

Carbon Reduction Plan

2019 - 2030



Contents

| | |
|--|-------|
| Foreword | 3 |
| Induction and Vision | 4-5 |
| Policy Drivers | 6 |
| Policy Statement | 7-9 |
| Current Emissions and Targets | 10-11 |
| Carbon Reduction Plan | 12 |
| Theme 1 – Sustainable Buildings and Workplaces | 13-18 |
| Theme 2 – Renewable Energy | 19-22 |
| Theme 3 – Low Carbon Fleet | 23-26 |
| Theme 4 – Transport | 27-30 |
| Theme 5 – Planning | 31-36 |
| Theme 6 – Community and Collaboration | 37-40 |
| Theme 7 – Biodiversity | 41-44 |
| Theme 8 – Procurement | 45-47 |
| Performance Management | 48-49 |



Foreword

Our aspiration is for our district to continue to grow in economic prosperity, however this will have an impact on demand for energy, infrastructure and resources. Business growth, new homes and the need for an increasing population to travel will increase consumption - a prosperous economy, at first glance, can appear at odds with an equal aspiration for carbon reduction.

We believe that climate change is the most pressing issue confronting our communities today. Climate change is already happening and further climate change is inevitable. A reliance on energy that will become increasingly scarce and unreliable is not an option, in the case of oil, gas and other fossil fuels, it is finite and its use produces harmful and polluting gases. There is ever growing evidence that our use of these energy sources, either directly or indirectly, is having a profound effect on our environment, our health today and in the future.

As a district we need to find ways to achieve carbon reduction whilst balancing this with our need for economic growth and the prosperity of our communities.

We need to reduce our reliance on climate damaging energy and change the way we operate better utilising more environmentally sustainable materials, products and practices in a move to a lower carbon lifestyle.

We need to access renewable power such as water, solar, wind, air and geological sources. At the same time we need to reduce the amount of power we need by properly insulating our buildings, by utilising the latest technologies, by educating ourselves and others, by simply being more careful with our use of resources and by finding more efficient ways of doing things.

Our Council is committed to this challenge and the principle of carbon reduction, this plan sets out how we aim to work with our partners, business and our communities to achieve this.



Cllr Ann Syrett
Council Leader



Cllr Brian Watson
Portfolio holder for
Finance and Resources
and Sustainable Energy



Introduction and Vision

Carbon footprint is the overall amount of climate change gas emissions, consisting of primarily carbon dioxide, associated with an organisation, event or production, it is one of the most common measures of our effect on the environment. An increase in climate change gas emissions, and therefore rising carbon footprint, is the primary cause associated with climate change and its negative impacts.

Rising temperatures are changing the growing patterns of plants and crops, sea levels are rising too with polar ice caps melting resulting in coastal erosion and the destruction of ecosystems. As vegetation growth patterns change and sea temperatures rise, wildlife that depends upon these will become threatened having a profound effect on the feeding patterns of many animals, birds, mammals, fish, insects and other organisms around the world creating a devastating imbalance to the natural order of life.



Our increased carbon footprint has the potential to cause direct harm to human health too. A rising climate impacts upon the food chain as we know it and will bring about an increase in malnutrition caused by the effects on food crops from increased periods of drought, this will also bring with it secondary effects such as increased diseases due to reducing access to safe water. Diseases such as malaria are increasing as the temperatures in parts of the world rise which were previously too cold for mosquitoes to survive and declining air quality has caused an increase in respiratory problems such as asthma and allergies.

There is growing global awareness of the effect of our carbon footprint on the planet, along with a growing appetite to reduce it. A reversal of these negative effects upon our planet requires a global effort, however, global change can only happen if individuals, communities and countries are prepared to change and have the opportunity to change.



When thinking about carbon reduction, this can perhaps appear overwhelming due to the varied nature and scale of the challenge, however it doesn't have to be complicated. By applying the same simple principles and asking some very basic questions, solutions can emerge in almost every scenario;

- **REDUCE** - consumables, energy, travel, waste
- **REUSE** - renewable energy, materials, products, equipment
- **RECYCLE** - water, waste, bi-products
- **RETHINK** - can we do something different? Do we need to do it at all?

Local authorities are well placed to influence change in our areas by being community leaders, raising awareness about the potential to reduce emissions and by working collaboratively with others to reduce emissions. Through the services that we deliver, by being a major employer and through our regulatory and strategic functions, our organisation can and should be at the forefront and leading on the changes that are required to protect our present and future communities, countries and planet.



Our vision

"A district that balances economic prosperity with environmental sustainability, improving the lives of our people and our environment today and in the future"



Policy Drivers

Kyoto Protocol

The UK is committed to the Kyoto Protocol – an international treaty which considers climate change. The protocol commits countries to adopt an urgent approach to reducing their greenhouse gas emissions. The aim of the protocol was to provide countries upholding the United Nations Framework Convention on Climate Change (UNFCCC) the option to execute methods of setting targets to control and measure the production of greenhouse gases within the country.

The Climate Change Act 2008

The Climate Change Act 2008 makes the UK the first country to have a legally binding long-term framework to cut carbon emissions. It also creates a framework for building the UK's ability to adapt to climate change. The Act requires that emissions be reduced by at least 80% by 2050, set against 1990 levels.

The Carbon Plan

In December 2011 the Government developed the Carbon Plan with proposals for achieving reductions and meeting the 2050 target. This plan is in accordance with the Climate Change Act 2008 and determines the ways in which the emission reduction targets will be achieved.

Sustainable Community Strategy 2005 - 2020

Bolsover Partnership brings together the main service providers and agencies within the Bolsover area in an effort to drive local regeneration and service improvement. The partnership includes; public, private, community and voluntary sectors working together to achieve the Sustainable Community Strategy Vision for the benefit of local people.

The Bolsover Sustainable Community Strategy vision is "a diverse, healthy, fair and prosperous district, building on strengths of our industrial past to become a vibrant, thriving community capable of meeting the challenges and opportunities of the future."

The Partnership includes a number of thematic areas including; Housing, Environment, Energy and Climate Change.

Bolsover District Council Corporate Plan 2015 - 2019

The Bolsover District Council Corporate Plan has four key aims; Unlocking Our Growth Potential, Providing Our Customers with Excellent Service, Supporting our Communities to be Healthier, Safer, Cleaner, Greener and Transforming Our Organisation.



Policy Statement

Bolsover District Council has for a number of years prioritised carbon reduction within its operation, the outcomes of this are evident in our past and current carbon emissions levels.

This plan seeks to build upon these successes brought about by the adoption of Council Policy in 2010;

Bolsover District Council Energy Management Policy

Declaration of Commitment

Bolsover District Council is committed to working towards reducing energy usage and its carbon footprint. In particular the authority will seek to minimise the adverse environmental effects from the use of fossil fuels within Council activities.

The Council recognises that it can have a direct impact on energy consumption by reducing the Council's use of energy in carrying out its functions e.g. heating and lighting corporate buildings, transport etc.

Objectives

Wherever practical the Council will take a proactive and responsible approach to implement the following objectives for the effective management and conservation of energy:

1. Monitoring energy and water consumption

Energy and water use within the Council's Corporate buildings will be periodically monitored and reported, with particular focus on the most energy intensive premises. Where practicable targets will be set to improve energy performance within the buildings consumption of electricity, fossil fuels and water. Various monetary savings have been built into this year's budget to reflect anticipated climate change targets, e.g. 3% year on year saving on emissions from Local Authority (LA) operations

2. Reducing carbon emissions

Supporting international/national policies and local energy efficiency targets for reducing energy related carbon dioxide emissions within Council premises and operations. Investigate, and where beneficial, implement practical solutions to improve energy efficiency. The authority has committed to reducing its carbon emissions by 3% year on year.



3. Enhancing the built environment

Incorporating economic energy efficient systems within the design, construction, refurbishment and maintenance of corporate buildings and domestic housing stock.

4. Energy Procurement

Purchasing energy jointly with other authorities via an approved framework deal giving due consideration to best value, cost and environmental implications. Promote sustainable procurement through the purchase of energy efficient goods & services to support the Council's operations as outlined on a product by product basis in the Green Procurement Guide.

5. Energy advice and education

Raising staff awareness by providing energy/transport efficiency advice, and by the promotion and development of a culture of responsible energy use throughout the Bolsover District Council. Eco driving lessons are being organised for both depot staff and staff with the highest business mileage at Sherwood Lodge. Other employees will hopefully have the opportunity to try the eco driving simulator provided by Energy Saving Trust (EST). A series of training sessions are to begin soon for staff. The training will help staff reduce both their own energy usage and that of residents they may come into contact with. 'ERIC'

(staff intranet) will include hints and tips for staff to further reduce their usage in 2010 and will include links to other websites for further advice.

6. Renewable Energy

Identify opportunities for utilizing renewable and environmentally conscious energy sources within the Council's corporate and housing stock properties. Promote the installation and adoption of energy efficient, low carbon or energy generating systems. Expand to refer to existing measures, e.g. photovoltaic (PV) system at Sherwood Lodge, ground source heat pump at Pleasley Vale Greaseworks, existing measures at Depot and any additional works we are investigating / considering

7. Transportation

Recognising the energy impact of transport generated by the activities of the Council, including commuting and business travel and, where practical, working to reduce that impact. Consider fuel efficiency and emissions when procuring new or replacement fleet vehicles. Where appropriate implement measures to improve the fuel economy of existing council vehicles. EST have undertaken a Green Fleet review and a Freight Transport Association Audit has also been completed for larger vehicles. 10% saving is expected to be achieved on fuel usage by improved driver training for smaller vehicles. More energy efficient vehicles will be procured in the future, e.g. "A" to "C" rated vehicles for smaller vehicles and Euro vi for the larger fleet.



8. Partnership Working

Working with key partners, including other Local Authorities and external organisations, to implement and communicate the energy policy objectives.

Networking with other "Energy Groups" including the Carbon Trust, Bolsover

Energy Partnership and Energy Savings Trust to maximise the benefits of external grants and resource support programmes. We are also engaged in the East Midlands Public reporting pilot where local authorities will publicly report on progress against climate change objectives, including energy management.



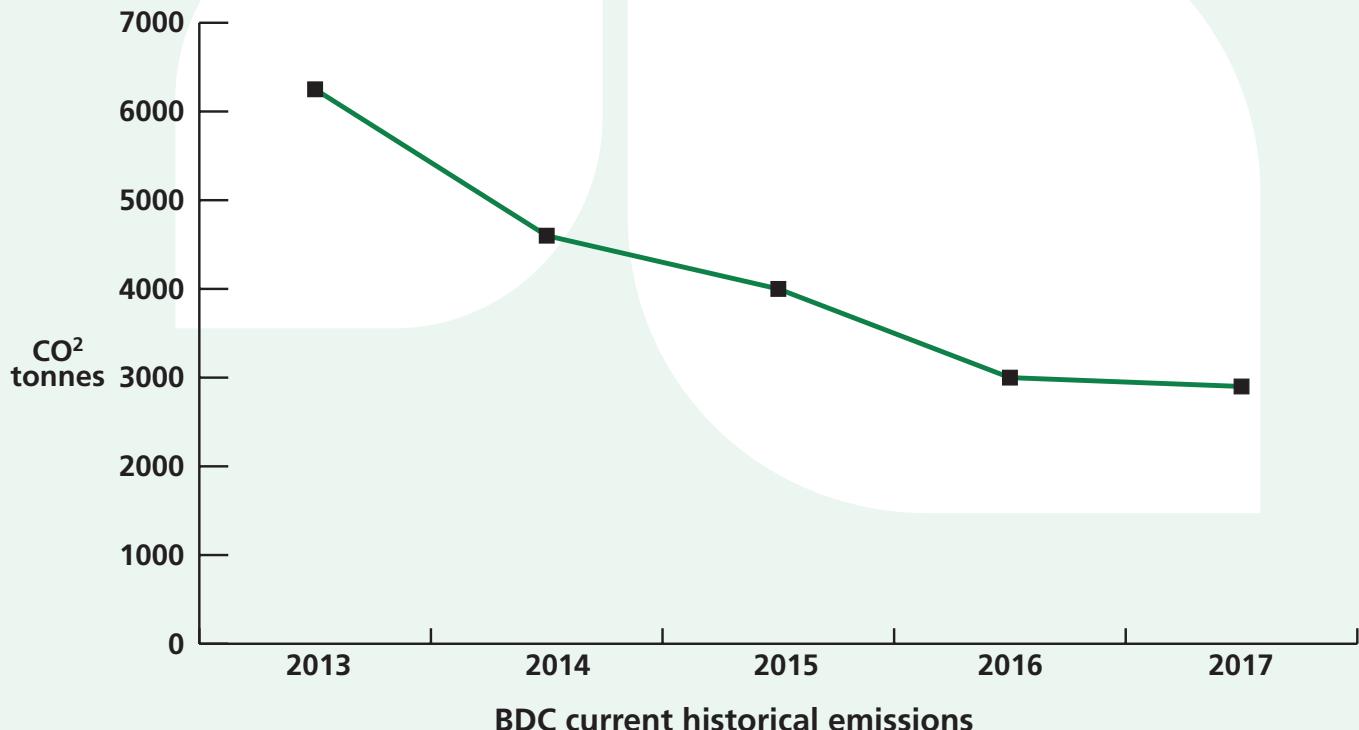
Current Emissions and Targets

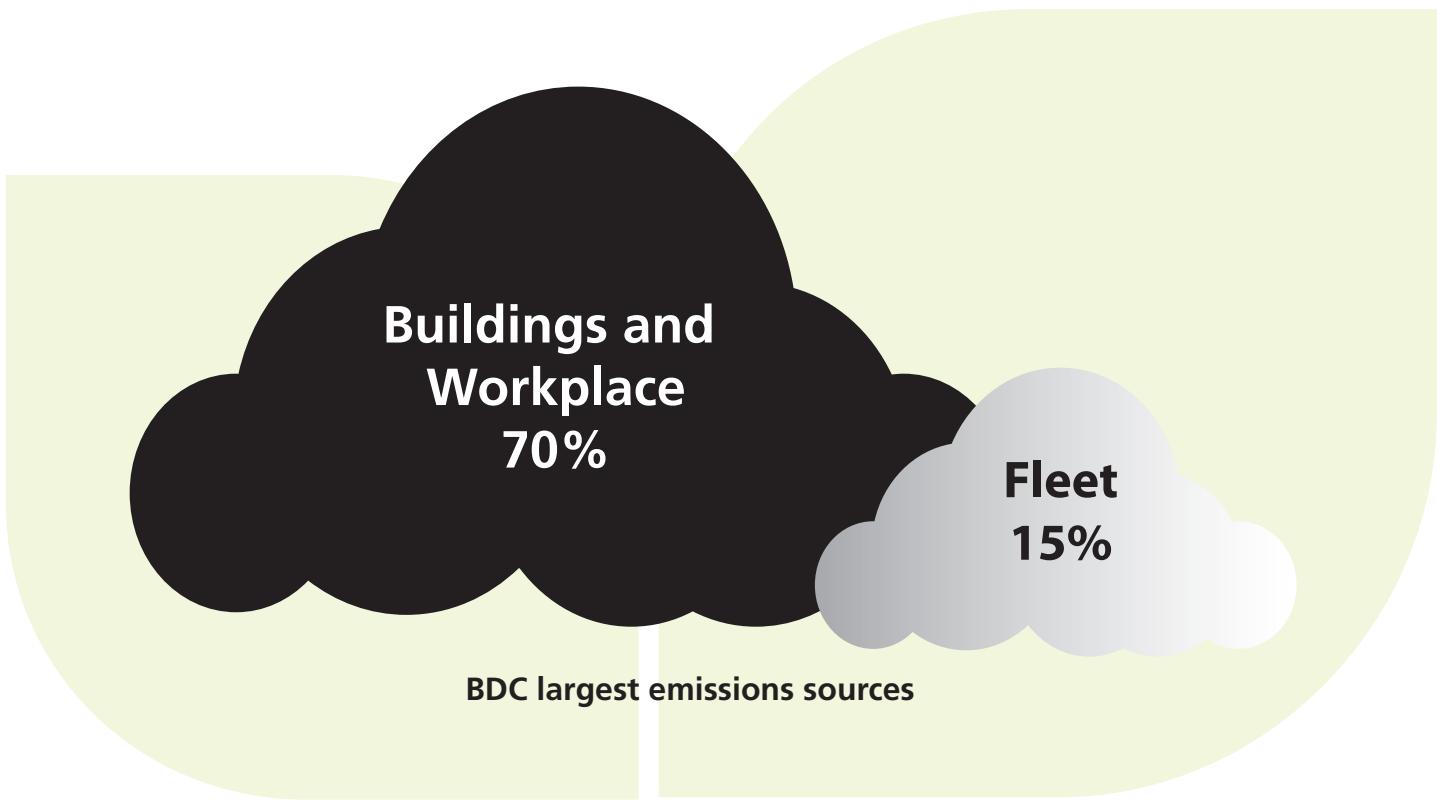
As a first step towards achieving our carbon reduction aspiration, we need to understand what emissions are caused by our activities.

Quantifying our climate change gas emissions will help our organisation understand what our key emissions sources are, how our organisation contributes to global emissions, and what opportunities we have to reduce our emissions.

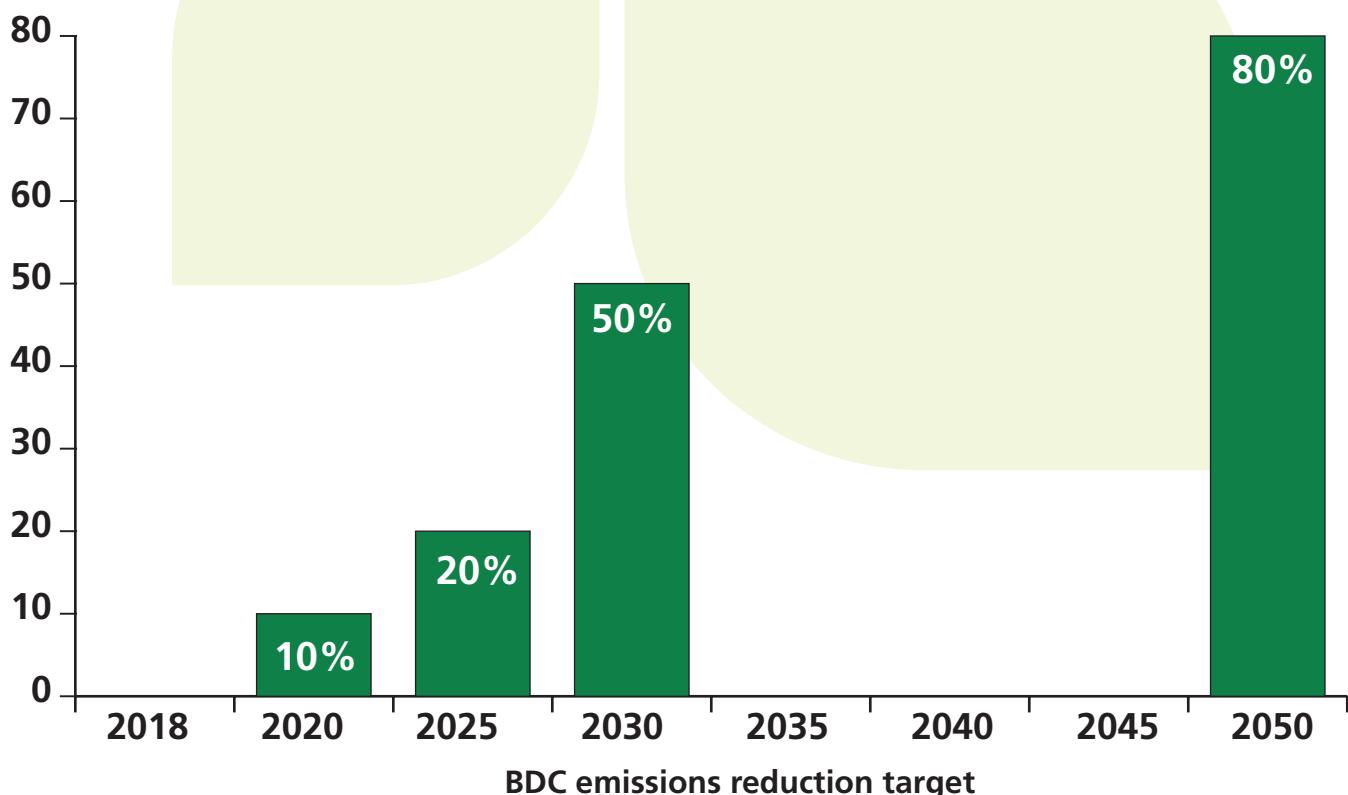
When quantifying our current climate change gas emissions and setting targets for future emissions reduction, we have focussed on three distinct areas;

- Direct emissions that result from our day to day activities within our control, these include, but are not limited to; consumables, fuel usage, vehicle types, building construction, building operation, procurement, management, systems, procedures and practices etc.
- Indirect emissions from energy that we purchase. Although we are not directly in control of the emissions, by using the energy we are indirectly responsible for the release of carbon dioxide.
- Other indirect emissions from sources outside of our control. Examples might include; employee work related travel, purchased goods.





Understanding this has allowed us to develop this carbon reduction plan in which we identify ways to reduce our carbon footprint and limit emissions from future activity whilst measuring our progress against targets throughout the lifetime of the plan.



Carbon Reduction Plan

Local authorities have influence across a range of sectors, including waste collection and disposal, housing, environment and transport. We have a large stock of buildings and workplaces and we are the custodians of many parks, open spaces and semi-rural land.

Local authorities are also responsible for the production of local development plans and play a major role in driving economic growth and local regeneration.

As community leaders, local authorities also have the opportunity to raise awareness about the potential to reduce emissions in our communities and to work in partnership and collaboration with a variety of stakeholders to deliver emissions reduction.

By exercising these functions and having influence in these areas in a way that results in emissions reductions, there is the potential for a range of economic and social benefits for our organisation and our communities. These include, but are not limited to, the following:

- Reduction in fuel poverty and improved energy affordability through energy efficiency improvements in the residential sector.
- Cost savings and environmental improvement through energy efficient and sustainable buildings and workplaces.
- Cost savings and environmental improvement through use of renewable energy.
- Cost savings and environmental improvement through waste reduction, increased recycling and use of lower carbon fleet.

- Infrastructure improvements through planning which support sustainable travel and living.
- Environments which have improved biodiversity value including; parks, open spaces and areas of semi natural status.
- Development and support of local skills and job creation through economic development and sustainable procurement.

This plan sets out 8 Thematic Areas by which our organisation aims to reduce our carbon emissions over the next decade or so:

- Theme 1 – Sustainable Buildings and Workplaces
- Theme 2 – Renewable Energy
- Theme 3 – Low Carbon Fleet
- Theme 4 – Transport
- Theme 5 – Planning
- Theme 6 – Community and Collaboration
- Theme 7 – Biodiversity
- Theme 8 – Procurement

Knowledge, awareness, technology, products and regulation in these areas are evolving at a rapid pace, therefore, this document and the action plan/targets within will be reviewed and updated regularly – it will be a 'dynamic' plan that will change and flex as new opportunities arise which support and possibly further our ambition for carbon reduction.





Theme one:
**Sustainable
Buildings and
Workplaces**

Theme 1 - Sustainable Buildings and Workplaces

According to the latest statistics, buildings in the UK account for about 43% of all carbon emissions, naturally therefore, having a focus on our buildings and workplaces will be key to our carbon reduction ambition.

There is a potentially important role for local authorities both in raising awareness of opportunities externally and delivering schemes directly. As well as our corporate offices, our own estate comprises a wide range of buildings with varying types of usage and energy demand (e.g. leisure

centres, depots', sheltered housing and housing stock).

Sustainable buildings and workplaces incorporate design, construction and operational practices that significantly reduce or eliminate our carbon footprint. Along with buildings and workplaces, the local authority has an opportunity to influence the sustainability of its own housing stock which is growing, and that of the new build housing in the private sector through the planning process.



The Arc, Clowne





Depot

The opportunities for carbon reduction through design and construction of new buildings and workplaces is clear, however, through re-design, retro fitting and operational practices, the opportunities become ever greater.

By reducing energy and water usage, minimising waste through our operations, using renewable energy and energy efficient technology and practices, we will see improved efficiency, reduced operating costs and reduced environmental impact.

Progress to date

- Light Emitting Diode (LED) lighting in The Arc.
- Intelligent lighting at The Arc.

- Replaced thousands of coal fired council owned housing stock heating systems with funded gas systems.
- Infrared heating installed at Pleasley Vale business park.
- Voltage optimisation systems at the Arc and Riverside Depot.
- Rainwater harvesting at the Riverside Depot.
- Riverside Depot green roof and low carbon design.
- Level 4 Code of Sustainable Homes (CSH) low carbon and ecologically designed housing stock.
- Sustainable retrofitting works to housing stock such as New Bolsover.



- All commercial stock has at least a Display Energy Certificates (DEC) certificate.
- Commercial stock containing photovoltaic cells (PV) or renewables has a full commercial Energy Performance Certificate (EPC).
- All housing stock offered up for rent or sale has an Energy Performance Certificate.
- Energy Company Obligation (ECO) funding for New Bolsover scheme.
- Currently have recycle facilities in all offices and buildings.
- Installed solar thermal heated water system at Riverside Depot.
- Installed building energy management system at the Arc.



The Tangent

Case Study

The Tangent Business Centre

This multi occupation managed business centre constructed in 2012 achieved a BREEAM (Building Research Establishment Environmental Assessment Method) 'Excellent' rating confirming its credentials as a sustainable and energy efficient development.

Environmental / efficiency measures incorporated included:

- Solar PV (Photovoltaic) panels providing a sustainable source of green renewable energy.
- LED lighting which represents an approximate 60% efficiency saving when compared to traditional fluorescent fittings.
- Underfloor heating system providing a comfortable constant temperature.
- Trespa cladding on the building façade, requiring no chemical cleaning products to maintain.
- Provision of facilities including cycle storage and showers to encourage people to cycle to work, reducing the impact of vehicle usage.



Action Plan

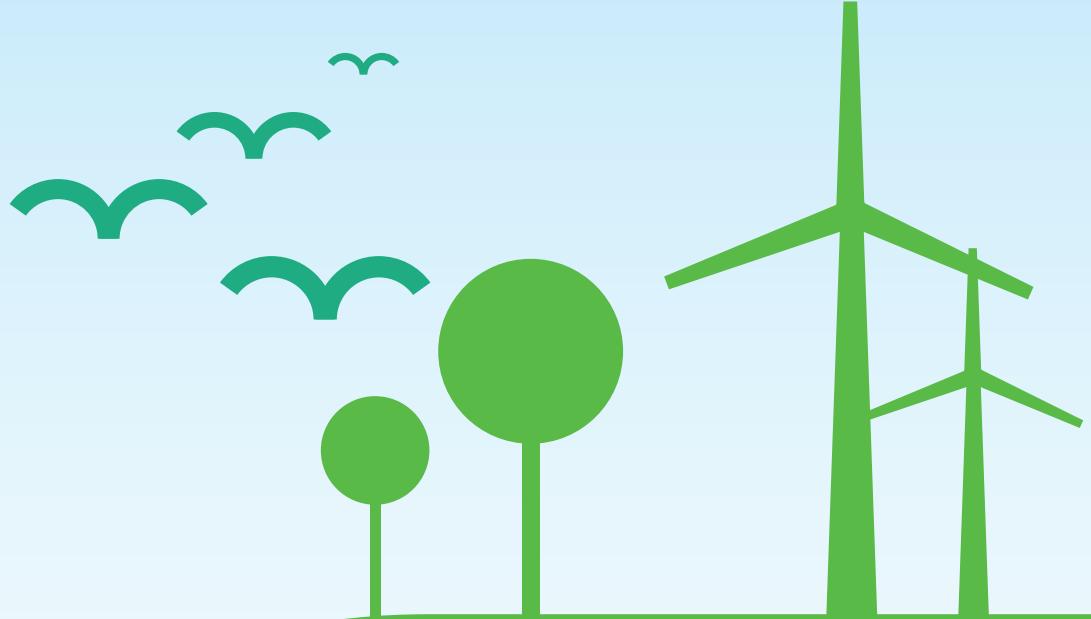
| Ref | Activity | Lead | Timescale | Resources | Cost/benefit | CO ² reduction target | | |
|-----|--|---------|---|---|--|----------------------------------|------|------|
| | | | | | | 2020 | 2025 | 2030 |
| S1 | Embed 'green technologies and low carbon materials' as part of tender process for any new construction. | HOS P&E | In line with production of sustainable procurement policy Mar 2019. | Officer time. | Encourage sustainability through supply chain. | | | |
| S2 | Maintain regular review and scrutiny of energy consumption in buildings and workplaces. | HOS P&E | Mar 2019. | Officer time. | Will provide information on our built estate including where efficiency improvements may be made – costs and carbon savings. Measure; baseline energy consumption existing buildings 2018. | 5% | 15% | 30% |
| S3 | Introduce 'voltage optimisation' type technology in all buildings and workplaces where appropriate to do so. | HOS P&E | Sept 2019. | Officer time and £000 – equipment and set up. | Reduction on voltage to electrical appliances and systems. | | | |
| S4 | Introduce LED lighting throughout all council buildings and workplaces. | HOS P&E | Sept 2019 | Officer time and £000 – equipment and set up | Reduction on energy consumption. Measure; baseline energy consumption at point of installation. | 20% | 25% | 30% |
| S5 | Develop comprehensive 'paperless' plan. | SAMT | Sept 2019 | Officer time and £000 – equipment and set up. | Reduction on paper consumption Measure; baseline paper consumption in buildings and workplaces 2018. | 30% | 50% | 75% |
| S6 | Undertake a comprehensive 'consumables' review through buildings and workplaces – repeat annually | HOS P&T | | | A comprehensive understanding of what we consume in the workplace ie plastic cups, cleaning products and supplies will allow us to identify opportunities to reduce. Measure; baseline consumption in buildings and workplaces 2018. | 20% | 30% | 40% |



Action Plan continued

| Ref | Activity | Lead | Timescale | Resources | Cost/benefit | CO ² reduction target | | |
|-----|---|---------|------------|---|--|----------------------------------|------|------|
| | | | | | | 2020 | 2025 | 2030 |
| S7 | Review office/ workplace recycling methods - make it far more visual using colour coded bins – promote recycling figures at these locations to use as an indicator of progress and to act as encouragement. | HOS SS | Sept 2019 | Officer time and £000 – equipment and set up. | Embedding of climate change consideration across the organisation and improvements in recycling rates. Measure; residual bin waste in workplaces 2018. | 10% | 30% | 60% |
| S8 | Install electrical vehicle charging points for staff and visitors throughout buildings and workplaces. | HOS P&E | March 2020 | Officer time and £000 – equipment and set up. | Reduction on diesel / petrol fuel consumption by staff and visitors. | | | |
| S9 | Lighting controls in all buildings and workplaces (where appropriate). | HOS P&E | Sept 2019 | Officer time and £000 – equipment and set up. | Reduction on energy consumption Measure; baseline energy consumption existing lighting in buildings and workplaces at the point of installation. | 5% | 10% | 15% |
| S10 | Rationalisation of office floor space for ourselves – collaboration via sharing resources with others. | HOS P&E | Mar 2019 | Officer time and £000 – equipment and set up. | Reduction on vehicular travel by staff and reduction on floor / office space required. | | | |





Theme two:
Renewable Energy

Theme 2 - Renewable Energy

Over the last 200 years or so an ever-increasing proportion of our energy has come from non-renewable energy sources such as coal, gas and oil. As the demand for energy rises these resources are not only unsustainable in terms of reserves, but they are also unsustainable for the environment as they produce harmful gases that are responsible for the negative effects that climate change is having upon our planet.

Renewable energy are sources of power that quickly replenish themselves and can be used again and again, power from the sun, air and ground are all potentially infinite sources of power. Biomass technology which produces energy from wood can be sustainable if replanting of

the wood supply is managed effectively. Combined heat and power (CHP) and similar technologies such as heat recovery systems reduce energy consumption making better, more efficient use of non-renewable energy sources.

The opportunities and application of renewable energy and energy efficient technologies will be wide and varied across our organisational reach. There is the potential for significant carbon reduction throughout our communities via this Thematic Area; in our own buildings and workplaces, in our housing stock, through the planning process and through community education and promotion.





Progress to date

- Photovoltaic cells installed at the Arc.
- Photovoltaic cells installed at the Tangent.
- Photovoltaic cells installed at two Sheltered Housing Schemes.
- Photovoltaic cells on some social housing stock.
- Wind powered turbine installed at The Tangent.
- Ground Source Heat Pump (GSHP) installed at Pleasley Vale Outdoor Activity Centre.
- Explored use of alternative energy sources.

Case Study

The Arc Refurbishment

During refurbishment works in readiness for the relocation of the BDC headquarters from Sherwood Lodge to the Arc, a roof mounted PV (Photovoltaic) panel array was installed producing 50Kw which equates to 173,548kWh of renewable energy and approximately £20k in government feed-in tariffs. Most recently a replacement lighting scheme has been developed to replace the existing fluorescent tube light fittings with energy efficient LED lighting. This change will result in energy savings in the region of 60% and a reduction in annual carbon emissions of 38 tonne.



Action Plan

| Ref | Activity | Lead | Timescale | Resources | Cost/benefit | CO ² reduction target | | |
|-----|--|------------------|------------|---|--|----------------------------------|------|------|
| | | | | | | 2020 | 2025 | 2030 |
| R1 | Undertake Photovoltaic feasibility study and install on all appropriate council buildings and workplaces. | HOS P&E | Sept 2019 | Officer time and £000 – equipment and set up. | Electricity produced by solar cells is clean, silent. does not release any harmful gases and generates cost and carbon savings Measure; baseline energy consumption at point of installation. | 10% | 20% | 50% |
| R2 | Develop business case for CHP (combined heat and power) system at the Arc (including leisure facility). | HOS P&E | Sept 2019 | Officer time and £000 – equipment and set up. | This technology uses gas to produce electricity more efficiently on site. Measure; baseline energy consumption at point of installation. | 20% | 20% | 20% |
| R3 | Develop business case for small scale wind turbine technology at Arc and work with solar PV systems and battery technology. | HOS P&E | Sept 2019 | Officer time and £000 – equipment and set up. | Electricity produced by wind turbines is clean and does not release any harmful gases and generates cost and carbon savings. Measure; baseline energy consumption at point of installation. | 5% | 5% | 5% |
| R4 | Develop business case for ground source heat pump at the Arc – possibility to install either in surrounding open space or beneath new 3G sports pitch. | HOS P&E | March 2020 | Officer time and £000 – equipment and set up. | Electricity produced by ground source heat pumps is clean and does not release any harmful gases and generates cost and carbon savings. Measure; baseline energy consumption at point of installation. | 20% | 20% | 20% |
| R5 | Develop a 'Rainwater Harvesting and Water Reuse/Conservation' feasibility plan for all buildings and workplaces. | HOS P&E / HOS SS | Sept 2019 | Officer time and £000 – equipment and set up. | Opportunities to use rain water and waste water for a variety of applications including but not limited to; toilet flushing, vehicle washing and watering plants. Measure; baseline existing water consumption at point of installation. | 10% | 20% | 30% |





Theme three:
Low Carbon Fleet

Theme 3 - Low Carbon Fleet

Fleet emissions arise from our staff using their own cars for business travel (grey fleet) and the operation of our own fleet to deliver services such as waste collection, grounds maintenance and outreach programmes amongst others. Clearly our fleet is an integral part of our operations, however by reducing the need to travel and reducing carbon omitting fuel consumption, our fleet management has the potential to contribute significantly towards our overall carbon reduction ambition.



New technology can transform the way we work and where we work reducing the need for staff to travel. Home working, remote working, virtual presence all have the capability to reduce the need for work related travel. Advances in low emissions vehicle technology, route optimisation and journey rationalisation present opportunities to reduce our service delivery related fuel consumption and the impact of our fleet upon the environment.

Progress to date

- All new vehicle purchases meet the most up to date emissions standards – currently Euro VI.
- Refuse collection vehicles now have electric bin hoists which reduce fuel consumption, increasing mpg from 3 to 4.5mpg.
- Vehicles have exhaust\engine management system particulate filters to reduce CO₂\NOX emissions.
- Grounds maintenance journey rationalisation and route optimisation.
- Waste collection journey rationalisation and route optimisation.
- Introduced seasonal green bin collections which created capacity and additional resources which have been used on environmental programmes.
- Increased size/capacity of some waste vehicles to reduce trip frequency.



- Introduced a joint skip cleansing service reducing the need for vehicles across three local authorities.
- Introduced a joint bulky refuse service reducing the need for vehicles across three local authorities.
- Introduced a joint clinical waste service reducing the need for vehicles across three local authorities.
- Introduced mobile working resulting in reduced journey's and route optimisation.

Case Study

Vehicle purchases

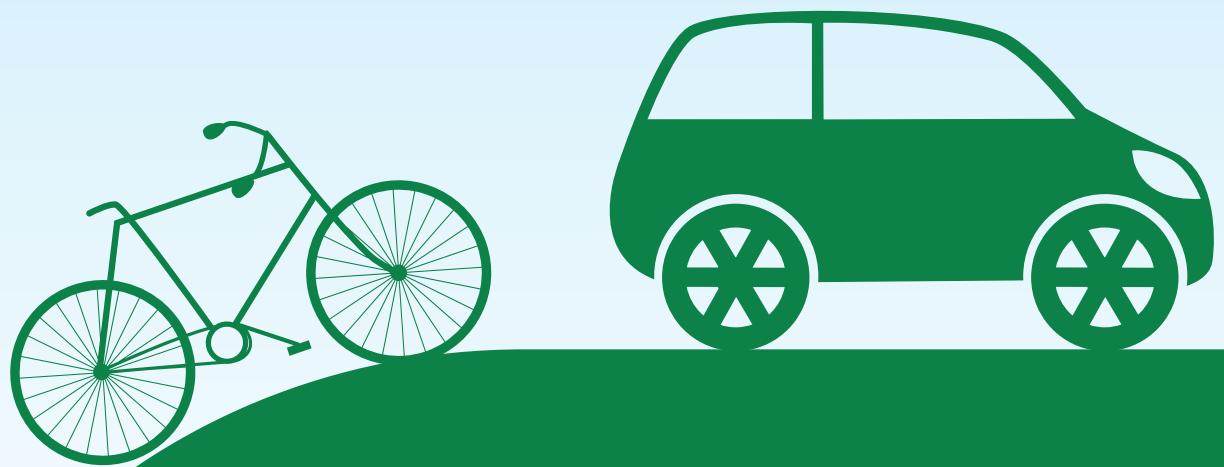
All new vehicle purchases meet the most up to date emission standards (currently Euro-VI) and our refuse collection vehicles now have electric operated bin hoists which further reduce fuel consumption and vehicle emissions. All of our Large Goods Vehicles (LGV) have exhaust\engine management system particulate filters to further reduce CO2\NOX emissions and drivers undergo annual training which includes environmentally beneficial driving techniques.



Action Plan

| Ref | Activity | Lead | Timescale | Resources | Cost/benefit | CO ² reduction target | | |
|-----|--|--------|-----------|---|--|----------------------------------|------|------|
| | | | | | | 2020 | 2025 | 2030 |
| F1 | Review the options for pool car facility including super low emission options. | HOS SS | Sept 2019 | Officer time and £000 – equipment and set up. | Reduction on diesel / petrol fuel consumption by staff for work related travel. Measure; miles for which utilised - KWh charging provided for vehicles vs existing mileage claims. | 5% | 10% | 30% |
| F2 | Introduce ULEV / electric smaller and medium fleet vehicles upon renewal or when technology vs operational consideration balance is appropriate to do so. | HOS SS | Ongoing | Officer time and £000 – equipment and support set up. | Reduction on diesel / petrol fuel consumption. Measure; baseline fuel consumption and carbon footprint of fleet 2018. | 10% | 50% | 100% |
| F3 | Introduce ULEV / electric large fleet vehicles upon renewal or when technology vs operational consideration balance is appropriate to do so – consideration in conjunction with F5 below will take place ie size of payload vs journey and route optimisation. | HOS SS | Ongoing | Officer time and £000 – equipment and support set up. | Reduction on diesel / petrol fuel consumption. Measure; baseline fuel consumption and carbon footprint of fleet at point of introduction. | 10% | 25% | 75% |
| F4 | Introduce battery powered hand tools ie trimmers, strimmers, mowers upon renewal or when technology vs operational consideration balance is appropriate to do so. | HOS SS | Ongoing | Officer time and £000 – equipment and support set up. | Reduction on diesel / petrol fuel consumption. Measure; baseline fuel consumption and carbon footprint of tools at point of introduction. | 10% | 50% | 100% |
| F5 | Continue to undertake waste collection and grounds maintenance route rationalisation and optimisation | HOS SS | Ongoing | Officer time | | | | |





Theme four: **Transport**

Theme 4 - Transport

With climate change gas emissions from transport representing around 20% of total UK domestic emissions, transport must be part of the carbon reduction solution. Low carbon transport solutions also present huge opportunities; not just for climate change but for our communities' health and the wider environment. Transport underpins the quality of life and economic prospects of our communities too, the balance between low carbon transport and economic prosperity has to be achieved.



Local authorities can encourage and support staff to travel to work and during work in a more sustainable manner. The use of pool vehicles, bicycle racks, showering facilities, car sharing and encouraging smarter choices through travel plans, can all have an impact.

Local authorities can influence the development of better public transport, cycling routes and promoting low carbon

vehicles by installing electric charging points at its own premises and sustainable development through the development planning process.

Progress to date

- Shared pool car established between BDC and NEDDC.
- Travel plan in place for the Arc including many measures, targets and actions which support sustainable travel.
- Travel plan in place for Riverside Depot.
- Member of the Countywide Sustainable Travel Group.
- Lunchtime health walks established at the Arc and Riverside Depot.
- Bicycle lockers installed at the Arc.
- Introduced salary sacrifice cycle purchase scheme.
- Reduced Hackney Carriage rate for vehicles under 150 CO₂mg/Km.
- Increased use and development of ICT.



Action Plan

| Ref | Activity | Lead | Timescale | Resources | Cost/benefit | CO ² reduction target | | |
|-----|---|----------|-----------|--|---|----------------------------------|------|------|
| | | | | | | 2020 | 2025 | 2030 |
| T1 | Introduce an electric vehicle or ULEV leasing scheme for staff – could be conjunction with S8 – free charging for staff. | HOS FR&R | Sept 2019 | Officer time and £000 – equipment and set up. | Reduction on diesel / petrol fuel consumption by staff for all their travel. Measure; electric promoted in /ulev travel vs existing mileage claims. | 5% | 20% | 30% |
| T2 | Further develop, widen and embed Arc Travel Plan. | HOS P&T | Mar 2019 | Officer time | Reduction on vehicular travel by staff and visitors to the Arc. | | | |
| T3 | Explore the potential to introduce a "Transport Behaviour Change" technology that delivers evidence-driven modal shift for reducing emissions. | HOS P&T | Mar 2019 | Officer time and £000 – equipment / software and set up. | Reduction on vehicular travel by staff and visitors to the Arc. | | | |
| T4 | Introduce electric bike scheme for staff. | HOS P&T | Sept 2019 | Officer time and £000 – equipment and set up. | Reduction on diesel / petrol fuel consumption by staff for their travel to work. | | | |
| T5 | Expand and promote walking /cycling infrastructure and promotion including walking and cycling maps – district wide. | HOS P&T | Sept 2019 | Officer time and £000 – equipment and set up. | Reduction on vehicular travel by staff, visitors and wider community. | | | |
| T6 | Further expand the reduced Hackney Carriage rate across district with further more energy efficient vehicles or exemptions for electric vehicles. | HOS SS | Sept 2019 | Officer time | Reduction on diesel / petrol fuel consumption by taxi's. Measure; baseline energy reduced prices for efficient taxi rates 2018. | 10% | 25% | 50% |



Action Plan

| Ref | Activity | Lead | Timescale | Resources | Cost/benefit | CO ² reduction target | | |
|-----|--|-----------------------|-----------|---|---|----------------------------------|------|------|
| | | | | | | 2020 | 2025 | 2030 |
| T7 | Re-introduce the concept and uptake of 'virtual meetings' – review all meetings and opportunities. | SAMT / HOS P&T | Mar 2019 | Officer time and £000 – equipment and set up. | Reduction on vehicular travel by staff and visitors Measure; baseline 2018 mileage claims. | 10% | 25% | 50% |
| T8 | Undertake Council wide home working options. | SAMT | Sept 2019 | Officer time and £000 – equipment and set up. | Reduction on vehicular travel by staff and reduction on floor / office space required. | | | |
| T9 | Re-introduce the concept and uptake of 'share a lift' scheme. | HOS P&T / Comms Team. | Mar 2019 | Officer time | Reduction on vehicular travel by staff, Measure; HR21 mileage claim car share identification. | 5% | 10% | 15% |
| T10 | Work with DCC, community transport and private operators to make the case for improved public transport within the district. | HOS P&T | Ongoing | Officer time | Increased usage of public transport – reduced car usage – reduced carbon emissions. | | | |

Case Study

The Arc Travel Plan, Traffic Count and Staff Travel Survey

As part of the development of the enhanced leisure facility (now known as Go! Active @ The Arc), a travel plan for The Arc was produced in 2016. This aims to reduce the number of single occupancy vehicles entering and leaving The Arc through the promotion of active and sustainable travel, such as walking, cycling and public transport.

A staff travel survey was carried out in October 2017 with a total of 139 responses from Bolsover District Council, Derbyshire

County Council and North East Derbyshire District Council Staff. Although the survey did largely confirm that most employees (86% of respondents) drive to work as they need access to a car for their job (80% of respondents), over half of respondents would consider travelling to work by an alternative mode.

Of those who would consider an alternative, car sharing was the most popular option (30%), followed by cycling (18%) and bus (17%). This does suggest that there is potential in exploring how the use of these options can be encouraged through the development of a car sharing scheme and the promotion of cycling to work and the use of public transport.





Theme five: **Planning**

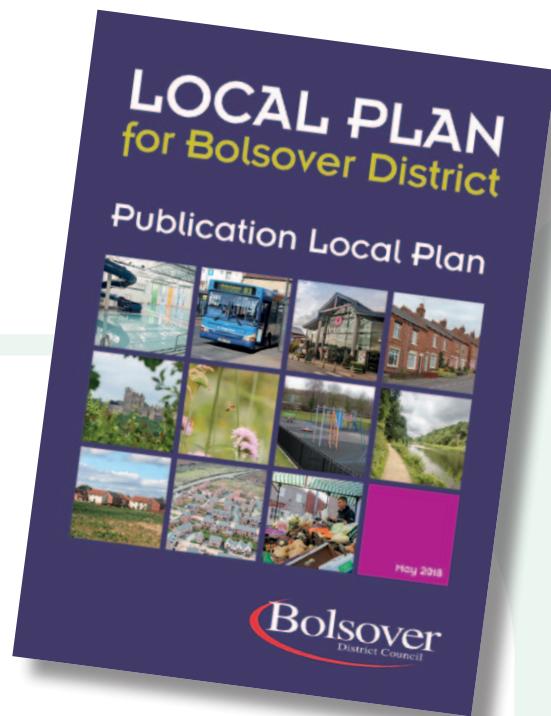
Theme 5 - Planning

Local authority planning functions are a key lever in reducing emissions and tackling the effects of climate change. The planning process can make a major contribution by shaping new and existing developments in ways that reduce carbon emissions. The planning process has the potential to deliver the right development in the right place which can be informed by the ambition for sustainable development.

Energy efficient homes and businesses, effective public transport networks, sustainable drainage schemes, green infrastructure, sustainable travel infrastructure, are some of the outcomes that the planning process can bring to our communities. Through such outcomes, the planning process has the potential to make a significant contribution to both mitigating and adapting to climate change through effective decision making on the location, scale, mix and character of development.

As a local authority we have a responsibility to help to achieve the UK's emissions reduction targets, both through the direct influence described elsewhere in this plan and by bringing others together and encouraging local action. The planning process can give local communities opportunities to take action on climate change by encouraging community based development and active participation in plan making.

Effective Local Plans can both help to deliver a range of solutions to climate change issues and help local communities to reap the economic, environmental and social benefits of such action over the long term.



Progress to date

- Sustainability statements required from developers.
- Renewable and low carbon energy strategy encourages overall use of low carbon technology and renewables.
- Directing new development to settlements with a larger range of services and facilities.



- Incorporating policies in the Local Plan to provide improved bus and train facilities in new developments and safer environments for walking and cycling.
- Requiring developers to submit flood risk assessments, ecology reports, and sustainable drainage proposals and landscaping schemes where appropriate.

- Incorporating policies in the Local Plan that protect and enhance the district's trees and natural environment.

Case Study

College Mews, Rectory Road, Clowne

The site was formerly a further education campus (Chesterfield College) which became redundant. Once cleared of the previous buildings it remained vacant for a number of years. This site is situated within the town centre of Clowne and is well located to shops and local amenities.

The Planning Team negotiated with the developer to design a high density development (48 dwellings per hectare) of this brownfield land, suited to a central location, with permission granted for 81 houses and flats in 2012. This included the introduction of footpath links to make it easy to walk into the town centre, which helps support the viability and vitality of the local shops. The layout was arranged with windows to overlook these

connections to make them feel safe to use.

Discussions also resulted in the alteration of standard house types to reference the local character of Clowne through the use of locally relevant materials and architectural details, to help the development feel more rooted in the village, as well as help it relate better to the Clowne Conservation Area which borders Rectory Road.

The scheme is clustered around a focal square and the development also included the retention of the former Mining Technical Institute (a building of local historic interest), which was converted into flats by Action Housing.

The development represents the sustainable redevelopment of a brownfield site with a design that is sympathetic to its local context and which supports the town centre.



Action Plan

| Ref | Activity | Lead | Timescale | Resources | Cost/benefit | CO ² reduction target | | |
|-----|---|--------------|-----------|--------------|---|----------------------------------|------|------|
| | | | | | | 2020 | 2025 | 2030 |
| PL1 | In line with legislation and as and when legislation allows; establish requirement for all new domestic development to achieve high % carbon reduction incorporating a minimum % of renewable energy generation. | HOS Planning | Ongoing | Officer time | As an indicative example an average 3 bedroom semi-detached house uses 3500 KWh of electricity and 12,000 Kwh gas. A 25% reduction on this would equate to a saving of around 1.3 tonnes of CO2 emissions per year. Measure; baseline properties built in 2018. | 25% | 30% | 50% |
| PL2 | In line with legislation and as and when legislation allows; On all large development sites, require developers to undertake feasibility assessment for community heating. | HOS Planning | Ongoing | Officer time | Increased security of supply, carbon reduction and reduced costs for residents. Measure; comparison with carbon footprint of a similar previous development without such a scheme. | | 10% | 20% |
| PL3 | In line with legislation and as and when legislation allows; Planning applications for major new developments to be supported by a sustainability statement that has regard to the Councils Carbon Reduction Plan and ambition. | HOS Planning | Ongoing | Officer time | For the Council, such a statement will support the existing information for consideration of a range of issues when considering planning applications and assessing the sustainability of a planning application Measure; comparison with carbon footprint of a similar previous development without such a statement | 25% | 30% | 50% |



Action Plan

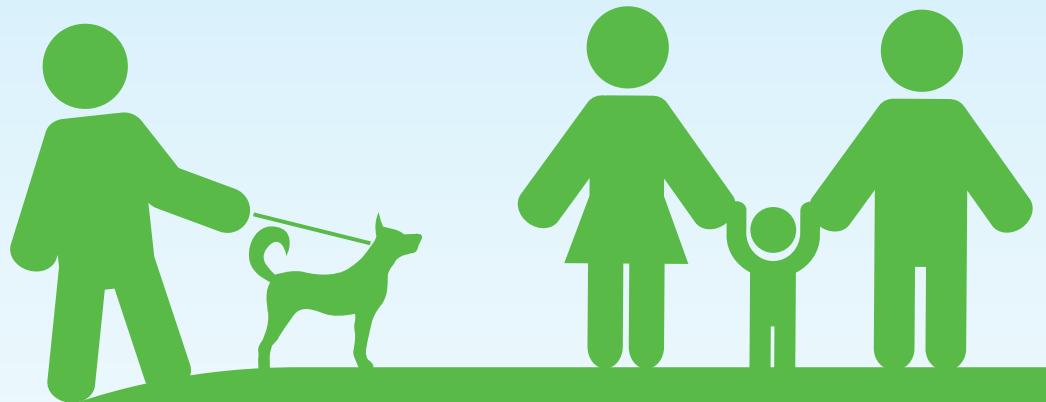
| Ref | Activity | Lead | Timescale | Resources | Cost/benefit | CO ² reduction target | | |
|-----|---|--------------|-----------|--------------|---|----------------------------------|------|------|
| | | | | | | 2020 | 2025 | 2030 |
| PL4 | In line with legislation and as and when legislation allows; Ensure new development is resilient to the likely changes in weather impact. For example - includes features to deal with higher temperatures, including green spaces, shading and water management. | HOS Planning | Ongoing | Officer time | For the Council, such information will support the existing information for consideration of a range of issues when considering planning applications and assessing the sustainability of a planning application. | | | |
| PL5 | In line with legislation and as and when legislation allows; Develop specific planning protocols for small scale technologies not classed as permitted development to support retro fitting. | HOS Planning | Ongoing | Officer time | This will provide clear guidance for planners and will contribute to both National and Council targets of sourcing energy from renewables. Measure; Baseline number of residential properties with retro fitted renewable energy technology as of 2018. | 25% | 30% | 50% |
| PL6 | In line with legislation and as and when legislation allows; For major new developments, require on site monitoring capability for low and zero carbon uptake from residents. | HOS Planning | Ongoing | Officer time | This will provide a mechanism for monitoring actual carbon and financial savings on a new development. | | | |
| PL7 | Require development proposals to protect and enhance the natural environment. | HOS Planning | Ongoing | Officer time | Maintaining biodiversity and ensuring that opportunities for carbon sequestration are maximised. | | | |
| PL8 | Support proposals for renewable and low carbon energy generation where these do not cause adverse effects. | HOS Planning | Ongoing | Officer time | Reducing the need for fossil fuel based energy. | | | |



Action Plan

| Ref | Activity | Lead | Timescale | Resources | Cost/benefit | CO ² reduction target | | |
|-----|--|--------------|-----------|--------------|---|----------------------------------|------|------|
| | | | | | | 2020 | 2025 | 2030 |
| PL9 | Support the provision of new transport infrastructure that makes safe provision for pedestrians, cyclists and public transport users. | HOS Planning | Ongoing | Officer time | Reducing the need for people to travel by petrol and diesel cars. | | | |
| P10 | Through the careful siting and design of new development maximise the opportunities for walking, cycling and public transport movement. | HOS Planning | Ongoing | Officer time | Reduce the need for people to travel by petrol and diesel cars. | | | |
| P10 | Development proposals for companies with a large number of employees shall be required to prepare Travel Plans for the sustainable transportation of staff to and from work. | HOS Planning | Ongoing | Officer time | Reduce the number of cars being used for commuting. | | | |





Theme six:
**Community and
Collaboration**

Theme 6 - Community and Collaboration



As community leaders, local authorities have great potential to influence change in our district. By raising awareness and embedding ideas about the potential to reduce emissions, and by working collaboratively with others to reduce emissions, our organisation has significant reach and potential impact in developing a local response to climate change.

Many in our communities will find messages around climate change confusing or think it's a problem for the future. They will find it difficult to see how it relates to them personally, or realise that such a big problem really can be affected by individual actions.

Awareness, initiatives and projects that are interwoven through educational, social, cultural and economic arenas have the potential to be more effective than 'top down' solutions alone. Such an approach enables individuals, groups, families, business and organisations to recognise their own role in contributing to a more sustainable future and encourages people of all ages to engage more fully in carbon reduction and sustainable living.

Working with our community partners the local authority can engage with the local and wider communities to help them understand climate change, how it impacts upon them directly and how they can make a difference. Our organisation, in partnership with schools, Parish Council's, local environmental groups, energy advice centres, voluntary sector, businesses and other stakeholders have a great opportunity to work collaboratively to promote carbon reduction.

Progress to date

- Promoted advice provision for 'fuel poor' across district via council 'In touch' publication.
- Energy Saving to save MONEY - message is delivered face-to-face alongside fuel poverty visits.
- Gas connections and funded boiler installations for thousands of fuel poor homes on solid fuel across the district.
- Thousands of loft insulation, cavity wall insulation and external wall insulation referrals to local Trusted Traders.
- Consultation undertaken with local businesses to invest in technologies such as heat pumps, photovoltaic cells and heat recovery systems.
- The Council collaborates through the Local Authority Energy Partnership Warm Homes Scheme.



- The Council collaborates with the private sector – resulting in hundreds of funded gas connections for both private housing and Council owned properties.
- The Council collaborates with the voluntary sector to identify and source one off grants for vulnerable people in fuel poverty.

Case Study

Tackling Fuel Poverty and Improving Tenant Comfort at New Bolsover Model Village

New Bolsover is one of the most socially deprived areas of the UK. Sub-regional fuel poverty data shows that New Bolsover is significantly worse than the East Midlands. The current rate of properties in fuel poverty is 29.8% the East Midlands average is 18.4%.

The environmental improvement work undertaken by BDC's investment has changed properties from an EPC rating of D to C. a significant achievement on Grade II Listed properties.

Action Plan

| Ref | Activity | Lead | Timescale | Resources | Cost/benefit | CO ² reduction target | | |
|-----|---|-------------|------------|--------------|---|----------------------------------|------|------|
| | | | | | | 2020 | 2025 | 2030 |
| C1 | Develop a Climate Change Communication Strategy to include all below actions. | Comms Team | March 2019 | Officer time | An effective communication strategy will support behavioural change in the workplace and wider community bringing with it carbon and financial savings. | | | |
| C2 | Use social media, Council website, Bolsover T.V and publications to promote access to the Home Improvement Team. | Comms, Team | March 2019 | Officer time | Wider awareness and uptake from community – behaviour change. | | | |
| C3 | Develop specific campaigns to run through social media, Council website and publications that focus not only on Carbon Reduction but saving money. | Comms Team | March 2019 | Officer time | Wider awareness and uptake from community – behaviour change. | | | |
| C4 | Work with providers / suppliers to develop and promote a register for access to schemes to reduce residential property Carbon Footprint and save money. | Comms Team | March 2019 | Officer time | Wider awareness and uptake from community – behaviour change. | | | |



Action Plan

| Ref | Activity | Lead | Timescale | Resources | Cost/benefit | CO ² reduction target | | |
|-----|---|--|-----------|---|--|----------------------------------|------|------|
| | | | | | | 2020 | 2025 | 2030 |
| C5 | Provide a series of training sessions on communicating climate change for staff. Elected Members, Parish Councils and partners. | Comms Team | Sept 2019 | Officer time | Wider awareness and ability to 'share the message' through a range of networks – behaviours change. | | | |
| C6 | Provide a series of community information sessions around the District on climate change including 'the need for change' and 'benefits of change' along with access to suppliers and schemes. | Comms Team | Sept 2019 | Officer time | Wider awareness and uptake from community – behaviour change. | | | |
| C7 | Develop an information package and presentation/video to be delivered through schools | Comms Team / SS recycling Team / Leisure 5:60 Team | Oct 2019 | Officer time and cost of production of video. | Wider awareness and uptake from children – behaviour change. | | | |
| C8 | Continue to work very closely with LAEP in assisting with national government energy consultations and promoting minimum standards for homes. | HOS H&EH | Ongoing | Officer time | Development of improved standards and opportunities and promotion of wider awareness and uptake. | | | |
| C9 | Continue to build relationships with external organisations and seek funded schemes via Warm Homes Schemes. | H&EH | Ongoing | Officer time | Funded gas connections for both private housing and Council owned Measure; baseline Warm Home Scheme to 2018 | 10% | 20% | 30% |
| C10 | Work with external funding bodies with a focus on council commercial buildings and stock. | HOS P&E / HOS H&EH | Ongoing | Officer time | Identification of opportunities and funding for energy efficiency Measure; baseline funding secured initiatives to 2018. | 10% | 20% | 30% |
| C11 | Consider the creation of an environmental management apprentice post and work experience placement programme. | HOS H&EH | Sept 2019 | Officer time and apprentice budget | Add resilience to this area of work and share learning with young people who may go on to choose this career path. | | | |
| C12 | Develop opportunities for collaboration with the Bolsover Partnership in relation to Carbon Reduction. | HOS P&T | Ongoing | Officer time | Wider awareness and ability to share the message through a range of networks. | | | |



Theme seven: **Biodiversity**

Theme 7 - Biodiversity

Parks, open spaces and green spaces are valuable assets and are central to the lives of our communities. They provide opportunities for leisure, play, relaxation and exercise but can also be influential in terms of community cohesion, physical and mental health and wellbeing, biodiversity, climate change mitigation and local economic growth – nice spaces = nice places to live and work.

These spaces also support vital biodiversity, such as plants, habitats and threatened pollinators which are key to our food chain. Parks provide children with a wonderful introduction to nature whilst playing and enjoying a safe space within their community. Such spaces with even the most modest collection of trees, plants and shrubs offer the opportunity to learn about nature in many ways.

Due to the effects of climate change, the future is likely to bring warmer winters, hotter and drier summers, more severe flooding and other extreme weather. Because of the delayed effects of climate change gas emissions, a level of climate change is now likely to occur regardless of any emissions reductions that we may achieve now.

Adaptation to climate change along with a sustainable environmental approach means making our green spaces, parks and open spaces more resilient. Our green spaces form a natural infrastructure that is as critical to our community life as streets, drainage and sewers – and just like these, it is an infrastructure that requires investment and careful



management if we are to meet the challenges of our changing climate.

Greenery that has turned brown loses its ability to provide environmental benefits like air cooling, at other times of the year flooding may be a major challenge – effective water management and drainage is one measure that supports a sustainable environment approach whilst adapting to the effects of climate change. Planting regimes and the use of drought resistant planting that needs less watering is another measure along with the planting of large deciduous trees which have a particular value in cooling air and offering shade.

Bolsover District Council owns, manages and maintains approximately 197 hectares of green/open space, parks and recreation grounds within the district. Effective planning and management of our green infrastructure can help the local authority to deliver a range of solutions to climate change issues, provide access to quality green spaces within our communities and support environmental and biodiversity benefits into the future.



Progress to date

- A range of leisure related activities undertaken across the district utilising and promoting the spaces in the pursuit of health and wellbeing.
- Grass clippings left in situ in all areas except for fine turf sports facilities – this retains nitrogen levels, feeds soil organisms, recycles plant nutrients and contributes organic matter to the soil structure.
- Grass clippings left in situ also reduces transport and fuel usage related negative impact on the environment.
- Mechanical wood chipping machines are used to chip boughs/timber from tree pruning operations - this is subsequently used as a mulch on shrub beds which assists in controlling weed growth and avoids external buy-in and/or disposal related costs and impact.
- The Council operate a three bin system; Residual Waste (black), Recyclable Waste (burgundy) and Organic Waste (green).
- Households currently receive 74 wheeled bin collections per year achieving a combined recycling rate of 41%.



Newton Playing Fields

- Of our 41% recycling current recycling rate, 22% is derived from garden and food waste (green bin)'

Case Study Grass Cutting

Our grass cutting operations limit clipping removal to fine turf sports and high profile grass sward area only which negates need of waste disposal requirements; in particular, as grass clippings left to decompose (*in-situ*) sustains 50% (approx.) Nitrogen and contain 4% nitrogen (N), 0.5% phosphorus (P) and 2% potassium (K), plus small amounts of other plant nutrients. They also assist feeding soil organisms, recycle plant nutrients, and contribute organic matter to the soil structure.

Whilst removal of grass clippings would provide residents with an immediate, more aesthetically pleasing appearance to their lawns, it is estimated this would generate 133,358 kilograms of grass clippings (133.36 tonnes) per cut and a total of 1,600 tonnes (approx.) per annum and £77,000 (approx.) in disposal costs, which does not take account of increased transport vehicle emissions.



Action Plan

| Ref | Activity | Lead | Timescale | Resources | Cost/benefit | CO ² reduction target | | |
|-----|---|-----------------------|-----------|--------------|---|----------------------------------|------------------|------------------|
| | | | | | | 2020 | 2025 | 2030 |
| B1 | Develop a wild planting policy for parks and public open space areas where appropriate. | HOS SS | Sept 2019 | Officer time | This would include regimes that attract wildlife and supports their habitat adaptation to climate change. | | | |
| B2 | In line with legislation and as and when legislation allows; Through the planning process, for major new developments, require that the development mitigates through open space allocation and planting for public health and the environment. | HOS SS / HOS Planning | Sept 2019 | Officer time | For the Council, such information will support the existing information for consideration of a range of issues when considering planning applications and assessing the sustainability of a planning application. | | | |
| B3 | Explore further options for increased organic waste diversion from the residual (black) bin into the organic (green) bin waste stream. | HOS SS | Sept 2019 | Officer time | This would produce both carbon and financial savings. | | | |
| B4 | Develop Council Strategy for delivering against the EU 'Circular Economy' targets of 65% by 2035. | HOS | Mar 2020 | Officer time | This strategy will assist the Council meeting its targets for waste and recycling and will increase dry-recycling (burgundy bins) – improving recycling rates and reducing landfill waste. Measure; baseline recycling rates currently 41% in 2018. | Re – cycling 43% | Re – cycling 50% | Re – cycling 60% |





Theme eight: **Procurement**

Theme 8 - Procurement

Sustainable procurement is a way of buying goods, services, work and utilities that meets our value for money expectations whilst generating benefits to our communities and minimising damage to our environment.

Traditional procurement has focused upon value for money considerations. The aim of sustainable procurement is to take greater account of social and environmental considerations when purchasing or deciding to purchase with the goal of reducing adverse impacts upon the health of individuals and communities, social impact and environmental impact thereby bringing greater benefits to the community at large.



Procuring in a sustainable manner can achieve greater value for money as 'whole life costs' will be taken into account. Taking such a procurement approach can also stimulate the market for sustainable technologies, improve our communities' standard of living, improve health and the environment and save money.

Local authorities with their extensive procurement activity have an opportunity to have a significant impact in relation to carbon reduction through the implementation of a sustainable procurement process.

Progress to date

- The Council use local frameworks - Efficiency East Midlands (EEM), local contractors and where possible local manufacturers.
- Our procurement team seek best value for money whilst sourcing local goods and services.
- Our procurement team request suppliers to demonstrate that they have an environmental policy.
- The use of E-tendering system for all procurement activities.

Case Study

The 'Intend' Procurement System

The Procurement team at Bolsover DC & NEDDC have been providing a cradle to grave Procurement process via the In-tend system since the team was established in May 2018.

The system has created efficiencies in terms of the whole procurement tendering process is operated electronically through the portal. Projects once identified are created on the system attaching the relevant tender documents including tender returns, specifications associated documents for suppliers to view and return electronically. Upon receipt



of tenders following the close of the project, the team opens and downloads the submissions for evaluation together with an evaluation sheet for officers and forwards electronically.

The E-procurement system has reduced the need for paper files, and documents, opening ceremonies, officers/members time and the need for traveling to sites in addition to any postal charges. The system has streamlined tendering and created

an efficient process, with the added value of a full audit trail and allows for large tender files to be accessed electronically with a capacity of up to 20 megabytes. All of which would otherwise be hard copies both sent out and returned.

We advertise on Source East Midlands too with the link being automatic for suppliers, thus encouraging local, SME's and national suppliers to tender for business with the Council.

Action Plan

| Ref | Activity | Lead | Timescale | Resources | Cost/benefit | CO ² reduction target | | |
|-----|---|----------------------|------------------------|--------------|---|----------------------------------|------|------|
| | | | | | | 2020 | 2025 | 2030 |
| P1 | Review and update procurement strategy to include sustainable procurement target. | Procurement manager. | Implement by Mar 2019. | Officer time | A clear and efficient policy can achieve greater value through reducing cost and CO ₂ emissions Measure; baseline – previous similar contract for goods/ services or construction pre 2019 (where possible). | 10% | 20% | 30% |
| P2 | Seek out ISO14001/ EMAS certified companies where appropriate. | Procurement manager. | Implement by Mar 2019. | Officer time | ISO14001 and EMAS are the most credible and robust environmental management certifications an organisation can achieve. | | | |
| P3 | Consider a sustainability criteria matrix for tenders - criteria will be appropriate to both supplier and size of contract. | Procurement manager. | Implement by Mar 2019. | Officer time | Encourage sustainability through supply chain in a way that is appropriate to supplier Measure; baseline – previous similar contract for goods/ services or construction pre 2019 (where possible). | 10% | 20% | 30% |



Performance Management

Many different actions involving a large number of departments, organisations and stakeholders will be needed to deliver this plan, this section outlines the governance and other arrangements which will be put in place to achieve these.

This plan seeks to draw together a range of strategic, tactical and operational activity being undertaken by many partners in many different areas of influence in order to collaboratively reduce carbon emissions in the district.

Bringing the Carbon Reduction Plan into operation successfully across the Council, will be the result of good programme management. This will involve senior and strategic ownership of the Carbon Reduction Plan.

The Joint Strategic Director – People, will implement a robust monitoring system which will be implemented in 2019. To assess the overall impact of these activities in moving Bolsover district to become a low carbon area the plan will be monitored through the Transformation Governance Group and reported to the Customer Service and Transformation Scrutiny Committee, Executive and Council.

To support this, the establishment of a Carbon Reduction Sub Group will enable the Council to manage, monitor and review the action plans and consider new ideas that may be generated throughout the lifetime of the plan. This group will have the following composition;

Chair - Portfolio Holder for Finance and Resources & Sustainable Energy.

Lead Officer - Joint Strategic Director – People.

Finance Lead - JHOS Finance and Resources.

Thematic leads;

- Theme 1 – Sustainable Buildings and Workplaces – JHOS Property and Estates
- Theme 2 – Renewable Energy - JHOS Property and Estates.
- Theme 3 – Low Carbon Fleet - JHOS Streetscene.
- Theme 4 – Transport – JHOS Partnership and Transformation.
- Theme 5 – Planning - JHOS Planning
- Theme 6 – Community and Collaboration – JHOS Legal and Governance.
- Theme 7 – Biodiversity - JHOS Streetscene.
- Theme 8 – Procurement - JHOS Finance, Revenues and Resources.



Programme support:

- Communications, Marketing and Design Manager.
- Home Improvement Co-ordinator.
- Partnership Strategy and Policy Team.

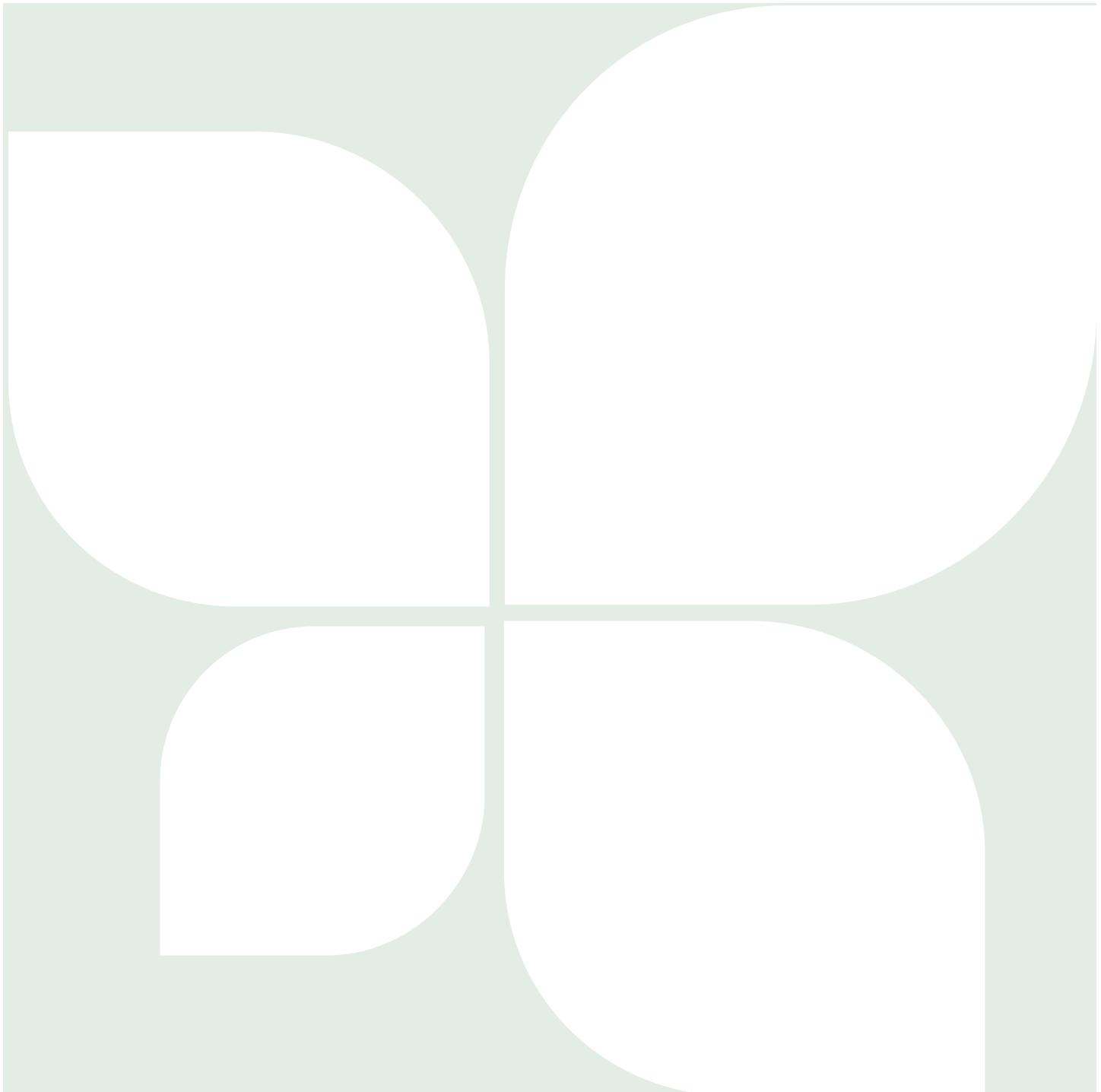
During the 11 year life of the Carbon Reduction Plan, it is expected that carbon management will become the responsibility of every employee within Bolsover District Council. This will be essential if the 50% aspirational reduction target is to be realised.

Other actions to ensure that carbon management becomes the responsibility of everyone within the organisation include;

- As part of the transformation programme, senior management will be encouraged to adopt a culture of 'carbon consideration' – they will recognise it as a key element of prudent financial management; aligned with the Council's drive for cost reduction, income generation and service re-design.

- Each service will ensure that the carbon management plan is embedded in service plans to become part of everyday Council planning, operation and delivery – making part of the corporate consciousness and a fundamental element of the new 'Corporate Plan'.







We speak your language

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