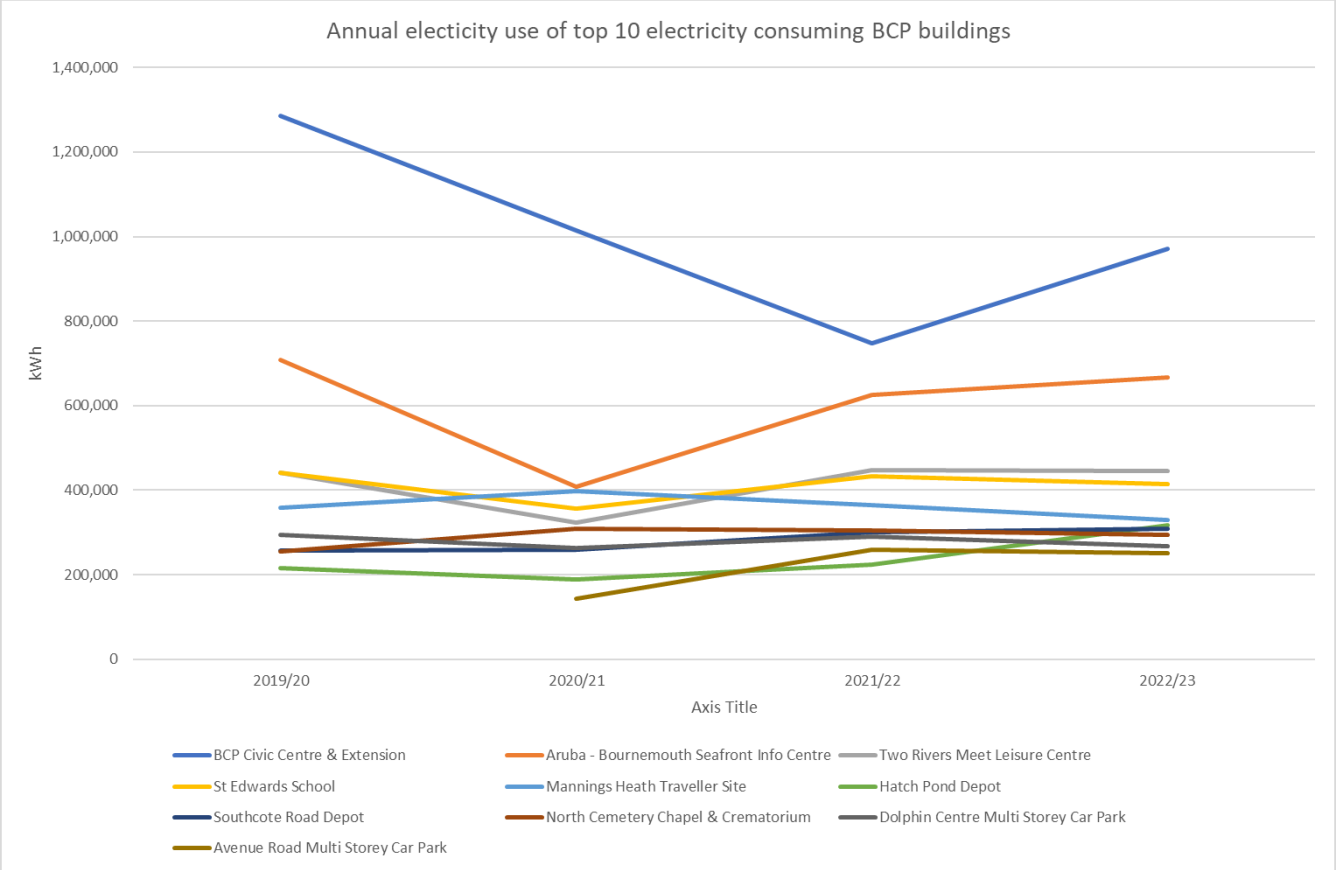
Trends: buildings

BCP Council emissions from electricity usage in buildings 2022/23

	2019/20	2020/21	2021/22	2022/23
Consumption (kWh)	12,490,079	11,083,920	13,602,891	13,661,529
Emissions (tCO_2e)	3,192	2,561	2,888	2,642

Emissions resulting from electricity usage in our buildings has decreased over the four-year period. However, although electricity consumption itself decreased during the pandemic, during the two most recent years the consumption has risen. It should be remembered that as we migrate to electric vehicles and electric heating, demand will increase accordingly. As the above figures illustrate, despite the increased consumption, emissions have fallen from the baseline year largely due to decarbonisation of the electricity supply.

Annual electricity use in the 10 highest consuming buildings



Annual electricity use in the 10 highest consuming buildings

Building	Electricity use (kWh)			
	2019/20	2020/21	2021/22	2022/23
BCP Civic Centre & Extension	1,286,049	1,013,784	748,515	970,866
Aruba - Bournemouth Seafront Info Centre	709,175	408,847	626,054	666,231
Two Rivers Meet Leisure Centre	442,174	322,825	446,892	444,510
St Edwards School	441,714	355,769	432,872	415,236
Mannings Heath Traveller Site	358,843	397,101	363,993	329,357
Hatch Pond Depot	215,272	188,145	223,320	316,634
Southcote Road Depot	257,564	258,663	301,015	309,292
North Cemetery Chapel & Crematorium	254,273	309,159	305,031	295,332
Dolphin Centre Multi Storey Car Park	294,440	262,595	290,717	268,259
Avenue Road Multi Storey Car Park	No data	143,248	258,664	249,989

Note: These figures do not include energy generated from onsite Solar panels where these are installed.

Trends: streetlighting

BCP Council emissions from electricity usage in streetlighting 2022/23

	2019/20	2020/21	2021/22	2022/23
Consumption (kWh)	9,119,964	8,721,784	8,818,493	8,582,052
Emissions (tCO_2e)	2,331	2,015	1,872	1,660

Emissions from operating streetlighting and traffic signals has steadily decreased over the last four years. This is primarily due to the roll out of LED lighting which uses less energy than conventional lighting and decarbonisation of the electricity supply.

Other factors that have affected energy usage and emissions include:

- changes in the number of assets due to highway improvement works
- fluctuations in daylight hours affecting the number of hours streetlights are illuminated

Note: Figures include Christchurch streetlights, about 14% of the Dorset PFI contract. Further work is planned to reduce streetlighting after midnight in the coming year.

Methodology

Emissions are calculated from consumption figures provided by Laser, the Council's energy services provider. The emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) Greenhouse gas reporting: conversion factors 2022 - full set is then applied to arrive at the GHG emissions figure.

BCP Council Scope 3 emissions examined

- **Goods and services: Water and paper**
- **Energy lost transporting electricity**
- **Waste**
- **Business travel**
- **Commuting**
- **End-of-life treatment of sold products**
- **Leased out buildings**

This is the fourth year we have gathered data and calculated the GHG emissions for our activities. We will compare our performance every year against our first year of data (the baseline) from 2019/20.

Each year our performance in terms of GHG emissions is likely to change due to a number of factors. The primary factor is a change in how we operate or the scale at which we operate. Changes may also occur due to new data availability or methodology improvements (either within the Council or at a government level such as DESNZ or formerly BEIS).

To calculate BCP Council Scope 3 emissions, the Greenhouse Gas Protocol Standard[16] has been used. This is a comprehensive global standardised framework used to measure and manage greenhouse gas (GHG) emissions; it is the only internationally accepted method for companies and organisations to account for these types of emissions.

Nine out of the fifteen GHG Protocol Scope 3 categories apply to BCP Council. Two have been merged into a single category (purchased goods & services and capital goods), however, we currently are only able to assess water and paper consumption/treatment due to the nature of data that can be collected through our current procurement system. The waste category is also slightly different from that specified in the GHG Protocol. We have included wastewater with water supply as the two are so closely linked.

To calculate the GHG emissions of an activity involves measuring either a weight, volume, distance, or similar metric associated with the activity. This measurement is then multiplied by an emission (or conversion) factor giving the amount of GHG emissions released because of that activity.

For example, to calculate the GHG emissions associated with the purchase of water during a financial year, the volume of water used during that period is multiplied by the emission factor. In most cases we have used emission factors published by Government Departments. The resulting number expresses the GHG emissions in tonnes CO_2e which means the number of tonnes of carbon dioxide with the same global warming potential as the combination of GHG gases released into the atmosphere from that particular activity.

[16] Greenhouse Gas Protocol, Technical Guidance for calculating Scope 3 emissions, World Resources Institute and World Business Council for Sustainable Development, 2013

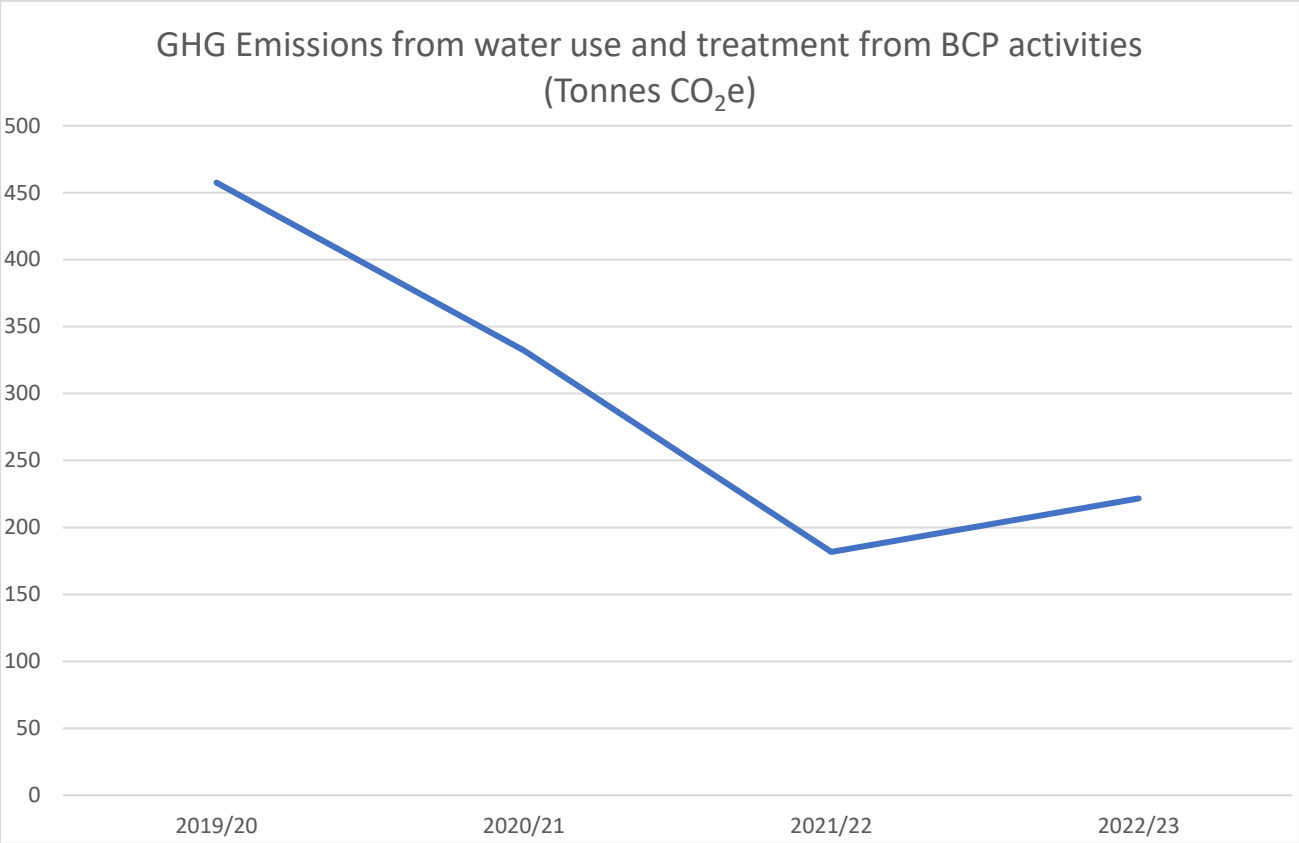
CO_2e is the standard unit for measuring GHG emissions. This expresses the impact of each different greenhouse gas in terms of how much CO_2 would create the same amount of warming. That way the impact of activities that release several different gases can be expressed as a single number.

It has not been possible to include all sources that are known to emit carbon. This is because some current Council operations rely on systems which do not collect the relevant data for GHG emission calculations. However, this Scope 3 assessment has identified changes that can be made to capture more useful data in the future. This will mean more accurate and complete Scope 3 GHG emissions. This also means that some improvements we make will not show through our carbon emissions data.

Over time we have improved our methodology and /or obtained more accurate information and so the estimate of emissions becomes more accurate. In some cases, we have been able to backdate data and so bring previous years up to a more accurate estimate.

Goods and services: Water and paper

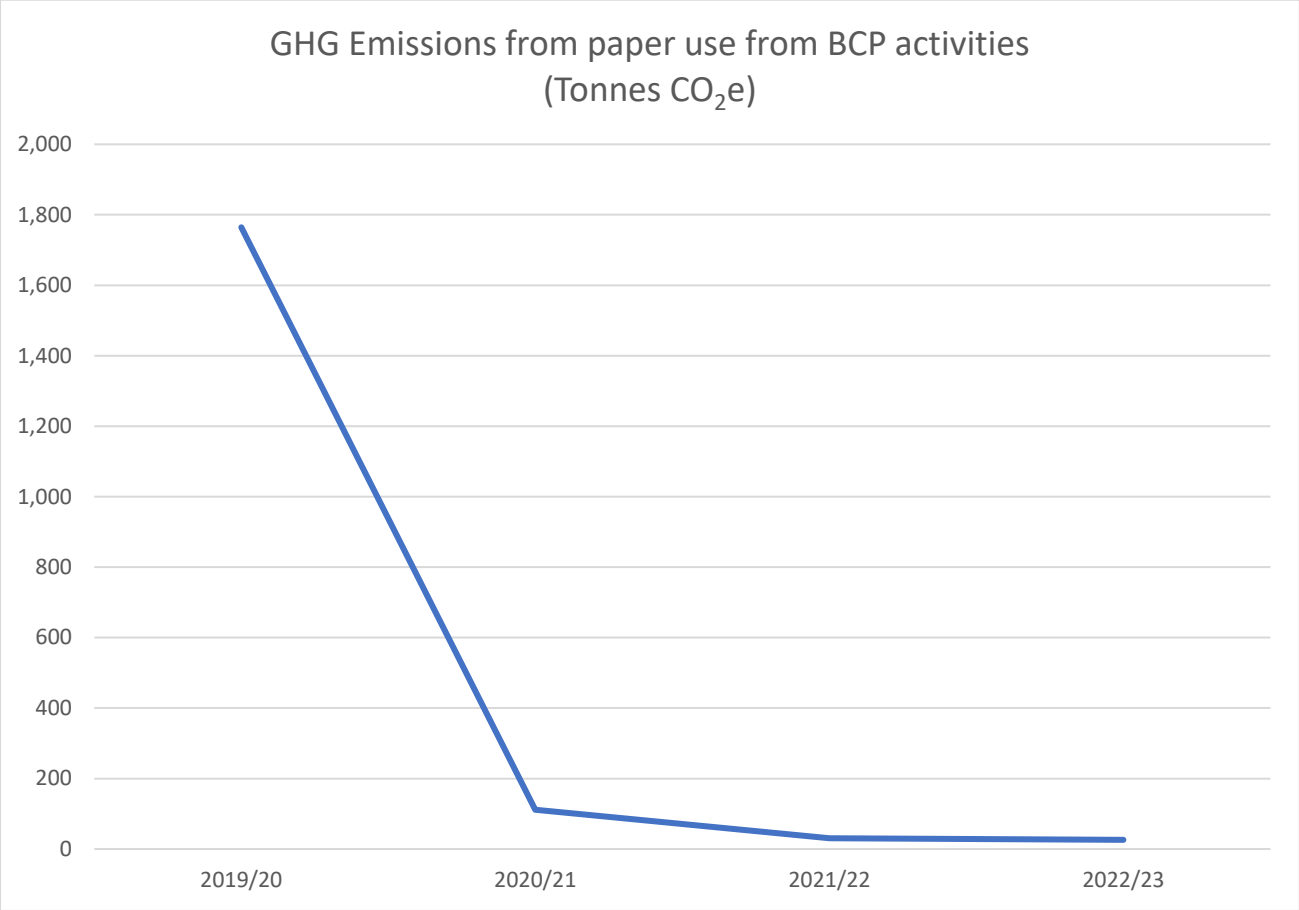
BCP Council emissions from water use and treatment 2022/23



Trends – water use and treatment

Emissions from water use have decreased over the four years with a slight increase this last year. The increase is likely to be linked to increased water usage resulting from the additional properties added to the council's portfolio, but this needs further investigation.

BCP Council emissions from paper use 2022/23



Trends – paper use

The initial drop in emissions from paper use was due to the pandemic when the offices were closed, and most staff worked from home. Usage continued to drop despite staff returning to the office due to the corporate push to communicate digitally with residents where possible and a move from paper-based to electronic document filing.

Methodology

All goods and services procured by the Council have the potential to emit greenhouse gases. It has been possible to calculate the GHG emissions with an acceptable level of accuracy only for paper and water.

Includes:	Excludes:	Justification	Accuracy
• Paper (copier and paper towels) • Water (including wastewater as closely related)	• Everything else	• It is inaccurate to assume the GHG emissions for paper and water combined per £ spend would	• Copier paper included is only that purchased through our main supplier • Assumed all types of paper towel weigh 2 grams

		fairly represent the emissions from everything else the council procured	• Data from all BCP council water meters

Data on amount of paper purchased was obtained from our Procurement Department. Water consumption data was obtained from our water utility companies. The emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) Greenhouse gas reporting: conversion factors 2022 - full set is then applied to arrive at the GHG emissions figure.

Using the GHG emission figures for water and paper and making the assumption that everything else purchased as a Council has the same GHG emissions per pound spend as these two items, an estimate could be made for all our purchases. However, it has been decided not to take this route as the range of items and services we purchase is so great that the level of inaccuracy of the resulting figure would be too large.

Instead, the impact of our purchasing is acknowledged through the development of policies which aim to reduce the GHG emissions associated with buying goods and services:

Integration of sustainability into BCP Council Financial Regulations (April 2020), Part G Regulation 3b

The commissioning officer in consultation with the SPT must ensure:

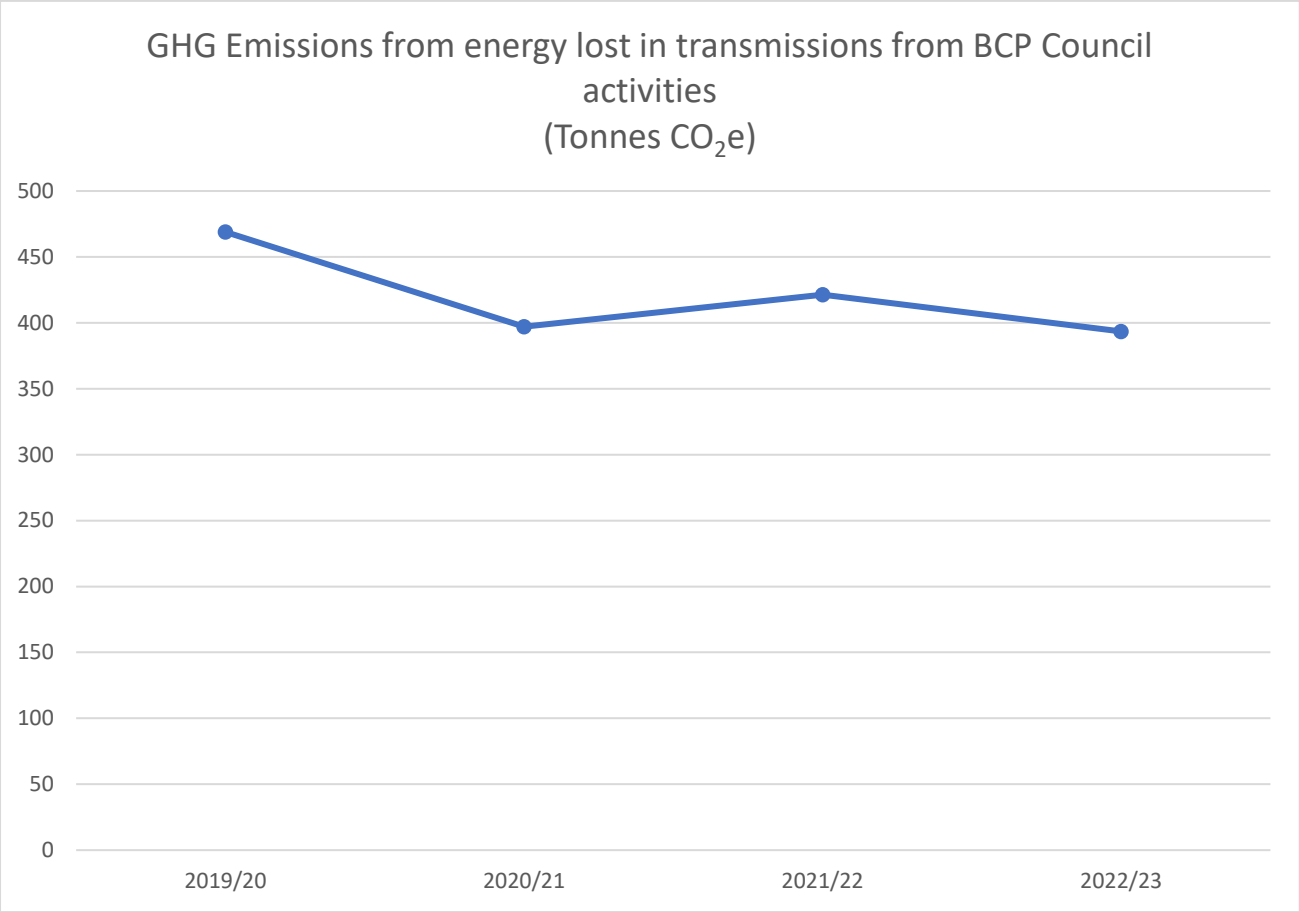
- Sustainability requirements are considered and built into the specification
- The Decision Impact Assessment form must be completed on all procurements
- A standard selection questionnaire includes questions on environmental and qualities standards. Potential bidders must demonstrate that they can comply with these standards
- All procurements over £25,000 are to be assessed with a minimum of 10% of the quality score being allocated to sustainability and social value

IT Technical Strategy and Standards

- Aim for BCP to become a 21st century technology-enabled organisation.
- Shift services to the cloud thereby reducing the power and cooling demands of on-site data centres as well as the amount of physical IT equipment required.
- In July 2020 Microsoft Teams became the council's core communication and collaboration platform, thereby reducing the need for travel and telephony equipment
- Companies bidding for IT tenders required to demonstrate how their solution contributes to BCP core sustainability targets
- Sets targets to reduce printing, mobile and data use
- Recycle as much as possible when decommissioning equipment

Energy lost transporting electricity

BCP Council emissions from energy lost in transmissions 2022/23



Trends

As these emissions are dependent on the amount of electricity consumed the trends will be the same as those for electricity consumption.

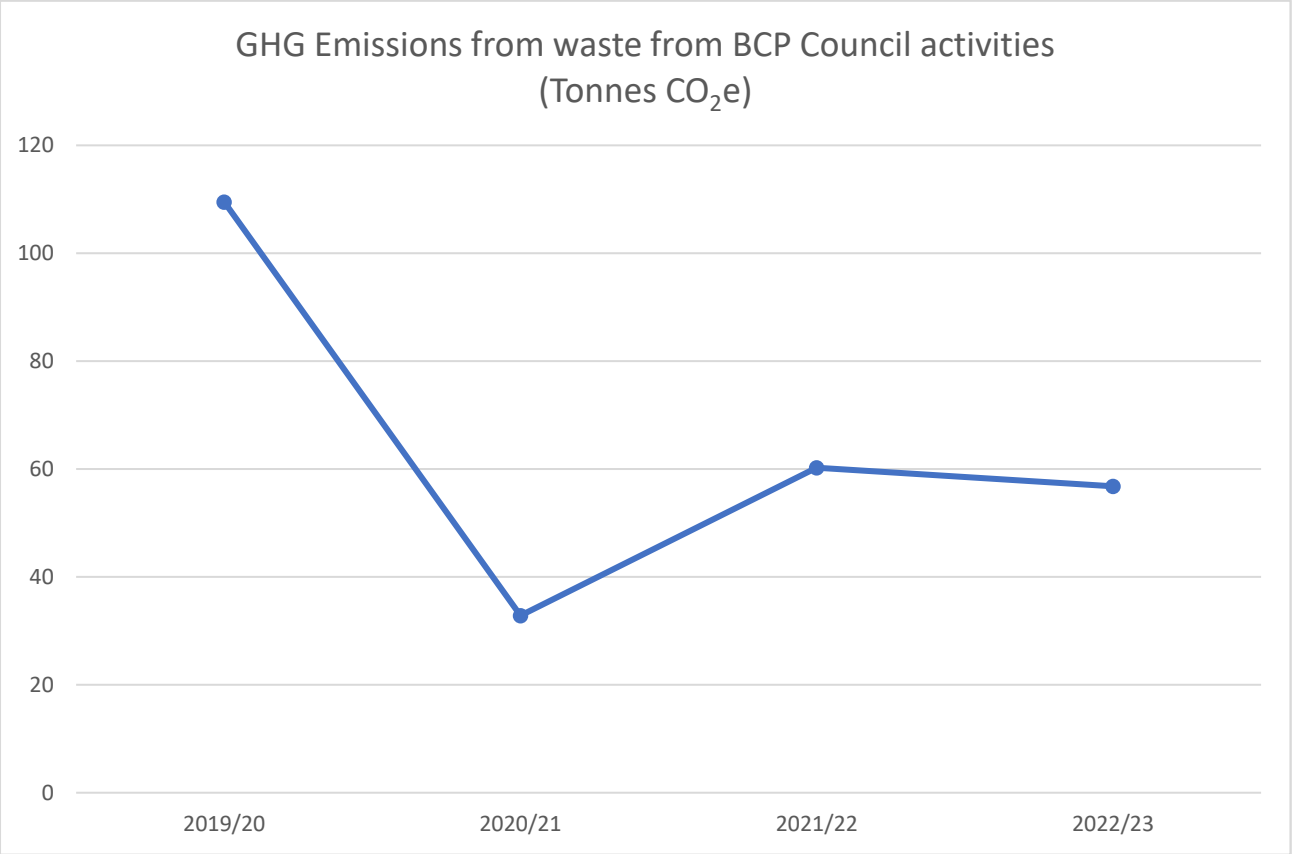
Methodology

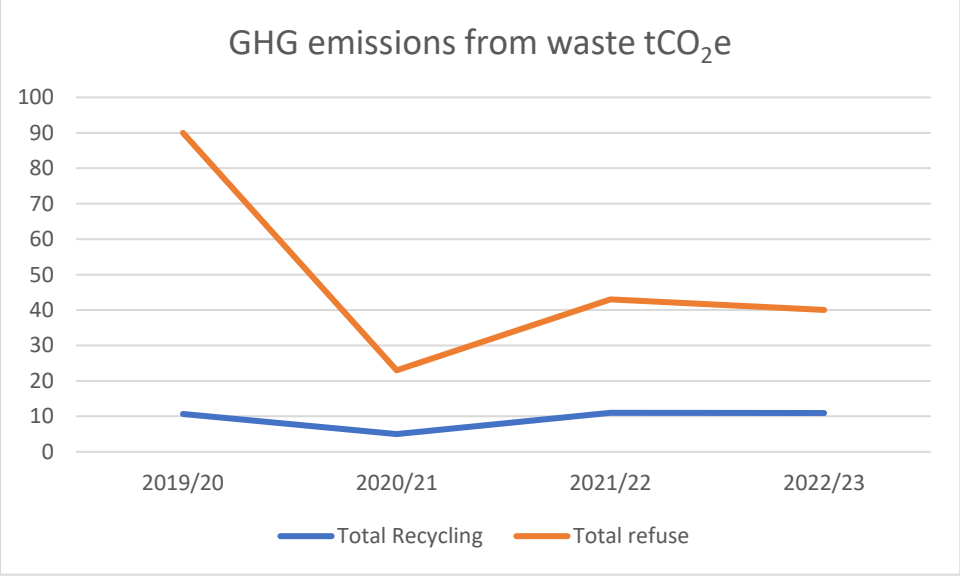
GHG emissions are released when energy is lost from the grid whilst transporting electricity from a power plant or other electricity source to the organisation that purchased it. We have assessed these emissions for both the building use and street lighting element of our electricity consumption. Electricity used at Council-provided public EV chargers is not included in this calculation as it is included in the area-wide emissions.

Electricity consumption figures are provided by Laser, the Council's energy services provider. The appropriate emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) Greenhouse gas reporting: conversion factors 2022 - full set is then applied to arrive at the GHG emissions figure.

Waste

BCP Council emissions from waste 2022/23

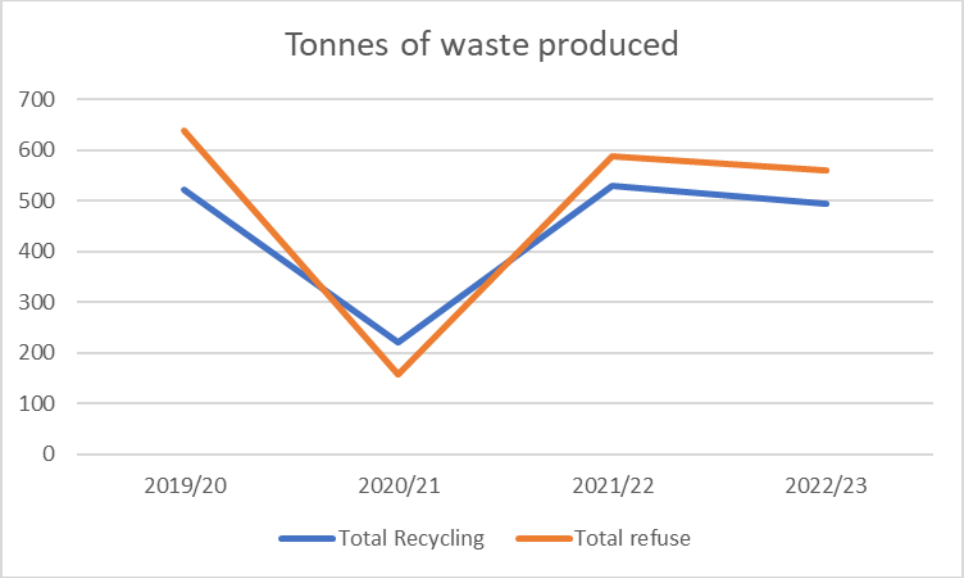




*Does not include transport of waste

Total recycling = confidential wastepaper and regular recycling

Total refuse = energy from waste and landfill



Trends

Both Council refuse and recycling tonnage levels reduced during the pandemic but have since risen, albeit remaining below the 2019 baseline. However, associated greenhouse gas emissions are markedly lower due to improvements in the waste treatment process. Practices at landfill sites have improved so as to reduce the amount of GHGs emitted, in turn leading to a smaller government emission factor for landfill since 2020.

During 2020/21, offices were not staffed and many council activities were scaled down, resulting in lower levels of waste being produced. The amount of confidential wastepaper sent for recycling has steadily decreased over the years as the council increasingly uses secure digital means of communication.

Methodology

This source includes emissions from third-party disposal and treatment of waste generated from BCP Council owned and controlled buildings. Emissions from the transportation of waste in vehicles operated by a third party (only covering travel paid for by BCP) have also been included.

The tonnages of different waste streams were provided by the Council Waste team (for refuse and recycling) and the Council Facilities Department provided statistics on confidential wastepaper. Information was also gathered on the type of vehicle used to transport the waste and the location of depots. The appropriate emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) Greenhouse gas reporting: conversion factors 2022 - full set is then applied to arrive at the GHG emissions figure.

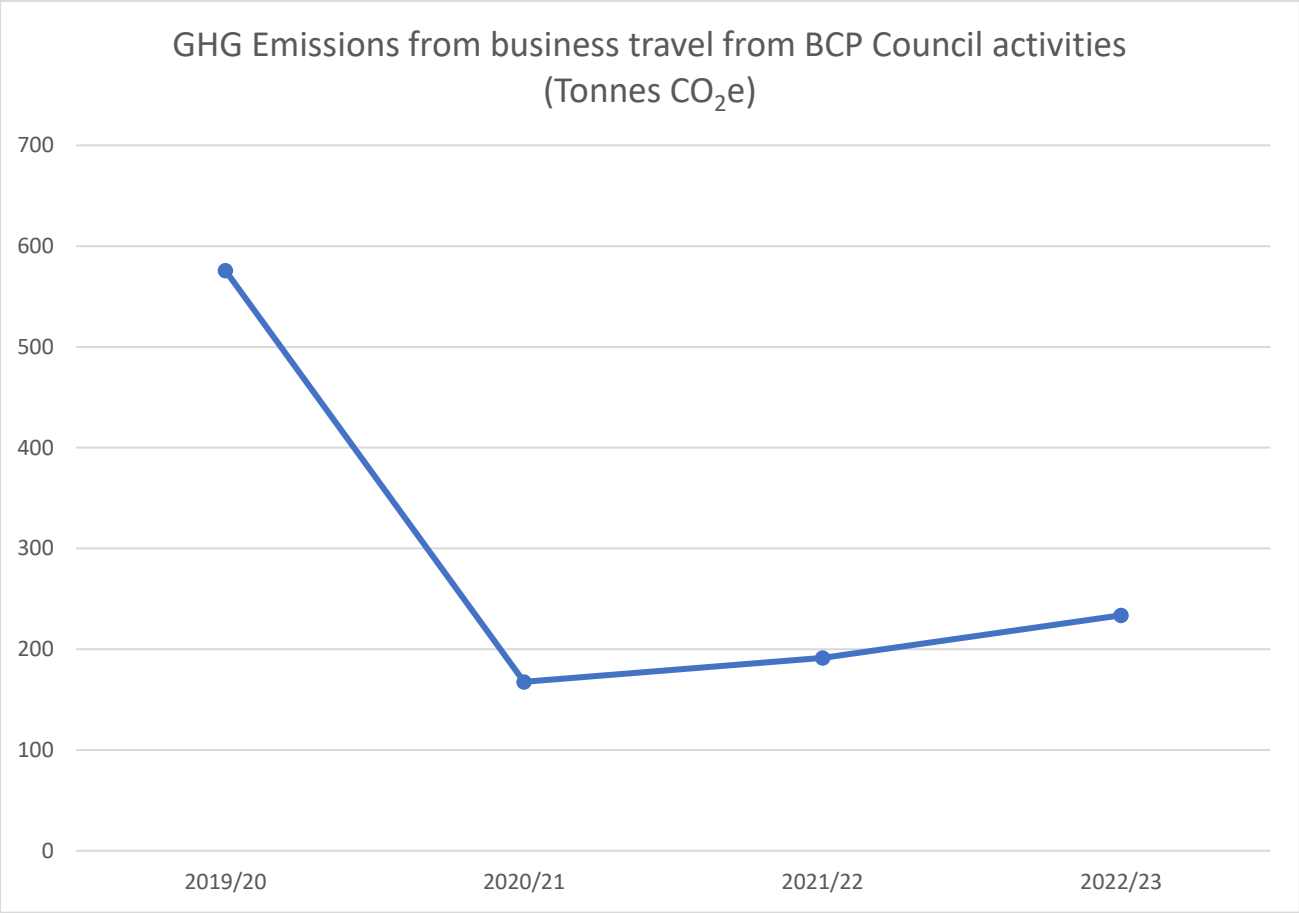
The baseline year's methodology assumed all bins at each site were filled to capacity. Due to the pandemic, during 2020/21 a 75% reduction in the weight of waste produced was assumed (as this is same reduction estimated in commuting figures). For subsequent years, the same methodology as the baseline year has been used.

GHG emissions for Scope 3 waste is estimated to be approximately 57 tonnes CO_2e, 51 tonnes CO_2e attributed to treatment, 6 tonnes CO_2e to transport in third party vehicles.

Includes:	Excludes:	Accuracy
• Refuse • Recycling (paper, cardboard, plastic bottles, cans) • Confidential wastepaper • Transport of waste in non-council vehicles that we pay for, namely: - Confidential wastepaper from BCP to contractor depots - Recycling from BCP to contractor depots - Refuse from BCP depot to initial (in some cases final) treatment/disposal site	• Refuse & recycling from the 7 maintained schools in BCP Council Area • Transport in council vehicles covered by Scope 1 • Waste from building/highways works and similar	• BCP commercial refuse waste weights used to estimate BCP council refuse and recycling weights

Business travel

BCP Council emissions from business travel 2022/23



Trends

Council business travel was affected by the lockdowns of the pandemic in 2020 and 2021, resulting in a reduction. Business travel has increased since then, but not returned to pre-pandemic levels. This may continue, as online methods of communication, particularly virtual meetings, have reduced the need for a certain element of business travel.

Methodology

Employees travelling for business purposes can claim travel costs if meeting the requirements of the Council's Business Travel and Subsistence Policy. The Council therefore holds a record of most journeys made for business travel (except journeys under two miles). For car and motorcycle journeys mileage is recorded and for hire cars fuel purchased is recorded. Both mileage and fuel cost can be used to estimate the associated GHG emissions of the journeys. For all other forms of transport only ticket cost is recorded, and this cannot be used to calculate GHG emissions.

Includes:	Excludes:	Reason for exclusion	Accuracy (Car)
• Car • Hire car • Motorbike	• Car journeys under 2 miles • Underground • Bicycle, walking • Aeroplane, train, bus, coach, ferry • Taxi	• Not reimbursed therefore not recorded • Oyster card top ups only, no distance data • No GHG emissions • Only ticket cost recorded, cannot be used to determine GHG emissions • Only cost recorded, cannot be used to determine GHG emissions	• Used average car, average motorbike, and unknown fuel from BEIS conversion factors • Assumed hire cars were new in 2019 and used petrol[17] • Used average fuel price data for 2021/2022[18] • Assumed cost of fuel purchased for hire cars reflected distance travelled

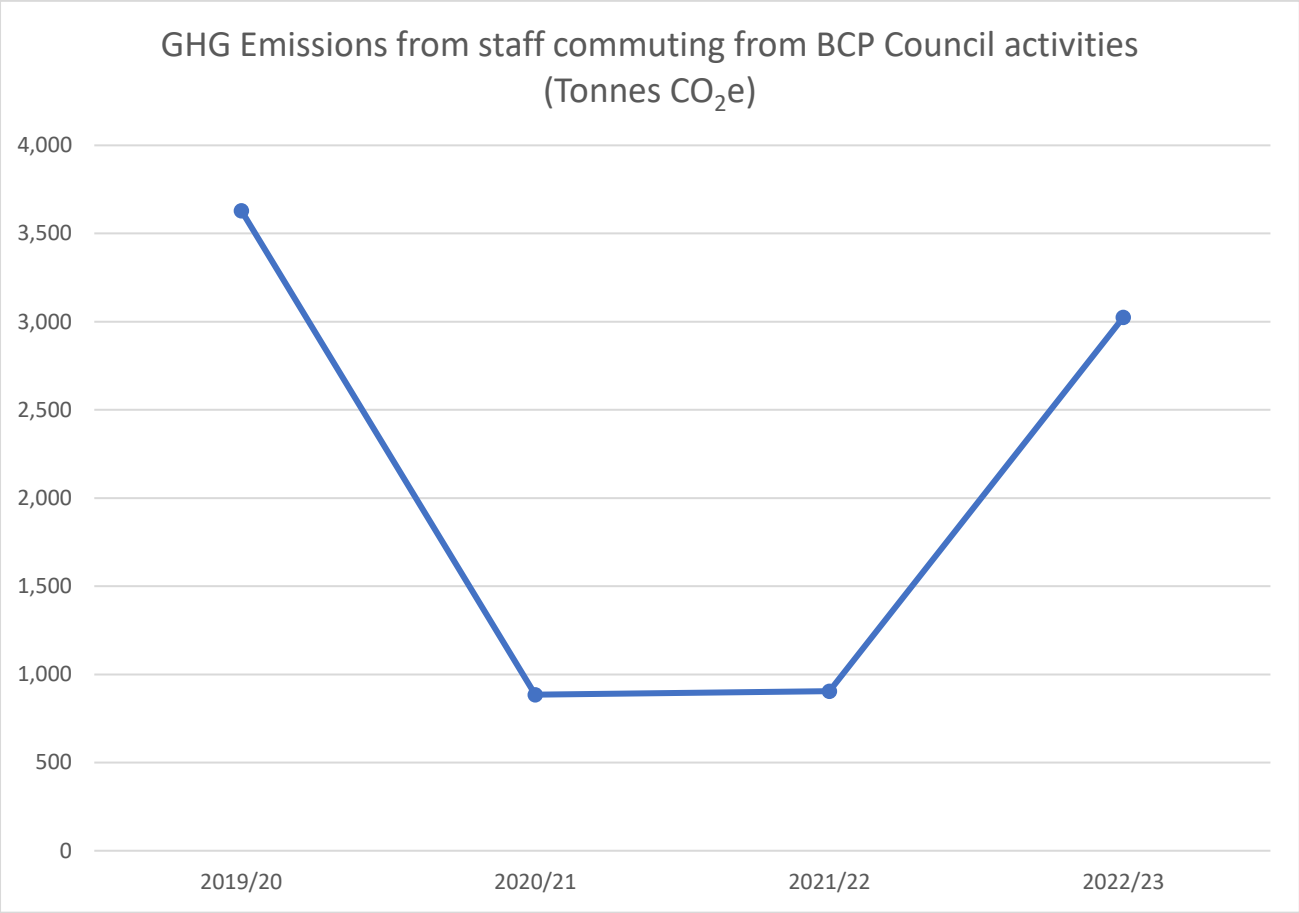
We used the appropriate emission factors from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) Greenhouse gas reporting: conversion factors 2022 - full set to calculate GHG emissions.

[17] Department of Transport, ENV0103: Average new car fuel consumption: Great Britain.

[18] BEIS, Monthly: Typical/annual retail prices of petroleum products and a crude oil price index (QEP 4.1.1 and 4.1.2), Table 4.1.1 (quarterly), 24 Sept 2020

Commuting

BCP Council emissions from staff commuting 2022/23



Trends

Commuting follows a similar trend to business travel although the levels have remained much lower as we have come out of the pandemic. The initial steep decline in commuting was a direct result of Council buildings being closed and services reduced. As buildings and services resumed many staff chose to continue with home working. Our Staff Travel Survey from November 2022 shows that 30% of the workforce regard themselves as hybrid workers and 30% solely work from home and are fully remote with the remaining 40% being core workers who commute.

Methodology

This includes all travel to work using modes of transport other than those owned by the Council. Using the results of the Staff Travel Survey 2022, the UK average commuting distance and making assumptions about paid leave we were able to estimate the GHG emissions resulting from staff commuting.

In 2022 the government introduced new emission factors for homeworking which take into account heating the home and electricity usage of office equipment.

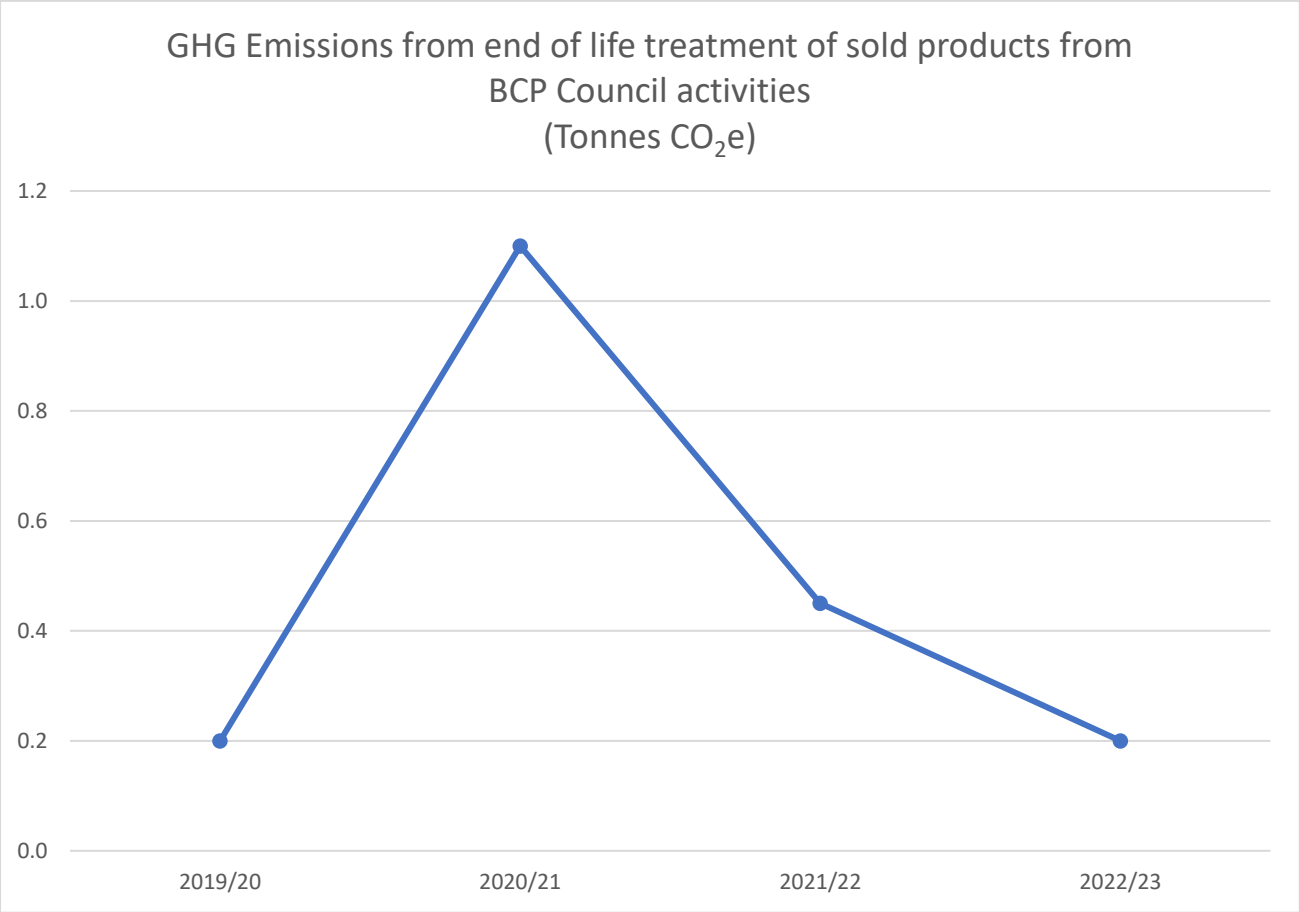
Includes:	Excludes:	Accuracy
• Car • Car share • Bus • Train • Cycle • Walk • E-bike/scooter • Home working		• Informed by the 2022 Staff Travel Survey, to which 1,184 employees responded (approximately 29% of people employed at BCP) • Results extrapolated to represent all BCP employees • Assumed 2 people in a car when car sharing • Used 'average car' using 'unknown fuel' from the BEIS conversion factors • Used average UK commuting distance from National Travel Survey[19] • Assumed all FTE took 20 days paid leave and 8 bank holidays and worked all other weekdays

Using the sources information above we estimated how many miles/kms were travelled using each mode of transport in the year and then applied the appropriate emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) Greenhouse gas reporting: conversion factors 2022 - full set. The same was done using the estimated number of hours worked from home over the year.

[19] NTS0403: Average number of trips, miles and time spent travelling by trip purpose: England, DfT, 5 August 2020

End-of-life treatment of sold products

BCP Council emissions from end-of-life treatment of sold products 2022/23



Trends

The amount of data available each year from Council trading outlets has varied which has affected validity of the results. Extrapolating out the results from a differing number of responses to represent the whole can lead to inaccuracies. Similar (large) numbers of outlets were able to provide data during the baseline year and 2022/23, twenty-four and twenty-six, respectively. This would suggest that emissions for these two years are more representative that the two intervening years, indicating consistently low emissions.

Methodology

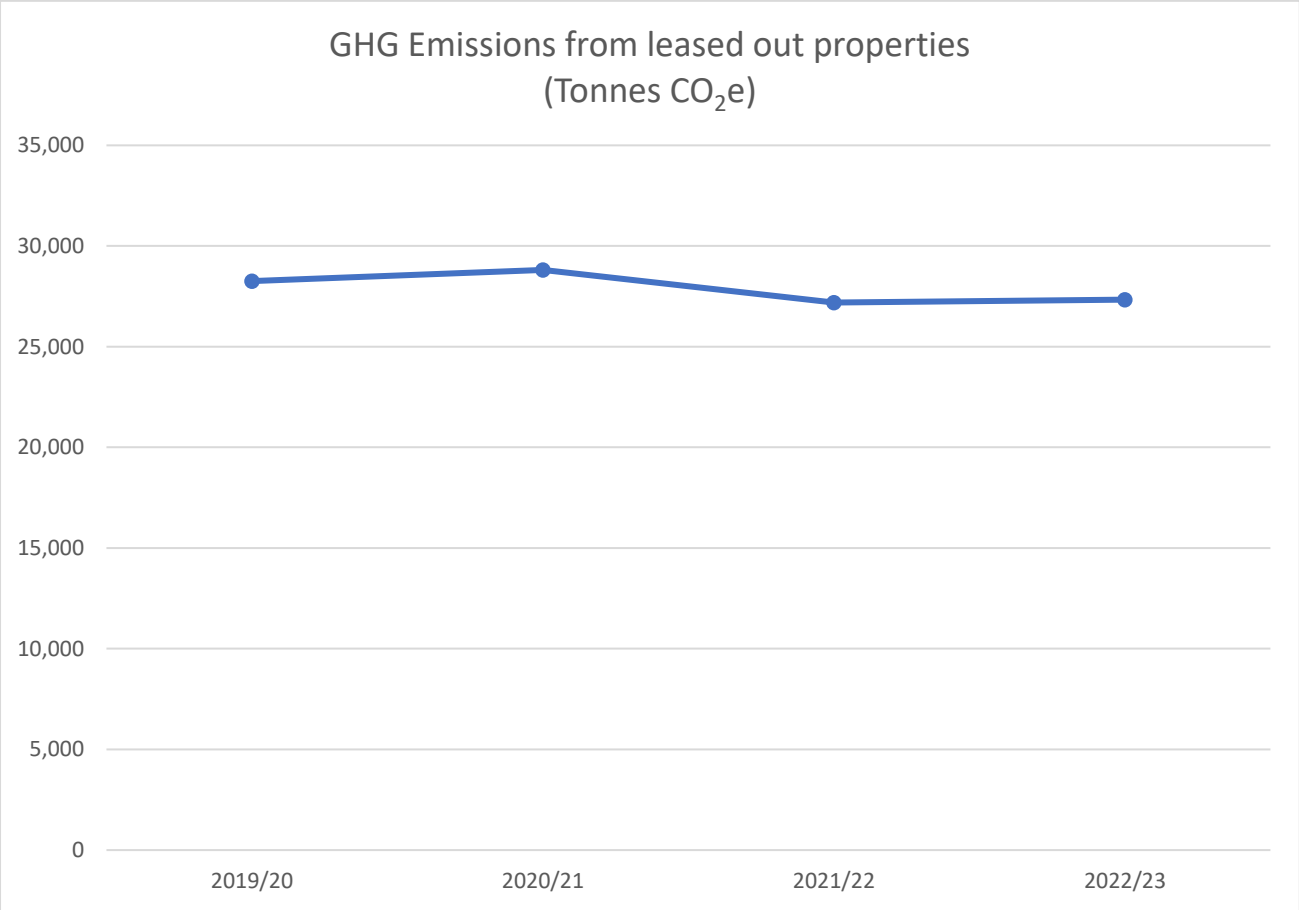
This category includes the GHG emissions from the waste disposal and treatment of products sold by BCP Council, for example, disposable takeaway boxes. End-of-life treatment methods include recycling, energy from waste, and landfill.

Includes:	Excludes:	Reason for exclusion	Accuracy
• Food packaging from BCP catering outlets	• Items sold in BCP run gift shops and tourist information centres	• Number of lines stocked very large therefore very time consuming to weigh all the packaging and assess individual items	• Extrapolated data to account for data unavailability • Assume consumers dispose of waste responsibly

Each year all 34 of our outlets are asked to provide data on the material type and weight of this category of waste. We then apply the appropriate emission factors from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) Greenhouse gas reporting: conversion factors 2022 - full set.

Leased out buildings

BCP Council emissions from leased out properties



Trends

The majority of emissions from Council leased out buildings originate from the Council housing stock of 10,069 properties. There are also 8 leisure centres and 749 other buildings.

Estimates of GHG gas emissions from our leased-out properties have fluctuated slightly over the last four years. The initial rise from 2019/20 to 2020/21 is most likely due to inaccuracies created whilst merging the legacy councils' records during the formative year of BCP Council, rather than a reflection on the actual emissions.

The general trend has been one of decreasing emissions due to improvements to the Council housing stock as demonstrated with the recalculated EPC figures in 2021/22, which is how emissions are estimated.

Energy-saving improvements to Council homes include:

- Extensive cavity wall insulation improvement
- Installation of solar PV
- Replacement windows
- Installation of more efficient heating systems

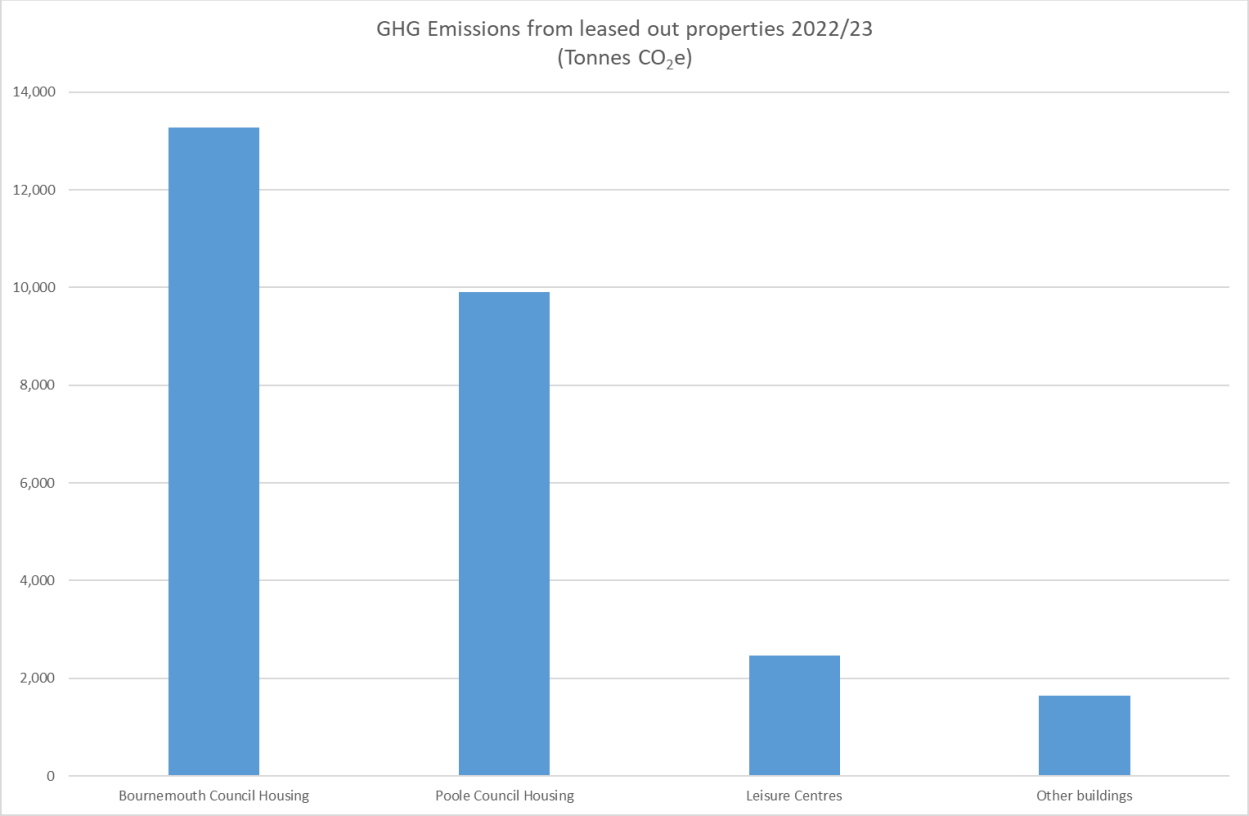
- Replacement cladding and roofing at blocks of flats
- Upgrading of lighting to LED

Emissions figures for the eight leisure centres use the actual consumption figures for gas and electricity at each centre and so are accurate. The emissions trend for leisure centres sees a steep decline between 2019/20 and 2020/21, due to the centres being closed during the pandemic. Following this, emissions gradually increase as the centres re-open to an initially cautious public. By 2022/23 emission figures are almost back to those of pre-pandemic levels.

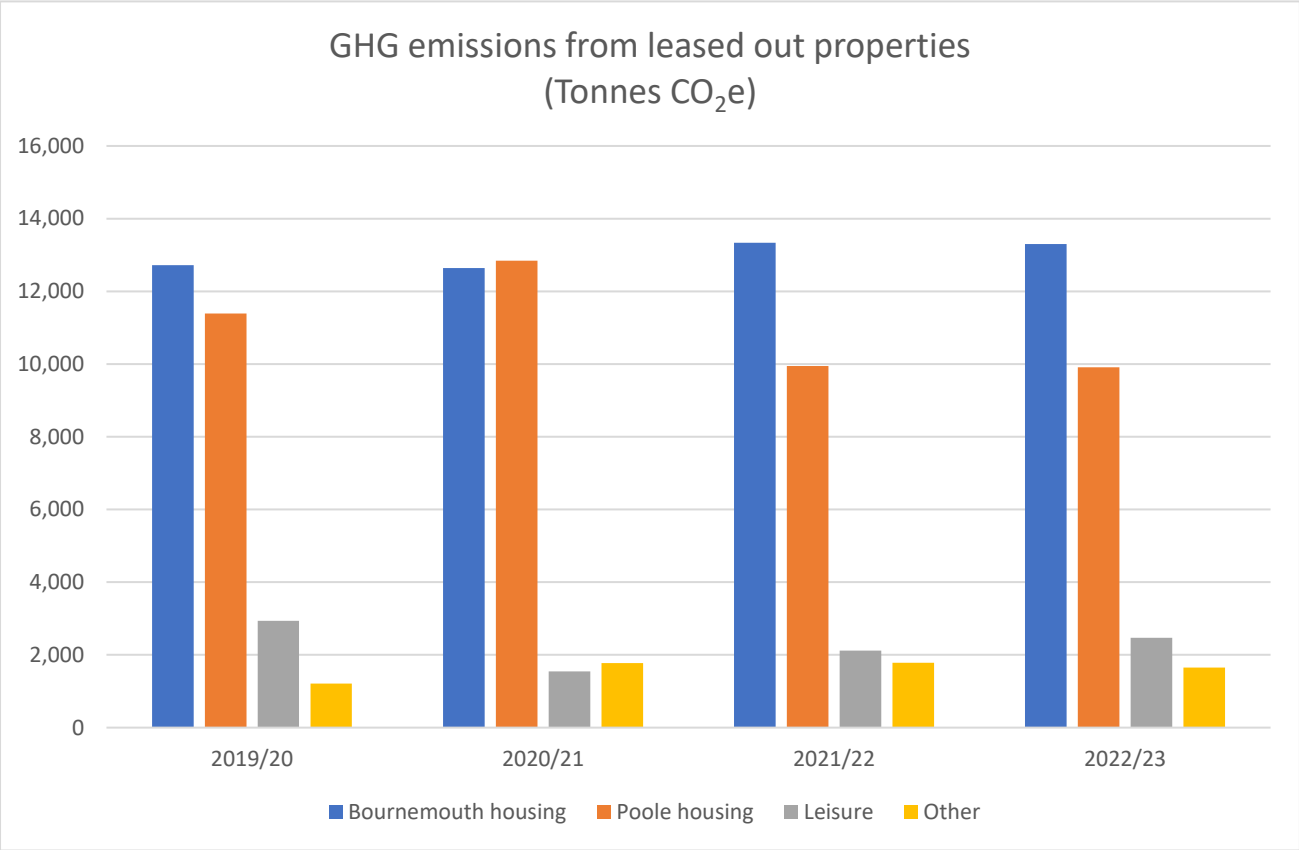
A number of improvements have been made at our leisure centres that have resulted in increased energy efficiency:

- Installing energy efficient LED lighting
- Installing pool covers
- Adjustments to operational controls
- Adjustments to temperature settings

Emissions from leased out buildings by building type 2022/23



Emissions from leased out buildings by building type and year



The variations in emissions from buildings are due to the number of buildings in that group and the EPC rating.

For Council housing, the average EPC rating across the stock was updated in 2021/22 and was rated more efficient. This results in the decrease in emissions for Poole Housing shown in the graph above. The same would be seen for Bournemouth Housing, however, the number of houses in the Bournemouth stock increase from 2021/22 and so masks the reduced average EPC rating.

The number of 'other' leased out buildings has also varied over the years, and this accounts for the variation in part. The average EPC rating (which had to be applied to these buildings as a best estimate) also affected the emissions.

The number of Leisure Centres leased out has remained constant (at 8) and the figures reflect the accurate consumption data of both gas and electricity rather than using an average figure as in the case of the other buildings.

Methodology

This section looks at the GHG emissions arising from energy use at Council owned buildings that are leased out. The number of properties fluctuates from year to year due to

sales, purchases, and new builds. This year it covers 10,826 buildings (10,069 council houses, 8 leisure centres and 749 other buildings such as those leased out to local businesses).

Includes:	Excludes:	Justification	Accuracy
• All leased out buildings, including eight leisure centres • Council housing (Bournemouth and PHP) • Gas bottle use at rented out beach huts	• Bournemouth International Airport	• Insufficient detail regarding number of buildings included in the lease	• EPC rating of 2.2 PHP (Poole Council Housing) • EPC rating of 2.4 for Bournemouth Housing (less accurate than PHP, see below for details) • Assume all other buildings have average EPC score of 2.2, unfortunately this is the best estimate available • Assumed all gas bottles purchased during were fully used • Gas and electricity consumption data available for leisure centres giving a more accurate result

For all leased out buildings and Council housing:

It is possible to calculate GHG emissions from buildings based on floor space. Following Local Government Reorganisation, Council-held data on floor space is due to be re-measured to assure greater accuracy. Consequently, average Energy Performance Certificate scores have been used.

Following work in this area, Poole Housing average EPC has been updated to 2.2 tonnes CO_2e (previously 2.5 tonnes CO_2e). This has been achieved through data validation as well as improvements through new boilers, insulation, and solar PV. The average EPC rating in Poole Housing is now band C.

Bournemouth data could not be sourced directly from completed EPC's because these were lodged with an accrediting body (Quidos) and the data behind them cannot be shared via the Sava Intelligent Energy software the Council uses. We have therefore had to use

the Open Communities database (https://epc.opendatacommunities.org/) to carry out a "reverse engineering" exercise in order to calculate the likely data behind the publicly held EPC result and then import that data into the software. Conservative assumptions/inferences were made about some of the data behind the EPC result as part of this reverse engineering process and consequently the data presented above whilst a good starting point, is very much "worst case scenario" and not as accurate as it would be if it was based on the original data used to calculate the EPC. In reality, the energy efficiency of Bournemouth stock is likely to be closer to Poole's as the profile of this stock is very similar and the policies which have been driving energy improvement works over the years are also very similar. To reflect the above summary from subject matter experts, the figure of 2.4 tonnes CO_2e has been used for Bournemouth.

Leisure Centres:

We are able to use gas and electricity consumption data for the eight leisure centres we lease out. This provides robust data for these buildings.

Other buildings:

As we do not have access to gas and electricity data for the remaining leased-out buildings, the best way to estimate emissions is to apply the EPC rating for PHP properties. However, the Council is currently in the process of updating and ensuring the accuracy of floor space data for these buildings, which will provide a far more accurate method of calculating in the future.

For butane gas bottles:

US Energy Information Administration, Carbon dioxide emissions coefficients, 02 Feb 2016

Sources not included in BCP Council Scope 3

Investments

The Council invests in financial and various other bodies. However, for this exercise it has not been possible to obtain comprehensive data from these organisations as to where they subsequently invest the Council's money. As a result, it has not been possible to estimate the resulting GHG emissions from BCP Council's investments.

The way in which funds are invested can have a significant impact on the environment. Many large banks provide financing to fossil fuel industries and projects that drive tropical deforestation. There are ranking schemes such as BankTrack[20] and the Coal Policy Tool[21] which provides detailed information on the investing policies of banks, asset managers, asset owners and re/insurers to allow investors to assess their environmental credentials.

In September 2020 Dorset County Pension Fund agreed to make the following changes which will reduce the GHG emissions associated with their investments:

- Switch 20% of their equity fund investments into a new Low Carbon Global Sustainable Fund that is aiming to cut investor's carbon footprint by two-thirds
- Aim to cut the carbon footprint by seven per cent a year for at least the next three years for other actively managed equity portfolios
- See if they can replace any remaining investments in the coal extraction industry with more environmentally responsible investments

The Fund fully endorses and supports the Brunel Climate Change Policy[22]. The policy applied by Brunel (the Pension Fund administrator) is one of decarbonisation rather than divestment. This means companies can be invested in as long as they are making progress themselves regarding not investing in fossil fuels as a means of influencing fossil fuel companies to decarbonise. Targeted divestment remains an option for companies that will not engage positively.[23]

A Friends of the Earth report estimated that the Dorset County Pension Fund had £128 million invested in fossil fuel production in 2019 and this was reduced to £41 million in March 2021. The Brunel Pension Partnership published policy states: 'We commit to be Net Zero on financed emissions by 2050, with the goal of limiting global temperature rise to 1.5°C, and Net Zero on our own operations (scope 1 and 2) by 2030.'

[22] Brunel Climate Change Policy
[23] Dorset County Pension Fund Annual Report 2021-22

‘Arm’s-length’ companies

BCP Council has involvement in a number of ‘arm’s-length’ companies:

- Tricuro
- Seascape
- Bournemouth Building Maintenance Limited
- Bournemouth Development Company

These companies are governed by a holding company. The activities of these companies have not been individually assessed for Scope 3. However, some elements will have been captured, for example, the waste collected from a number of Tricuro properties is captured within the waste figure for the Council.

Strategic Aim 2 – BCP Area-Wide: Carbon neutral area before 2050 – emissions calculations

According to the most recent available data (2021 data, published in 2023), emissions for the Bournemouth, Christchurch and Poole area have **decreased by 8.3%** from the baseline year (2018 data, published 2020).

In previous Annual Reports we have used area-wide data calculated by the Manchester University/Tyndall Climate Centre 'SCATTER' project. This had been calculated for two individual years; however, the Government have not funded production for a third time, so we have used alternative methods.

We have used data directly from government sources,[24] which has given us the advantage of being able to calculate data for all four years since our Climate and Ecological Emergency has been declared. There will always be a two-year time lag in the data as this is how long it takes the Government to produce it.

Unfortunately, the Government produces data on fewer categories than the SCATTER project could, although much was estimated by various means. The Government also does not produce any Scope 3 data, except waste. SCATTER estimated Scope 3 data for the BCP area to be approximately 20% of the area's Scope 1 and 2 emissions combined, so we have used this measure to provide an estimate for Scope 3 emissions for the area.

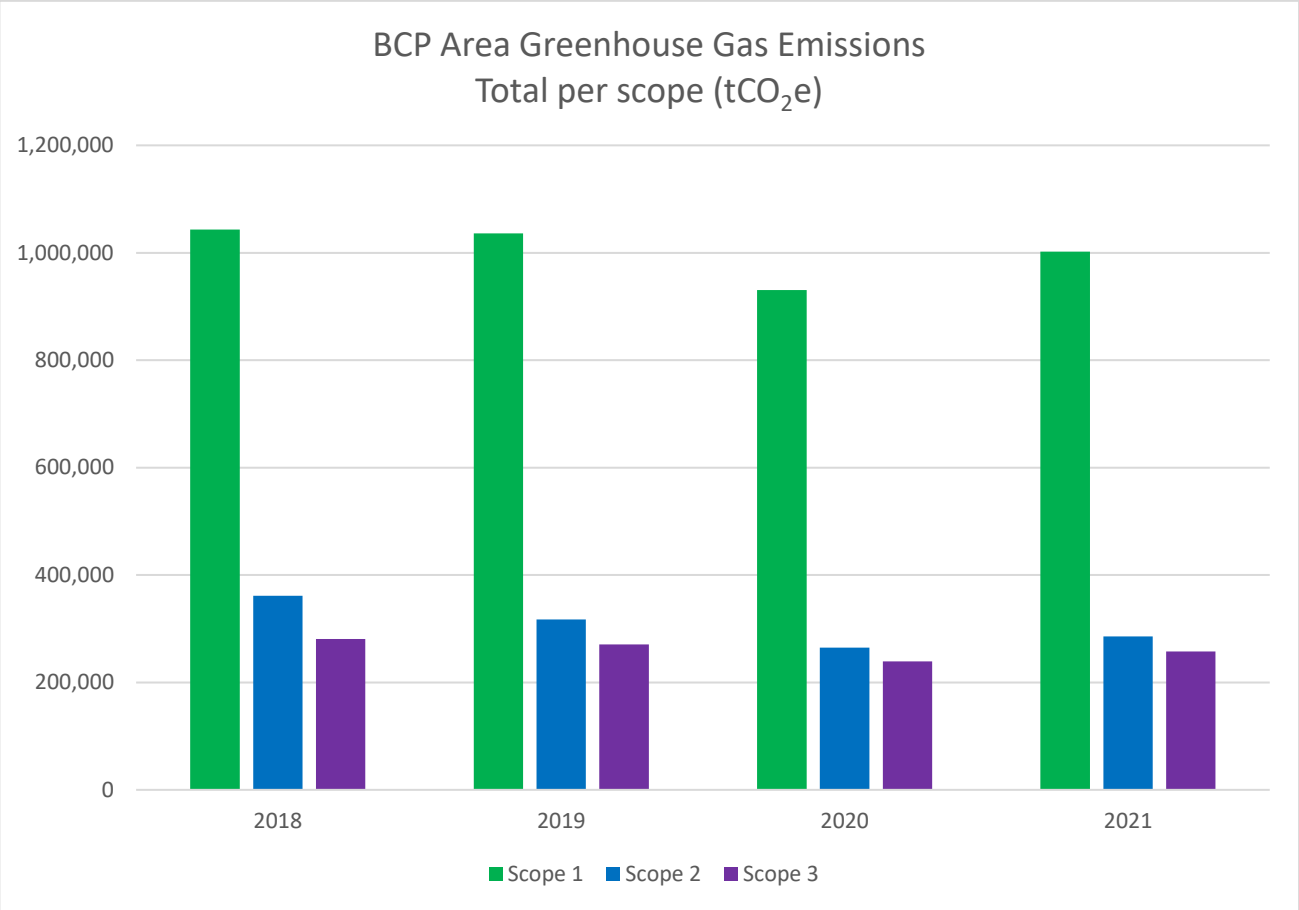
We have also gone back over the previous three years and used the same source of Government data to produce statistics in order to meaningfully compare 2023's published data with the four previous years.

Although the total emissions are slightly reduced from the earlier SCATTER estimates, the resulting data is readily accessible from Government sources, so we can be confident of being able to track progress in coming years.

The following charts and tables illustrate trends for the BCP area.

[24] UK local authority and regional greenhouse gas emissions national statistics, 2005 – 2021, gov.uk.

Comparison of total area wide emissions for each Scope by year



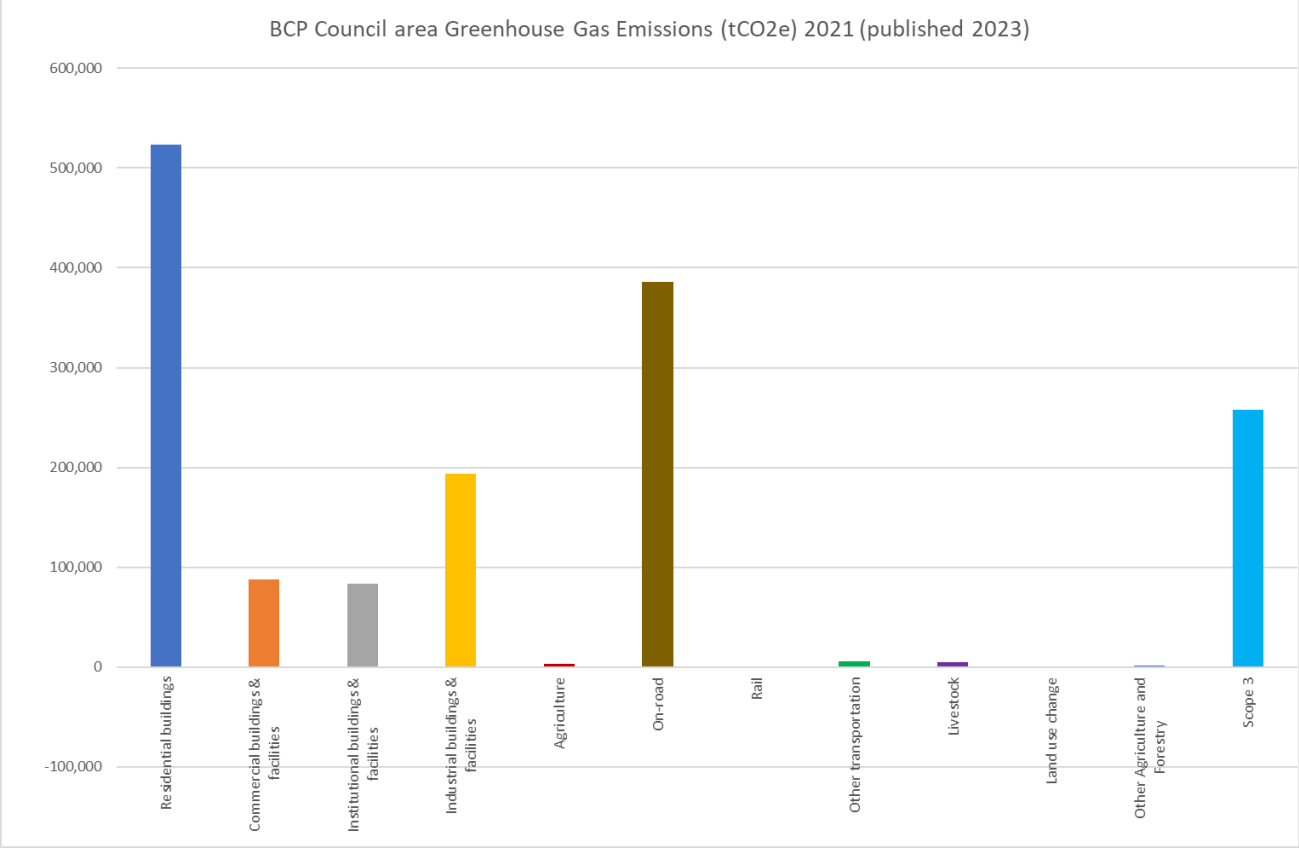
On-road transport and residential buildings sources (Scope 1) are consistently the biggest contributors to emissions in the area over the four years, making up about 70% of the emissions combined. In 2021, residential buildings and on-road transport accounted for 39% and 29% respectively. Looking more closely at the figures, it is the gas usage element of residential buildings that is contributing more to emissions than any other residential building component, with a contribution of around 72%. These elements form a large part of the Scope 1 emissions in the above chart. Scope 2 is calculated from the area's electricity use and Scope 3 is estimated as described above.

Summary BCP area greenhouse gas emissions 2021		Scope 1	Scope 2	Scope 3	Total
Sector	Sub-sector	tCO_2e	tCO_2e	tCO_2e	tCO_2e
		DIRECT	INDIRECT	OTHER*	
Stationary energy	Residential buildings	389,200	134,400		
	Commercial buildings & facilities	29,700	57,800		
	Institutional buildings & facilities	54,300	28,800		
	Industrial buildings & facilities	130,100	63,900		
	Agriculture	2,400	900		
Transportation	On-road	385,900			
	Rail	600			
	Other transportation	5,400			
AFOLU	Livestock	4,700			
	Land use change	- 1,000			
	Other Agriculture and Forestry	1,000			
Scope 3 (20% of Scope 1 and 2)				257,620	
		1,002,300	**285,800**	**257,620**	**1,545,720**

**Scope 3 includes: waste, water use & treatment, purchased goods & services*

AFOLU = Agriculture, forestry, and other land use

Area-wide Greenhouse gas emissions for each sector (2021)



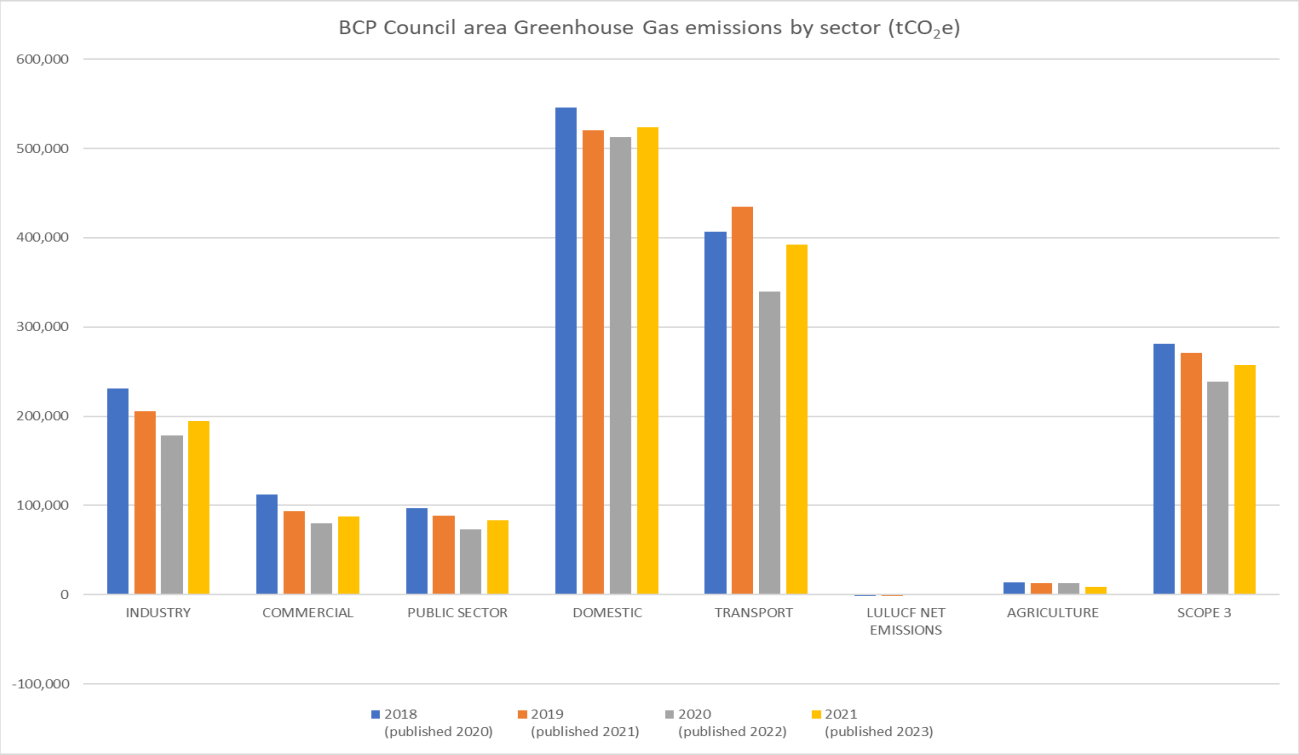
BCP area-wide greenhouse gas emissions inventory comparison 2019-2023

Sector	GHG Emissions (tonnes CO_2e)				% Change between 2019 & 2023
	2019/20	2020/21	2021/22	2022/23	
Industry	231,300	205,600	178,200	194,100	-16.1
Commercial	112,300	93,700	80,300	87,500	-22.1
Public Sector	97,000	88,400	73,100	83,100	-14.3
Domestic	546,200	520,300	513,100	523,600	-4.1
Transport	406,700	434,700	339,300	392,000	-3.6
LULUCF Net Emissions	-1,200	-1,200	-1,100	-1,000	-16.7
Agriculture	13,300	12,900	12,900	9,000	-32.3
Scope 3	280,940	270,760	239,020	257,620	-8.3
TOTAL	**1,686,540**	**1,625,160**	**1,434,820**	**1,545,920**	-8.3

**Scope 3 includes: waste, water use & treatment, purchased goods & services*

LULUCF = land use, land use change and forestry

Comparison of area wide emissions by sector per year



Part 3: Membership of UK100

Proposal: The Council becomes a member of UK100 and signs the Net Zero Pledge:

As local leaders across the UK, we recognise our responsibility to tackle the climate emergency and take bold action towards Net Zero.

We will continue to lead the UK's response to climate change, acting sooner than the government's goal by making substantial progress within the next decade to deliver Net Zero.

We will use our experience and achievements to advocate to the UK government in order to accelerate the delivery of ambitious local climate action. With greater powers and funding, we would go further.

We commit to do everything within our power and influence to rapidly reduce our greenhouse gas emissions and work with our residents and businesses to bring our wider communities' emissions in line with Net Zero as soon as possible.

We pledge to understand our impact on climate change, prioritise where action needs to be taken and monitor progress towards our goals. We will reduce our emissions at source and limit the use of carbon offsets as part of the global effort to avoid the worst impacts of climate change.

We are closer to the people who live and work in our communities, so we have a better understanding of their needs. This means we can collaborate with them to build consensus for the solutions we need to transition to a Net Zero society that delivers multiple benefits and is fair, just and works for everyone.

UK100's Net Zero Pledge includes the following commitments:

1. Councils should have set ambitious Net Zero targets for greenhouse emissions of 2030 for council operations and 2045 for areawide emissions at the latest:

2. Councils should report their carbon emissions annually, for scope 1 and scope 2, for council emissions and areawide emissions.

3. Councils should commit to limiting the use of offsets, and if used, to be as local as possible.

Further details at: https://www.uk100.org/

Part 4: Action Plan Update

Below is a complete progress update of the Climate Action Plan 2019.

Theme/Action	Status	Progress	Lead Service
Energy & Fuel			
Internal: 2030			
1. Procure all Council electricity from zero-carbon renewable sources	Paused	For years 20-21 and 21-22 we procured a green tariff from Laser, reducing our emissions by c. 4000 tonnes per annum. In October 2022 we had to pause buying the green tariff due to the energy price shock created by the Russian invasion of Ukraine. Currently the green tariff would cost an extra £250,000. The decision taken was to focus instead on how we can stimulate the generation of green energy locally that we can either own or purchase.	Procurement
3. Review energy project funding options	On Track	This was undertaken and is a continual process as new options enter the market. Currently our focus is on ensuring we are identifying public sector funds available to us whilst seeking to develop a private finance and investment offering and also hope to encourage community involvement.	Climate Team
10. Investigate procurement of zero-carbon green gas for Council buildings	Paused	The energy price spike has made this poor value for money and highlighted the ineffectiveness of focussing on buying green tariffs to reduce our energy use. We have started exploring alternative ways to heat buildings in a low carbon way, which needs a fabric first approach.	Procurement
22. Tackle the illegal mis-selling of energy products and supplies	Completed	Investigated complaints and assisted BCP consumers with issues surrounding energy products including misdescriptions and high-pressure sales.	Regulatory Services
31. Identify suitable areas for large-scale renewable energy in the Local Plan	Ongoing	The draft Local Plan has been published and contains Policy C4: Large Scale Renewable Energy Installations. It also references creation of a Local Area Energy Plan which will identify sites and supply and demand options which is underway.	Planning Climate Team
Area wide: by 2050			

3. Investigate options to offer residents renewable electricity	Ongoing	A business case was presented to the Infrastructure Board for grants and loans to become available to help residents and communities identify and develop local renewable energy generation options. Due to financial restrictions this was not successful. Government funding for community energy projects is expected in 2024.	Climate Team
4. Seek to identify and consider purchase of sites for large-scale renewable energy installations and potential heat networks	Ongoing	Investigations are ongoing as planning and financing large-scale schemes takes many years. However, private developments provide more immediate opportunities and are considered when available.	Climate Team
Theme/Action	**Status**	**Progress**	**Lead Service**
Buildings & Homes			
Internal: 2030			
6. Establish a Corporate Property Group to review accommodation	Completed	Now in force and is in the process of consolidating our corporate estate footprint.	Estates
7. Assess the energy efficiency of Council buildings	Ongoing	Assessments have been completed in some large energy usage buildings along with the works to reduce energy use (e.g. BCP Civic Centre, Two Riversmeet Leisure Centre, and others).	Facilities Management Climate Team
8. Dispose of unwanted/inefficient buildings, after reviewing their energy efficiency, or redevelop sites to build new carbon neutral homes	On Track	This process is underway through a review of our capital assets to allow sales and capital receipts to be received to fund the transformation programme.	Estates
9. Implement new accommodation strategy	Ongoing	The migration of staff from 3 legacy civic buildings to one has been completed. The next phase of accommodation strategy work is now looking at corporate properties across the conurbation.	Facilities Management
11. Install energy saving measures in retained Council buildings	Ongoing	Assessments have been completed in some large energy usage buildings along with the works to reduce energy use (e.g. BCP Civic Centre, Two Riversmeet Leisure Centre, and others).	Facilities Management
12. Install renewable energy measures in retained Council buildings	Ongoing	Assessments have been completed in some large buildings suitable for Solar PV arrays. Business cases are in preparation.	Facilities Management
13. Install water saving measures in retained Council buildings	Ongoing	Some works have been completed as per the estates and accommodation programme. However, many buildings remain and	Facilities Management

		a significant opportunity to reduce our water use exists.	
14. Install waste saving, reuse, and recycling measures in retained Council buildings	Ongoing	Many buildings benefit from recycling facilities for a range of materials. However, some opportunities remain.	Facilities Management
15. Consider review of the land attached to each building asset to establish opportunities to improve biodiversity and staff involvement	Not started	This will be initiated as part of a staff engagement and activation campaign in 2024.	Facilities Management
16. Develop a Sustainable Construction Policy for corporate buildings	Paused	Awaiting sustainable building policies developed and included within the new Local Plan before developing a Sustainable Construction Policy for corporate buildings - or asset management policy and strategy.	Facilities ManagementPlanning & Destination Climate Team
17. Publish the bi-annual Home Energy Conservation Act (HECA) Report to Government	Completed	HECA report submitted in 2021, next submission requested by Government in February 2024.	Climate Team
18. Develop a Sustainability Strategy for Housing including improving energy efficiency of the Council's new build programme and considerations for retrofitting existing stock	Ongoing	We have developed a draft Housing Sustainability Strategy. 9 energy-efficient new homes were built in 2022 at Luckham Road to 'Passivhaus' standard and many energy efficient homes since. Energy efficiency data collection exercises have been completed for Bournemouth and Poole Council-owned properties.	Homes & Communities
19. Seek to influence the house building sector on sustainability and input to the Local Plan on future new build standards	On Track	Local Plan Team receive emerging best practice from other LAs and SW Energy Hub to include robust policies. The National Future Homes Standard is included in draft Local Plan.	Planning & Destination
20. Seek to influence landlords on the sustainability of existing stock	Completed	The Council and partners have promoted opportunities for landlords to improve energy use in their properties at events such as the Landlord Conferences, local meetings and in Council communications. Council grants were also made available to landlords and tenants where appropriate.	Homes & Communities
21. Enforce Minimum Energy Efficiency Standards in private	Ongoing	The Council has taken limited action on MEES. Additional resources are needed specifically to address this.	Homes & Communities

rented sector where appropriate			
25. Seek to include policies in the new Local Plan for Policy for new homes to be built to higher than current Building Regs standards	On Track	Local Plan Team follow receive emerging best practice from other LAs and SW Energy Hub to include robust policies. The National Future Homes Standard is included in draft Local Plan.	Planning & Destination
29. Encourage energy-efficient/renewable energy retrofitting of homes (42% Planning & Land)	Completed	Advice was given to residents as part of the Cost-of-Living response community events to help them understand ways to reduce energy use and costs. An energy advice booklet was produced and distributed and insulation grant schemes such as Healthy Homes Dorset have been promoted via social media. Household Support Funding, UK Shared Prosperity Funding and HUG2 funding, all include promotional elements.	Climate Team
32. Investigate and promote installation of PV on all viable properties	Ongoing	Underway, we have completed an analysis of the roof and adjoining land space across our estate to determine its suitability for PV. A number of projects have been prioritised for detailed analysis and business case production.	Climate Team
Area Wide; by 2050			
1. Continue the Local Energy Action Partnership scheme to help residents save energy at home	Completed	Between 2019 and 2023, the LEAP scheme and associated initiatives have assisted over 2000 households to save energy and maximise income. The scheme will continue to operate for at least 3 more years at no cost to the Council.	Climate Team
2. Promote low carbon grants to businesses	Completed	Through Low Carbon Dorset, 211 grants for energy-efficiency and renewable energy improvements were given (many to BCP businesses). And now through the Shared Prosperity Fund we have a business support function to develop decarbonisation action plans together with grants.	Economic Development

5. Consider a cost-effective insulation programme for homes (62% Energy & Buildings)	Ongoing	Council-owned homes: Following a retrofit programme, data analysis by BCP Homes showed that more than 50% of Council properties were at an EPC level C and above. Privately owned/rented homes: A Council-funded scheme for low energy rated homes was piloted in 2021/22, Dorset Healthy Homes scheme supported with funding from the Household Support Fund, nationally available grants promoted, and a bid for Government funding was successful with the Home Upgrade Grant project starting in 2023.	Homes & Communities; Climate Team
6. Promote home energy demand reduction and low-cost improvements	Completed	Achieved via the LEAP home visit scheme providing demand reduction advice and free gadgets to householders, in conjunction with grant schemes.	Climate Team
7. Extend the multi-agency Affordable Warmth Partnership across the BCP area	Completed	The Partnership now operates across the BCP area, connecting referral agencies such as Fire and Rescue, NHS, Citizens Advice, and the Council, enabling their clients to receive maximum assistance with energy, finance and health issues.	Climate Team
8. Use ECO-Flex to facilitate energy saving grants to fuel poor residents	Ongoing	388 Eco-Flex Declarations issued since 2019, enabling residents to receive grant-funded energy improvements. A new policy has been published now ECO4 has been launched.	Climate Team
Theme/Action	**Status**	**Progress**	**Lead Service**
Environment & Place			
Internal: 2030			
23. Conduct a review of current sustainable planning policy to aid enforcement	Completed	Sustainability policies in legacy Local Plans examined. New area-wide Local Plan due in 2025.	Climate Team
24. Seek to include policies in the new Local Plan for climate change mitigation and adaptation, including a policy to encourage zero carbon developments, subject to viability testing (62% Energy & Buildings)	On Track	New BCP area-wide Local Plan has been drafted for adoption in 2025 and includes Strategic Policy C1: Addressing Climate Change and Policy C2: Sustainable Construction and Low Carbon Energy.	Planning & Destination
26. Seek to make it a requirement in the Local Plan for renewable energy and sustainable waste management to	On Track	New BCP area-wide Local Plan has been drafted for adoption in 2025 and includes Policy C2: Sustainable Construction and Low Carbon Energy, which states the requirement	Planning & Destination

be integrated into all new developments (70% Energy & Buildings)		to maximise future energy demand from renewable energy sources. Also, Strategic Policy ID1: Infrastructure, states the requirement to enhance appropriate services and facilities, including … waste collection and management services	
27. Seek to include Flood Protection Policies in the new Local Plan and policies aimed at creating biodiversity net gain	On Track	New BCP area-wide Local Plan has been drafted for adoption in 2025 and includes Policy C6: Flood Risk and Policy NE3: Biodiversity Net Gain.	Planning & Destination
28. Consider carrying out a strategic parking review to examine parking/car club standards	Completed	Parking Standards Supplementary Planning Document adopted in January 2021 reducing car parking requirements for all new residential and commercial developments in parts of BCP	Planning & Destination
30. Investigate the use of developer contributions (CIL, S106, 273) to fund climate change measures	Ongoing	CIL includes flood defence and renewable energy projects.	Planning & Destination
33. Consider identifying and procuring land suitable for tree planting schemes and other mitigation measures	On Track	Urban Forest Strategy identifies priority areas for tree planting alongside community schemes and programmes.	Environment
34. Seek to develop incentives for brown field sites awaiting development to be used as temporary SUDS and carbon sequestration sites	Not started	Resources not available.	Climate Team Environment Planning & Destination
35. Explore greater use of natural burial over cremation, procuring additional space for natural burial, to be used as tree planting sites following burial	Deprioritised		Environment
36. Consider a review of culverted, piped, and covered surface water drains, possibly breaking them open as vegetated SUDS	Not started	Resources not available	Infrastructure
37. Encourage minimising the use of sealed and non-porous surfaces on all new infrastructure projects	On Track	Draft BCP area-wide Local Plan is due for publication in 2025, Policy C7: Sustainable Drainage (SuDS) states: infiltration or other techniques are to be used to prevent	Planning & Destination

		discharge of rainfall generated surface water runoff, from any new development	
38. Seek to promote development of green roofs and walls, street trees and urban greening	On Track	Urban Greening Design Guide is in preparation	Environment
39. Seek to include Air Quality policy in the new Local Plan	On Track	New BCP area-wide Local Plan has been drafted for adoption in 2025 and includes Policy T6: Air Quality.	Planning & Destination
48. Investigate an integrated policy approach to Climate Change and Air Quality (52% Doing Things Differently)	On Track	Sustainability Assessment Site Assumptions criteria include Minimise pollution, contamination and emissions to land, water, and air.	Planning & Destination
66. Develop a Green Infrastructure Strategy and carbon offsetting plan aiming for the 2030 target	Completed	Green Infrastructure Strategy published in 2022. Possible carbon offsetting plan for the Council operations 2030 target to be considered by the Climate Action Steering Group.	Environment
67. Investigate the allocation of land to allow natural woodland generation from trees, natural habitat, and heathlands at scale to absorb carbon and become 'carbon sinks'	Not started	The Urban Forest Strategy identifies priority areas for tree planting alongside community schemes and programmes.	Environment
68. Investigate community tree-planting and biodiversity enrichment programmes	Completed	'Green Heart Parks' scheme enables community growing, tree planting and wildlife conservation in 14 locations across BCP, following previous nature recovery project in 8 urban parks identified as having most ecological recovery potential. Urban Forest Strategy identifies priority areas for tree planting alongside community schemes and programmes.	Environment
69. Assess the introduction of a programme of public realm tree planting	Ongoing	Urban Forest Strategy and Urban Greening Design Guide will promote public realm tree planting. To be adopted at BCP Cabinet in May 2024.	Environment
70. Work with Environmental Finance and Vivid Economics to better understand the value of parks and open space for nitrate absorption and carbon sequestration	Completed	A Natural Capital Account has been produced by Vivid Economics to better understand the value of parks and open space for carbon sequestration, putting an estimated total value of our greenspaces at £231,000 per annum in benefits. Green Finance Project has	Environment

and encourage investment in this.		commenced habitat banking to attract significant finance for creation or restoration of habitats and aims to bring forward options to Cabinet in summer 2024.	
71. Consider review all mown amenity sites for woodland creation or allowing natural succession. Amenity being spaces not allocated for recreation, pitches etc. such as large verges and greens in housing estates	Ongoing	The Council continues to manage some green spaces across the Bournemouth, Christchurch, and Poole area in different ways, with more grass meadows created leaving some areas of open space uncut throughout the summer months to help pollinators such as bees and butterflies	Environment
72. Seek to develop native garden spaces within formal parks and recreation grounds	Completed	'Green Heart Parks' scheme develops wildflower meadows in parks and recreation grounds across BCP and £224,000 was received from the Government's Green Recovery Challenge Fund to help support the ecological potential of eight parks in the BCP area.	Environment
73. Work to develop information and incentives with partners to encourage better practice within private spaces and gardens, such as hedgehog corridors and native amenity planting	Not started	Urban greening project will bring forward a residents' pledge for best practice management of private spaces, encouraging more wildlife friendly and GI based management	Environment
74. Create nature sanctuaries that minimise disturbance for ground nesting birds and other animals.	Ongoing	Countryside Team manage our designated sites and other nature reserves to protect and enhance biodiversity. Natural areas are enclosed and off-limits to the public during nesting periods (e.g. Hengistbury Head meadow)	Environment
Area wide: by 2050			
28. Investigate potential of a large-scale tree planting programme	On Track	The Urban Forest Strategy in development will include identifying sites for new tree planting and wilding opportunities on our land or through partnership opportunities on privately owned land to support natural carbon capture, and scheme for adoption of street trees	Environment

29. Promote a ban on polluting activities that are harmful to nature (e.g. sky lantern and balloon releases) (68% Nature)	Completed	Council approved a ban on sky lanterns and helium balloons at its meeting on 18 February 2020	Environment
30. Work closely with local wildlife groups to support biodiversification and the reintroduction of lost species (55% Nature)	Ongoing	Work continues with Dorset Wildlife Trust on monitoring Sites of Nature Conservation Interest (SNCIs), ornithological groups and many other friends/residents' groups. Seeking to restore nature and promote biodiversity through projects such as nature recovery with the Parks Foundation on urban greenspaces, landscape scale ambitions along The Stour Valley and across BCP's urban greenspaces in individual improvement projects, ensuring tree canopy cover is increased, greening takes place and specific species interventions are made where appropriate.	Environment
31. Work with partners on landscape scale wildlife conservation programmes e.g. Stour Valley, Christchurch Harbour, and Poole Harbour	On Track	Throop Nature Park was granted planning approval. The park will help alleviate the pressure on the internationally sensitive Dorset heathlands, provide semi-natural space for residents to enjoy and help improve biodiversity in the local area. Work also began on the creation of The Stour Valley Park with the aim of creating a world class landscape of interconnected, accessible spaces that enables wildlife to thrive, restores ecosystem health and benefits the health and well-being of visitors.	Environment
32. Encourage developers to include habitat measures within residential and commercial developments. Ensure habitat measures are included in all council build projects e.g. swift/sparrow boxes, peregrine boxes, bug bricks (47% Planning & Land)	On Track	Green Infrastructure factor tool to be introduced alongside Biodiversity Net Gain to establish a baseline for developments to provide for nature and greening. Accompanied by Green space standards for minimum provision on new, large developments.	Environment
33. Investigate natural flood defence and coastal protection opportunities for intertidal habitat creation (e.g. saltmarsh), which can store more	Ongoing	Green finance project is considering habitat banking opportunities to attract significant finance for creation or restoration of habitats.	Environment

carbon than woodland (53% Nature)			
Theme/Action	**Status**	**Progress**	**Lead Service**
Transport & Travel			
Internal: 2030			
40. Consider enhancing 'Cycle to work' scheme discounts to facilitate increased cycling to work, and 'get back on your bike' training for less confident cyclists	Completed	Staff save 25% of cost of a new cycle up to £3,000 by using the 'Cyclescheme' salary sacrifice initiative. Continue to enhance the Council's 'Cycle to work' scheme. Consider increasing limit to £5000 (under certain conditions) to allow staff to purchase an electric cargo bike. Bikeability training has been available but has now ceased.	Infrastructure
41. Seek to install more high-quality showers, lockers, changing facilities, secure cycle parking for staff at work and residentially, such as on-street bicycle hangers	Ongoing	There are 13 showers in the Civic Centre complex, Active Travel lockers, secure cycle cages and covered and uncovered Sheffield stands for cycle parking. Poole Customer Hub and Library has secure cycle storage arrangements. (within the Dolphin Centre – n.b. this is a public facility, and it costs £1 per day to use it). Facilities at other Council buildings are very variable, generally poor. Staff travel survey has shown that lack of facilities is a barrier to travelling by bike to these work locations.	Infrastructure
42. Conduct a review of the Council's vehicle fleet	Completed	The Council's Sustainable Fleet Management Strategy and Fleet Asset Replacement Programme approved in 2021 will see the replacement of core vehicles, plant, and equipment as they come to the end of their economic life. The Sustainable Fleet Management Strategy will be refreshed in 2025.	Environment
43. Publish a BCP Council Corporate Travel Plan that will be monitored and acted upon	Ongoing	Interim Staff Travel Plan published in 2020. Staff survey conducted in 2022 to inform refresh – pending Pay and Reward outcome.	Corporate Lead

44. Consider introducing School Travel Plans to all schools to promote alternatives to car use	Ongoing	A Sustrans Bike It Officer worked initially with 12 local schools to promote walking, cycling, and scooting. Alongside BCP Council's Sustainable Travel Team, they delivered a range of activities including Bikeability cycle training, road safety and Dr Bike maintenance sessions. Additional funding from the Bikeability Trust meant that our teams could provide over 2000 additional places for local children on Bikeability courses. BCP Travel Planning Officers continue to engage with schools and encourage them to develop a travel plan, with our support. Re-introduce requirement for all schools to provide Mode of Travel (MOT) data each year, to enable us to focus resources.	Infrastructure
45. Seek to implement measures to reduce staff car use	Completed	Measures implemented include parking charges, discounts on public transport, Secure cycle storage, additional showers and changing facilities, discount on new cycles, discounts on use of beryl bikes/scooters, car club and car sharing.	Infrastructure
46. Introduce 'New ways of Working', in conjunction with accommodation changes and technology to facilitate less staff travel and to reduce the use of consumables	Completed	Accelerated due to Covid-19 homeworking requirements	Infrastructure
47. Continue to expand tele-conferencing facilities in major buildings	Completed	Accelerated due to Covid-19 homeworking requirements	Infrastructure
48. Develop a policy/strategy for installing meeting room AV equipment	Completed	Accelerated due to Covid-19 homeworking requirements	Infrastructure
49. Investigate provision of additional facilities to support active travel	Ongoing	2022 Staff Travel Plan survey gives feedback on facilities/actions that would encourage more staff to engage in active travel. Trip end facilities required at a number of BCP staff locations.	Infrastructure
50. Explore development of an extended network of EV charging points for Council use to provide certainty of provision	Completed	52 EV charging points are installed in Council property.	Infrastructure

51. Assess the feasibility of congestion charging options in BCP and other means of changing behaviours towards more sustainable options	Ongoing	Will be considered as part of Local Transport Plan 4 (LTP4) due 2024/2025.	Infrastructure
52. Consider a best practice proportion of the transport budget to be ring fenced for spending on developing Active Travel networks	Deprioritised	The LTP capital programme is already orientated towards developing active travel infrastructure and routes/networks. Transforming Cities Fund (TCF) and Active Travel Fund (ATF) programmes are geared towards delivering an Active Travel Network as is Safer Roads Fund (SRF). Circa £100m value.	Infrastructure
53. Explore how the taxi licensing criteria could be amended to encourage newly licensed vehicles to be electric or hydrogen fuelled	Not started		
54. Consider a review of public off-street car parks in main centres	Ongoing	Initial internal report on parking demand supply position produced.	Infrastructure
55. Consider a review of free workplace car parking (where currently available) for staff and elected members	Completed	Staff car parking charges in operation from 2022 at BCP Council Civic Centre and Poole town centre locations. Needs to be rolled out to satellite locations.	Infrastructure
56. Seek to develop partnership offers with bus and rail companies for staff season ticket discounts on public transport	Completed	10% reduction on bus fares for staff and a cap of £2 per journey. 80% discount on 200-minute bundle for Beryl bikes/scooters for staff use. Flexi Season ticket from Southwest Railways gives 20% discount on 8 days travel over a month.	Infrastructure
57. Investigate providing Park and Ride sites and favourable pricing schedule, with secure cycle parking and traffic free cycle route from sites	Ongoing	Will be considered as part of Local Transport Plan 4 (LTP4). NOTE: seasonal Park and Ride trialled in Summers of 2021 and 2022 but halted for 2023 due to low usage vs cost of operation.	Infrastructure

58. Seek to carry out Climate Change Assessments on transport projects	Ongoing	The Transforming Cities Fund Programme will calculate carbon impacts of projects using the Carbon Zero Appraisal Framework. Local Transport Plan 4 must focus on 'quantifiable carbon reduction' - a net zero pathway report has been produced. Maintenance works using more sustainable road surfacing have achieved a 37% carbon saving over conventional materials. The Council's highways partner, WSP, has globally committed to reducing the embodied carbon of their designs and advice by 50% by 2030. Decision Impact Assessments are used when developing programmes.	Infrastructure
59. Investigate replacement of Council vehicles with zero emission EVs or hydrogen vehicles, or alternatives where practicable, such as cargo-bikes	Completed	There are now 50 EVs in the Council fleet, including 6 electric refuse collection vehicles. Two new electric-assist cargo bikes will shortly be used on the Seafront.	Environment
60. Investigate viability of fleet of cargo-bikes, electric cycles and motorcycles for staff use	Ongoing	Successful Air Quality bid to Government has provided funding to introduce cargo bikes for use by Seafront staff. Beryl is also introducing cargo bikes into its fleet.	Infrastructure
61. Promote bridges and underpasses to include proper wildlife crossing opportunities	Not started		Infrastructure
62. Investigate investment in 'safe routes to school' including crossings, wider pavements, and safe cycle routes	Ongoing	This is ongoing via the LTP capital programme which includes Safer Routes to Schools. Transforming Cities Fund (TCF) and Active Travel Fund (ATF) programmes are also geared towards delivering crossings, wider pavements, and safer cycle routes as is Safer Roads Fund (SRF). A Safer Routes to Schools multi-disciplinary working group meets monthly.	Infrastructure
63. Consider rolling out 'School Streets', where streets around schools become pedestrian and cycle access only at school run times	Completed	Monitored the 'School Streets' pilot scheme operating at four schools, closing the road directly outside to help reduce road danger and improve air quality locally. The four pilot School Streets are being made permanent and two further trial School Streets are currently in operation, with further trials being planned for next academic year.	Infrastructure

64. Consider the trial of temporary measures such as car free days and segregated cycle lanes created by movable barriers	Completed	Council implemented a series of Emergency Active Travel Measures including temporary segregation and point closures to create low traffic and/or traffic free routes. Some have been made permanent and others removed. Council currently undertaking desktop study of Winton and Moordown Area as part of Active Travel England (ATE) funded mini-Holland programme.	Infrastructure
65. Investigate adoption of Streetscape Guidance setting high standards for the design of streets and spaces prioritising walking, cycling and public transport	Ongoing	Council adopted BCP Local Cycling and Walking infrastructure Plan (LCWIP) in May 2022. Manual for Streets 3 is due for publication later in 2023.	Infrastructure
Area wide: by 2050			
12. Develop a BCP Walking and Cycling Strategy 2020 -2035 and expand cycle network and storage facilities at major destinations (61% Travel)	Completed	The Active Travel Fund granted £1.4 million to BCP Council to provide improvements to local walking and cycling infrastructure. The Local Cycling and Walking Infrastructure Plan was approved in May 2022. Beryl pedal, E-bike, E-scooters accounted for 610 thousand journeys (over 2.1m Km in 2 years) - 31% of E scooter journeys replaced road transport journeys – a reduction equivalent to 90t of CO_2. Cycle storage Pilot in progress in Poole Town Centre. A further £3.78m has been secured for ATF4 activities in 2023/24.	Infrastructure
13. Assess provision of segregated cycle lanes, cycle priority at traffic lights and training programme for safe cycling	Completed	The council has assessed provision as part of the LCWIP development. As part of delivery programmes cycle priority is assessed. There is already an ongoing programme of Bikeability Training.	Infrastructure
14. Promote and expand car club schemes across the BCP Council area	Ongoing	Co-wheels car club will continue to be promoted and developed. 11 vehicles operating and a new e-vehicle to be added soon.	Infrastructure
15. Promote and expand the Business Travel Network	Ongoing	Sustainable transport linked trip end facilities grants have been offered to businesses across BCP.	Infrastructure
16. Investigate provision of electrical hook-up points at Port of Poole to enable shipping to turn off engines	Ongoing	Developed at Sub-National level as a partner of the Western Gateway STB https://westerngatewaystb.org.uk/wp-content/uploads/2022/07/Freight-Strategy-for-the-South-West-Summary-Report.pdf and included in subsequent funding bids. Poole Harbour Commissioners' Innovate UK/ Government-funded	Infrastructure

		decarbonisation project will include this issue in 2024.	
17. Examine use of sail and solar power for container traffic in Port of Poole	Ongoing	Developed at Sub-National level as a partner of the Western Gateway STB https://westerngatewaystb.org.uk/wp-content/uploads/2022/07/Freight-Strategy-for-the-South-West-Summary-Report.pdf	Infrastructure
18. Assess the feasibility of the introduction of electric or hydrogen buses and charging/fuelling infrastructure (55% Travel)	Ongoing	Bid made to ZEBRA E-Bus fund in 2021 – no further rounds announced to date. BCP has entered into an Enhanced Bus Partnership which includes the main BCP operator. Operator is willing to collaborate/partner in future bidding rounds.	Infrastructure
19. Seek to work with operators to deliver smart, integrated ticketing and innovative pricing structures to encourage use (50% Travel)	Ongoing	Integrated ticketing is part of TCF programme. Sustainable Transport Master-planning of BCP development sites (existing and proposed) has been undertaken to encourage 50% mode-shift. Next step is to develop delivery plan for identified proposals.	Infrastructure
20. Investigate carrying out of a Strategic Parking review and new Parking Policy to deliver parking pricing schedule for BCP car parks that is commensurate with reducing car trips for commuting and leisure, while providing high quality public transport alternative	Not started		Commercial Services
21. Commence Transforming Cities Fund sustainable travel initiatives	Ongoing	The Council is continuing to deliver the Transforming Cities Fund of over £100M investment in sustainable and active travel infrastructure. This will give people safe, fast, reliable, and healthy travel options, particularly for shorter journeys. The new infrastructure will help reduce carbon emissions and provide improved air quality benefits.	Infrastructure
22. Consider a workplace car parking levy to fund sustainable transport	Not started	Will be considered as part of Local Transport Plan 4 (LTP4).	Infrastructure

23. Consider installing electric vehicle charging points across the conurbation	Completed	Network of 130+ chargers being installed and operated by Joju/Mer. Following a successful bid for government LEVI funding, the Council will implement phase 3 of the EV Charging Programme on-street facilities.	Infrastructure
24. Review feasibility of parking charges at 'Out of Town Centre' retail parks	Deprioritised	No action has been undertaken	Infrastructure
25. Seek to hold car-free days to encourage modal shift and investigate the creation of car free town centres in Bournemouth, Poole, and Christchurch	Deprioritised	No action has been undertaken	Infrastructure
26. Investigate development of a Freight and Movement of Goods Strategy, to look at light goods vehicle licensing minimum emissions standards with major distributors in logistics sector	Completed	Developed at Sub-National level as a partner of the Western Gateway STB https://westerngatewaystb.org.uk/wp-content/uploads/2022/07/Freight-Strategy-for-the-South-West-Summary-Report.pdf	Infrastructure
27. Seek to work with Bournemouth Airport to encourage reduce emissions from flights and passenger travel	Not started	No action has been undertaken. This is possibly not something that can be influenced locally.	Infrastructure
Theme/Action	**Status**	**Progress**	**Lead Service**
Water Resources & Flooding			
Internal: 2030			
75. Update Climate Change Risk Assessment	Completed	Local Climate Change Vulnerability and Risk Assessment produced in 2022.	Climate Team
76. Produce Supplementary Planning Document for climate change place	Ongoing	New BCP area-wide Local Plan due in 2024, to include policies in support of the Climate and ecological Emergency.	Infrastructure
34. Create Strategies and Action Plans to engage all sectors in adaptation work	Ongoing	To be included in future Adaptation Action Plan	Climate Team
35. Seek to ensure that via communication, communities and sectors are aware of future risks, pre-emptive actions and how to mitigate	Ongoing	To be included in future Adaptation Action Plan	Climate Team
Theme/Action	**Status**	**Progress**	**Lead Service**
Resources & Waste			
Internal: 2030			

77. Reduce Council waste sent to landfill and increase recycling from Council buildings	Completed	Both Council refuse and recycling levels reduced during the pandemic but have since risen, albeit remaining below the 2019 baseline. However, associated greenhouse gas emissions are markedly lower due to improvements in the waste treatment process.	Environment
78. Reduce resource use, particularly paper for printing and single-use plastic	Completed	Paper use from Council operations has reduced by 97% from pre-Covid levels	Environment
79. Unify household waste, recycling, and food waste collections across the area to increase recycling and reduce residual waste	Ongoing	Waste Reforms require food waste collections to be commenced in Poole and to all flats by March 2026 and all households to be offered recycling collections by March 2026.	Environment
80. Procure new residual waste disposal and non-residual waste processing contracts exercising where possible the proximity principle	Completed	The Council has sought to reduce the distance our waste travels. The residual waste contract (for Bournemouth & Christchurch) will result in a proportion of the residual stream being treated at Canford, Poole to produce a Compost Like Output, with the remainder taken to a new Energy from Waste facility in Somerset. Our green, wood, food waste and street sweepings will continue to be treated and recycled locally.	Environment
81. Enhance commercial waste and recycling services offered to local businesses	Ongoing	Waste Reforms require recycling collections to be offered to all small, medium and large businesses, schools and hospitals by March 2025 and micro-firms by 2027.	Environment
82. Engage with staff, residents, schools and visitors on waste reduction and recycling initiatives and campaigns (44% Waste)	Completed	Bin 'hangers' delivered to all residents at Christmas 2022 and 2023 advising of recycling materials, 3 compost giveaways, waste staff educated on recycling, reuseable nappy incentive scheme, e-newsletter sent monthly, Leave Only Footprints scheme. BCP Schools Environment Award was launched in 2022 and is intended to give students in Bournemouth, Christchurch, and Poole the opportunity to learn about and develop environmentally conscious behaviours. Additional work with clubs and societies continues.	Environment

83. Seek to progress towards single-use plastic-free status and support community plastic-free initiatives	Paused	Activity ceased with pandemic.	Environment
84. Seek to minimise or cease the sale of single use plastics and encourage alternative materials throughout our retail operations	Completed	Returnable cup scheme launched in Bournemouth Park Cafes. Compostable food packaging processed on site. Waste Reform requires film to be included in recycling collections from March 2027.	Environment
85. Support the Environmental Innovation hub built to inform Seafront waste reduction	Ongoing	Updated environmental permit submitted to EA to enable waste transfer activities for seafront waste.	Environment
Area wide: by 2050			
36. Support community single-use plastic-free initiatives (55% Waste)	Completed	Returnable cup scheme launched in Bournemouth Park Cafes. Compostable food packaging processed on site.	Environment
37. Enhance recycling facilities 'on the go'	Not started	Exploring options for underground bins to include recycling bins	Environment
38. Support and promote community waste reduction and reuse initiatives such as sharing and donation of materials	Completed	Community initiatives supported include: 'New to You', War on Waste, Give or Take, Repair Cafes, Win on Waste, Dorset Reclaim, Julia's House.	Environment
39. Promote business minimisation of packaging (49% Waste)	Not started	Awaiting National Waste Strategy Waste enforcement/engagement - Duty of Care. Extended producer responsibility of packaging may reduce packaging. Deposit return schemes could be introduced.	Environment
40. Seek to apply the proximity principle to treat and/or dispose of wastes in reasonable proximity to their point of generation	On Track	The Council has sought to reduce the distance our waste travels. The residual waste contract (for Bournemouth & Christchurch) will result in a proportion of the residual stream being treated at Canford, Poole to produce a Compost Like Output, with the remainder taken to a new Energy from Waste facility in Somerset. Our green, wood, food waste and street sweepings will continue to be treated and recycled locally.	Environment
41. Seek to influence the behaviour of our commercial partners and lessees in their retail operations to minimise or cease the sale of single use plastics	Ongoing	Continue to encourage reduced single use plastics through schemes such as the recycled toy libraries on the seafront and use of reuseable bottle refill points. Waste Reform requires film to be included in recycling collections from March 2027.	Commercial Operations

Theme/Action	Status	Progress	Lead Service
Digital & Smart Places			
Area wide: by 2050			
42. Consider a 'Smart Place' approach to support new ways of moving around, better health outcomes and other community services	Ongoing	The Smart Place Programme is enabling innovative ways of addressing complex challenges in our communities and environment. It is working with partners to create secure, actionable insight providing a richer picture of future community needs; working with partners to influence digital connectivity, addressing inequalities; and supporting communities with tools and information to help themselves and others and make better choices for our environment. The 'MyBoscombe' app includes a section on sustainable transport, helping to promote walking, cycling and bus travel. The 'Beach Check' app was developed in response to the overcrowding of beaches and helps beach-users to avoid creating congestion and pollution when journeying to the seafront and the 'Tip Check' mobile app was launched to help residents plan their use of local recycling centres.	Smart Places Team
Theme/Action	**Status**	**Progress**	**Lead Service**
Business & Economy			
Area-wide 2050			
9. Consider heating improvement promotion to businesses (boilers, heat pumps and heating controls)	Completed	This is promoted alongside low carbon business support and grants funded by the UK Shared Prosperity Fund.	Economic Development
10. Promote cost-effective energy improvements to businesses (49% Energy & Buildings)	Completed	Action included in BCP Futures - Economic Development Strategy. Grants supplied by Low Carbon Dorset have been accessed by many BCP businesses. In 2022, funding was obtained by the Council to allow 250 BCP businesses to sign up to Climate Essentials. This helps businesses set up carbon pledges and work towards net zero. This has been further boosted by the UK Shared Prosperity Fund.	Economic Development
47. Work with business organisations to signpost them towards sustainable practices for all business sectors	Completed	In 2022, funding was obtained by the Council to allow 250 BCP businesses to sign up to Climate Essentials. This helps businesses set up carbon pledges and work towards net zero. This has been further boosted in 2023/4 by the UK Shared Prosperity Fund.	Economic Development

49. Encourage businesses subject to emissions controls to adopt an Environmental Management Policy	On Track	We are prioritising our work towards our higher risk categories of permitted processes, all of which have been identified as having environmental management policies in place. Many lower risk premises (e.g. petrol stations) are likely also to have such policies in place; however, with planned inspections it will be possible to identify those without policies that will require further encouragement from Environmental Health.	Regulatory Services
Theme/Action	**Status**	**Progress**	**Lead Service**
Communities			
Internal: 2030			
86. Hold a Climate Emergency Citizens Assembly	Deprioritised	No available funding. However, Elected Members, officers and BCP community took part in the Dorset COP event on 9 September 2023.	
87. Publish an Engagement Strategy to better involve people in decision-making	Completed	Connected Communities' - BCP Council's Community Engagement and Consultation Strategy 2021-24 published.	Housing & Communities
Area wide: by 2050			
45. Develop and agree a science-based emission reduction pathway for the BCP area (54% Doing Things Differently)	Not started	To be considered by the Local Climate Partnership	Climate Team
46. Support the Voluntary & Community sector to reduce emissions	Not started	Build on previous 'Light touch' engagement with CAN.	Housing & Communities
43. Launch a behaviour change programme for residents on all issues, including: energy, waste, water, travel, food, shopping	Not started	Ad-hoc messaging and comms around C&EE, usual environmental comms released. Re-location of Climate Team into Marketing, Communications & Policy Directorate will assist in moving this action forward.	Communications Team Climate Team
44. Inform residents, businesses, and visitors of progress	Completed	Annual Reports have been produced for each year following the Climate and Ecological Emergency Declaration	Climate Team
50. Expand the successful Leave Only Footprints environmental awareness campaign	Completed	Leave Only Footprints continues to be a recognised local brand and has been promoted in schools competitions and the logo used on new EV vehicle as part of Government Air Quality initiative. It will also feature significantly in the Durley Environmental Innovation Hub.	Commercial Operations
Theme/Action	**Status**	**Progress**	**Lead Service**

People			
Internal: 2030			
88. Introduce a 'New Ways of Working' behaviour change programme, in conjunction with accommodation changes and technology to encourage less staff travel	Completed	Accelerated due to Covid-19 homeworking requirements	Estates
89. Draw up an internal Communication Plan	Not started	Ad-hoc messaging and comms around C&EE, usual environmental comms released. Re-location of Climate Team into Marketing, Communications & Policy Directorate will assist in moving this action forward.	Communications Team Climate Team
90. Endorse a Zero Carbon Workplace Charter for behaviour change	Completed	Available to services on the Our Climate Action sharepoint site	Climate Team
Theme/Action	**Status**	**Progress**	**Lead Service**
Other			
Internal: 2030			
51. Submit annual emissions data to CDP for Global Covenant of Mayors	Completed	Data submitted each year for the area to be ranked alongside other participating councils/organisations. Data submitted to Covenant of mayors in 2023.	Climate Team
52. Participate in networks of similar organisations addressing climate change (Covenant of Mayors, LGA, APSE, local and regional partnerships)	On Track	Continued participation in local, national, and international networks.	Climate Team
53. Consider developing a local offsetting scheme for area-wide emissions remaining at 2050 (54% Doing Things Differently)	Paused	To be considered by the Local Climate Partnership	Climate Team
91. Launch a Decision Impact Assessment tool to embed sustainability	Completed	DIA tool used in decisions, reports, procurements policies and strategies.	Climate Team

92. Carry out a review and adopt sustainable procurement strategy and guidance - including practices to reduce carbon in the supply chain, local sourcing, whole-life costing and assessment of suppliers to encourage energy and waste reduction	Ongoing	New Public Procurement Regulations are expected in October 2024. These are expected to have a define/procure/manage focus and highlight lifecycle principles. Previous Sustainable Procurement guidance drafted in 2019 and Financial Regulations 2020 include: i. Sustainability requirements are considered and built into the specification. ii. The Sustainability Decision Impact Assessment form (available from the Sustainability Team) must be completed on all procurements. iii. A standard selection questionnaire (SQ), that includes questions on environmental and equalities standards. Potential bidders must demonstrate that they comply with these requirements. iv. All procurements over £25,000 are to be assessed with a minimum of 10% of the quality score being allocated to sustainability and social value.	Procurement Team
93. Promote and encourage low carbon best practice among commissioned services	Not started	Adult Social Care have identified good practice amongst some commissioned services to build on.	Commissioning
94. Investigate a carbon charge on projects/decisions to fund offsetting	Paused	To be considered by the Local Climate Partnership	Climate Team
95. Investigate divestment of fossil fuels from the Council Pension Fund	Ongoing	A Friends of the Earth report estimated that the Dorset County Pension Fund had £128 million invested in fossil fuel production in 2019 and this was reduced to £41 million in March 2021.Brunel Pension Partnership administers SW LA pensions (including Dorset) and their published policy is: 'We commit to be Net Zero on financed emissions by 2050, with the goal of limiting global temperature rise to 1.5°C, and Net Zero on our own operations (scope 1 and 2) by 2030.'	Representatives on Dorset Pension Fund Committee
96. Promote consistency in decision-making to ensure that we are consistent in communicating and acting on this emergency	Completed	DIA tool used in decisions, reports, procurements policies and strategies.	Climate Team
97. Prioritise measures that have the most impact	On Track	Prioritisation underway as part of the Climate Strategy refresh and Action Plan compilation.	Climate Team
98. Monitor and communicate progress	Completed	Annual Reports have been produced for each year following the Climate	Climate Team

via a Climate Emergency Annual Report		and Ecological Emergency Declaration	
99. Seek to establish 'carbon budgets' for Council services	Paused	Climate Action Network will allocate carbon budgets to services to work within.	Climate Team
100. Maintain communication with Government and encourage positive action on all related legislation	Ongoing	As required	All services

Acronyms

AFOLU	Agriculture, forestry, and land use
BBML	Bournemouth Building Maintenance Limited
BCP Council	Bournemouth, Christchurch, and Poole Council
BDC	Bournemouth Development Company
BEIS	Department for Business, Energy, and Industrial Strategy
CCC	Climate Change Committee
CO_2e	Carbon Dioxide Equivalent
DEC	Display Energy Certificate
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
ECO	Energy Company Obligation
EPC	Energy Performance Certificate
FCERM	Flooding and Coastal Erosion Risk Management
GHG	Greenhouse Gas(es)
IPCC	Intergovernmental Panel on Climate Change
LEAP	Local Energy Advice Partnership
LULUCF	Land use, land use change and forestry
PFI	Private Finance Initiative
PHP	Poole Housing Partnership
SFRA	Strategic Flood Risk Assessment