

<b>SUBJECT:</b>	<b>LINCOLN ZERO CARBON UPDATE</b>
<b>DIRECTORATE:</b>	<b>MAJOR DEVELOPMENTS</b>
<b>REPORT AUTHOR:</b>	<b>KATE BELL, REGENERATION OFFICER/MICHAEL HURTLEY, ASSISTANT DEVELOPMENT OFFICER</b>

## 1. Purpose of Report

- 1.1 The purpose of this report is to inform and update Executive on progress towards Lincoln's net zero carbon dioxide (CO<sub>2</sub>) emissions target by 2030 and request members of the Executive Committee consider the resources required across a range of service areas and give approval for officer time to be allocated to deliver the proposed actions outlined in this report.
- 1.2 There are 2 strands to this report –
- City wide approach to work with our partners and the residents of Lincoln to establish a roadmap to zero carbon and CoLC's role within the partnership.
  - How we can continue to reduce the council's own CO<sub>2</sub> emissions.

## 2. Background

- 2.1 On the 14th March 2012 the City of Lincoln Council hosted Lincoln's first low carbon conference, launching the Low Carbon Lincoln Partnership (LCLP) and Charter. To date 48 local organisations and businesses have signed the Low carbon Lincoln Charter. Following the launch event the LCLP prepared the Low Carbon Lincoln Plan 2012-2020 and agreed a target to reduce Lincoln's CO<sub>2</sub> emissions by 25% by 2020. The latest figures for Lincoln show a per capita CO<sub>2</sub> reduction of per 44% between 2005 and 2017.
- 2.2 In March 2018, as part of Vision 2020 drive to integrate sustainability into the council's operations and services, CMT agreed to set up a Carbon Reduction Taskforce made up of officers representing all Directorates and service areas within the council with responsibility for environmental management and or property management. In addition the taskforce is also attended by Councillor Bob Bushell, Portfolio Holder for Remarkable Place, Councillor Preston, Sustainability Advocate and chaired by Kate Ellis as Corporate Management Team (CMT) Sustainability Champion.
- 2.3 During 2018 the taskforce have carried out the following:-
- Reviewed City of Lincoln Council (CoLC) environmental responsibilities to ensure the council are meeting all statutory duties. Recorded and

identified officers responsible for delivering duties to ensure adequate resources are in place.

- Reviewed, advised and completed the council's Travel Plan which was approved by CMT in June 2019.
- Reviewed and considered actions required to develop a CoLC Environmental Management System (EMS).
- Supported Councillor Sue Burke, as Sustainability Champion in 2018, with a review of the council's sustainability initiatives and advised on the council's environmental performance report to Full Council in Feb 2019.
- Carry out a review of the provision of Electric Vehicle (EV) recharge points provided in the city and prepared a report to CMT.

2.4 During 2019/20 the taskforce are currently working on the following actions:-

- Preparing an EV Infrastructure Strategy.
- Inputting into the review of the council's fleet vehicles to identify the most fuel efficient and cost effective options for the new fleet contract.
- Advising on energy efficient options for the Crematorium refurbishment and low carbon funding opportunities.
- Supporting the delivery of the actions included in the CoLC Travel Plan.
- Drafting the council's Environmental Policy
- Acting as an advisory group for the 2019 Air Quality Management Plan.
- Reviewing the council's energy monitoring and recording processes to enable accurate green house gas reporting.
- Reviewing the council's single use plastic, and preparing an action plan to support the council's motion to remove single use plastic wherever possible.

2.5 On the 23 July 2019 the council agreed a motion declaring a Climate and Environmental Emergency. The motion includes a commitment for Lincoln to achieve a net zero carbon target by 2030. Net zero means the amount of greenhouse gases emitted into the atmosphere is no more than the amount taken out. The target has been set on the basis of the latest IPCC (Intergovernmental Panel on Climate Change) report of 2018 in which the world's leading climate scientists warn that humanity has only 12 years left in which to cap temperature rises at 1.5C or face a higher risk of drought, floods and heatwaves.<sup>1</sup>

2.6 For Lincoln to become a net zero carbon city by 2030 emissions would need to be capped at approximately 53 kilo tonnes per capita. In order to ensure we live within our carbon budget we would need to drastically reduce emission by a further 51% from the current 3.5t CO<sub>2</sub> per capita to 1.7t per capita per annum.

2.7 The Zero Carbon update report was considered and approved by CMT on the 24 September 2019 and Leadership on the 26 September 2019.

### **3. What have we achieved to date to reduce Lincoln's CO<sub>2</sub> emissions?**

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<sup>1</sup> [https://report.ipcc.ch/sr15/pdf/sr15\\_spm\\_final.pdf](https://report.ipcc.ch/sr15/pdf/sr15_spm_final.pdf)

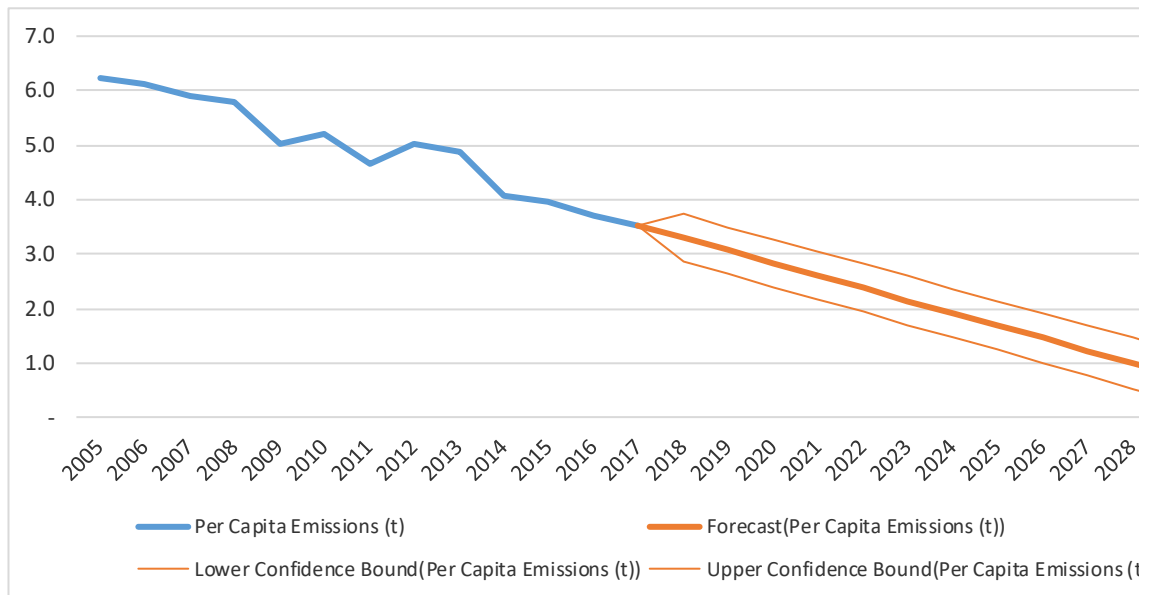
3.1 Lincoln's per capita CO2 emissions have been steadily reducing since 2005 and are currently the second lowest per capita emissions in the East Midlands. The latest estimates of end-user CO2 emissions for local authority area are published annually by the Department for Business, Energy and Industrial Strategy with a two year time lag.

3.2 The following table shows that emissions have reduced across all sectors since 2005 and by 44% per capita and by 30% since 2012.

Lincoln's kilotonnes of CO2				
Year	Industry and Commercial Total	Domes tic Total	Trans port Total	Per Capit a Emiss ions (t)
2005	275.8	204.7	70.1	6.2
2006	272.2	206.5	70.0	6.1
2007	265.0	195.5	71.3	5.9
2008	257.9	194.0	69.5	5.8
2009	214.9	175.1	67.3	5.0
2010	224.2	188.7	66.9	5.2
2011	203.5	166.1	64.8	4.7
2012	233.2	177.9	63.1	5.0
2013	227.3	174.9	62.9	4.9
2014	180.4	146.6	64.0	4.1
2015	175.0	142.4	64.2	4.0
2016	156.5	137.7	65.2	3.7
2017	150.0	130.0	65.9	3.5

3.3 If emission reduction continues to reduce at the current rate we are on track to achieve a 50% per capita CO2 reduction by 2020. The main driver for the decrease in Lincoln's emissions over recent years is largely due to a change in the fuel mix for electricity generation, with a decrease in the use of coal and an increase use of renewables.

3.4 The following graph shows a projection of future emissions, the middle confidence line is based on local and national existing and planned policies to reduce CO2. The lower confidence line shows an additional 35% emissions reduction that would be required to achieve a net zero target by 2030.



#### 4. Further Analysis of Lincoln’s CO2 emissions

##### 4.1 Electricity Consumption

**Since 2005 Lincoln’s CO2 emissions from electricity consumption have reduced by 61%**

4.1.1 CO2 emissions for electricity consumption from industrial, commercial and domestic sectors have reduced significantly since 2005 and have made the most contribution towards the reduction of total emissions achieved to date. This is largely due to the decarbonisation of the electricity supply. Lincoln’s electrical energy comes from a local substation which supplies all locally generated energy, including some renewable energy types. If there is more demand for energy than can be sourced locally, this is supplemented by fossil fuels and nuclear energy from national and European sources to meet demand. Due to the abundance of renewables generated locally (solar, wind, biomass and landfill gas) currently 72% of locally generated energy comes from renewables.<sup>2</sup> Also efficiency of appliances, i.e. white goods, light bulbs

4.1.2 Ongoing investment in research and development into the power sector is likely to ensure that we will continue to benefit from a decarbonised electricity supply and further reductions of CO2 locally.

##### 4.2 Gas Consumption

**Since 2005 Lincoln’s CO2 emissions from Gas consumption have reduced by 22%**

4.2.1 In terms of heat required across all sectors CO2 emissions have been much slower to reduce. Gas consumption for Lincoln makes up a significant proportion of Lincoln’s emissions (44%) and compared to electricity has been

<sup>2</sup> Energy Source data supplied by Western Power Distribution and available via a Carbon Tracer app.

slower to reduce since 2005. Nationally only 7.7% of UK energy for heating and cooling comes from renewable sources and this is likely to be reflected locally as Lincoln currently has limited local renewable sources for heat. The council do have a small scale biomass energy centres at Shuttleworth House. We are currently awaiting the response from government regarding the 'Future Framework for Heating in Buildings' call for evidence. In March 2019 the government announced that it will ban fossil fuel heating in new homes from 2025 and are currently proposing the alternative would be provided by heat pumps and much higher insulation standards.

4.2.2 Nationally extensive research and development is underway into decarbonising the gas supply, including a switch to a mix of hydrogen and renewable green gases that have zero CO2 emissions. This would require hybrid heating systems and gas pipes that could cope with a mix of clean gases and electricity. A cleaner, renewable source of gas is not yet available to supply the UK gas network, it will be necessary for the Lincoln Climate Commission to work together to explore a range of alternative local sources of heat. There are many examples of small scale, green gas plants producing low carbon biomethane<sup>3</sup> Smarter hybrid systems where gas and electricity work together i.e. Combined heat and power technology. A combination of changes to the energy mix from the national grid and as well as cost effective, reliable solutions to heating and cooling our homes and work places will be essential to ensure we meet our net zero carbon target by 2020.

### 4.3 Transport

#### **Since 2005 Lincoln's CO2 emissions from transport (road and rail) reduced by 6%**

4.3.1 Transport emissions have reduced overall since 2005, however since 2014 have started to increase again. CO2 emissions from traffic on major A roads has reduced by 10%, however there has only been a 1.5% reduction on minor roads since 2005 (with an 8% increase since 2012).

4.3.2 The recent increase of CO2 from traffic on minor roads can be explained by the following traffic flow data, provided by Lincolnshire County Council, showing an increase in traffic flow for motor vehicles between 2003 and 2017 in the Lincoln urban area.

	Pedal Cycle	Motor Cycle	Cars/ Taxis	Buses/ Coaches	Light Goods Vehicles	All Heavy Goods Vehicles	Total (exc PC & MC)
Strategy Area	-20%	11%	22%	-5%	72%	9%	27%
Urban Area	-13%	20%	2%	-3%	48%	-12%	6%
Rural Area	-22%	3%	38%	0%	86%	15%	42%

<sup>3</sup><http://www.energynetworks.org/assets/files/gas/Gas%20Futures%20booklet/1745%20ENA%20Gas%20Futures%20Messages%2016pp%20A5%20booklet%20p14%20FINAL%20singles.pdf>

4.3.3 The significant rise of traffic flow for light goods vehicles can be explained by the increase over recent years of items being ordered online and delivered to homes.

4.3.4 The reduction of bus usage and increase of cars/taxis reflects the reduced funding to rural bus services, however since 2017 both Stagecoach and PC coaches have confirmed that there has been an increase in bus usage again following the completion of the Lincoln Transport Hub and an improved bus service

4.3.5 The overall decline in pedal cycling between 2003 -2017 does not reflect more detailed data for Lincoln from the DfT which shows an increase in the percentage of people that cycle on a regular basis, i.e. as a mode of transport rather than for leisure purposes. The table below shows the percentage figures for Lincoln over the last 3 years have significantly increased.

4.3.6

<b>Percentage of People Cycling for Travel - Lincoln</b>				
Year	Once per month	Once per week	Three times per week	Five times per week
17/18	13.9	11.2	6.4	4.9
16/17	13.4	11.2	4.7	3.7
15/16	12.7	9.8	6.1	3.4
+/-	<b>+9%</b>	<b>+12%</b>	<b>+5%</b>	<b>+31%</b>

Source DfT Statistical Data Set 2019

According to the DfT data set in 2017/18 Lincoln had the 15<sup>th</sup> highest percentage of people travelling five times per week by bicycle out of 336 Local Authorities in the country.

## 5. CoLC actions delivered to date to reduce our carbon footprint.

5.1 The Council have implemented a wide range of low carbon projects and initiatives since 2012 as part of our commitment to the Low Carbon Lincoln Charter. Projects include a range of energy efficiency improvements to the council's housing stock; adoption of a corporate staff travel plan; investment in renewable technologies; installing EV charging points in council car parks; environmental improvements to Council owned properties including Yarborough, Birchwood Leisure Centres and the managed workspaces. **Appendix 1** provides a record of the sustainability initiatives implemented across all the Council's Directorates.

## 6. Lincoln Climate Commission (LCC)

6.1 The LCC is an embryonic group chaired by Cllr Metcalfe, with secretariat provided by the Council, and attended by a range of local experts from the public, private, 3<sup>rd</sup> sector and community to look at how we can work together

to address the climate emergency and create local solutions. To date the group have agreed a Terms of Reference and have met on three occasions during 2018 and 2019.

6.2 The LCC are currently focussed on the following actions:

- To set up a formal application process for attendance on the commission to ensure attendees represent the public, private and 3<sup>rd</sup> sector organisations (8 reps from each) to ensure the commission has the experience and knowledge required.
- To prepare the Lincoln Roadmap to Zero Carbon,
- To set up a citizens assembly to consult on the roadmap and communicate zero carbon to residents, businesses and organisations in Lincoln.
- To organise a series of workshops during Nov/Dec 2019 to consult on the roadmap content with members of the citizens assembly.

## 7. **The role of digital/smart technology and Lincolnshire's energy assets to achieve zero carbon.**

7.1 Digital can best be described as using modern information technology (computers and other internet connected devices) to connect people with information.<sup>4</sup> To achieve our zero carbon target we will need to better link innovation and digital infrastructure in areas such as energy efficiency, low-carbon heating and clean transport with new digital services such as mobile phone applications and connected devices.

7.1.1 Examples of where smart technology can improve services and reduce carbon:-

- energy distribution, more intelligent 'smart grid' approaches have been developed, where the usage of energy is monitored in detail, and connected appliances and properties can 'communicate' with one another to buy and sell energy, helping minimise wastage, and maximise the opportunity of commercial generation for householders and businesses.
- Within the waste sector artificial intelligence is beginning to be used to sort waste, and improvement in recycling technology has greatly increased the proportion of waste that is recycled. Future AI could be used to make waste collection more efficient reducing the traffic congestion and distances vehicles travel by disposing of waste at smaller, local sites and generating energy back to the homes.

7.2 Lincolnshire is rich with renewable energy assets, up to 20GW of additional energy capacity from north sea offshore wind is planned by 2030. However despite this Lincolnshire's energy infrastructure has areas of significant capacity constraint. As we transition to a more flexible and decentralised energy system, it is important that local areas feel the benefit of our many energy assets as Lincoln and surrounding community grows and prospers we will need local decentralised energy solutions to meet the changing local

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<sup>4</sup> Rushmoor Borough Council Digital Strategy 2017-2020

demand. We will need to work closely with the GLLEP as they further develop an Energy Strategy for Greater Lincolnshire and ensure that we maximise opportunities for delivering GLLEPs energy ambitions in Lincoln, in particular on the Western Growth Corridor.

7.3 Lincoln holds key knowledge assets in energy. The School of Engineering at the University of Lincoln has a Power and Energy Group (PEG), which conducts research into areas such as electric and hybrid vehicles and energy systems management. In addition LORIC (Lincolnshire open research and innovation centre) are able to provide data experts and researchers to help access and use data to develop people, products, new systems and services.

7.4 The City of Lincoln Council has an important role as community leader, ensuring that zero carbon is embedded into Lincoln’s digital infrastructure strategy and we have a joined up digital approach to delivering public services.

## 8. The scope of Lincoln’s roadmap to zero carbon

8.1 The Lincoln Climate Commission proposes a science based target and carbon reduction roadmap should be developed to set out a clear path to how we will achieve net zero carbon by 2030. The roadmap will ensure that we target resources in areas where national actions are most likely to leave a gap in the net zero carbon target, i.e. CO2 emissions from transport and gas used for heating.

8.2 The following table outlines the actions required to complete the road map:-

Actions	Status
Establish the source of Lincoln’s CO2 emissions and the activities that show the slowest rate of reduction.	Complete
Identify national policy and actions that will impact on Lincoln’s emissions over the next 10 years	Complete
Record and monitor local projects/policies in place and planned that will impact on Lincoln’s future emissions.	Underway
Identify any gaps in planned local and national actions and policies that pose a significant risk to achieving a net zero carbon by 2030	Underway
Identify additional local projects, policies and initiatives that will be necessary to meet the net zero Carbon target.	Due to organise a series of workshops over Jan/Feb. Dates to be confirmed shortly.

## 9. Lincoln Transport Taskforce

The Lincoln Transport Taskforce has been set up with the purpose of providing a strategic forum for setting and championing sustainable modes of transport alongside ambitious growth of the City. The taskforce has brought together a wide range of key stakeholders in Lincoln to discuss a range of transport and movement issues. The task force has been established to explore the constraints in the current transport system and the opportunities that exist to



improve movement. The role of the taskforce includes feeding into and influencing the refresh of the Lincoln Integrated Transport Strategy and shape the strategic vision and key actions needed to ensure people and goods can move efficiently. The Task Force is chaired by Karen Lee MP, Member of Parliament for Lincoln. The Directorate of Major Developments provide the secretariat for the taskforce.

## **10. CoIC's own emissions and mechanisms in place to contribute towards a Zero Carbon target.**

### **10.1 Housing and Growth**

#### **10.1.1 HRA Business Plan**

The Government's Clean Growth Strategy announced a new target for all housing to be Energy Performance Certificate (EPC) Band C by 2030.

As of August 2019 83 council dwellings are at EPC rating E and require further analysis to improve the EPC; four dwellings are at EPC rating F (due to tenant refusing entry); and there are no dwellings with an EPC rating G. The Housing Investment team is working on an Asset Management Strategy, which will form part of the revised HRA Business Plan, and include a plan for bringing the EPC rating of 87 properties to rating D or above.

#### **10.1.2 New Homes**

The Council will seek to influence sustainable design and construction of new homes and work with partners on the Lincoln Climate Commission to promote the use of sustainable building materials in the construction industry and ensure whole life costs are considered on all new housing development in Lincoln to limit the environmental impact of much needed housing growth.

- The Local Plan Review provides a significant opportunity for strengthening planning's approach towards addressing climate change. Due to recent changes in the NPPF (National Planning Policy Framework) 'local authorities are not restricted in their ability to require energy efficiency standards above Building Regulations' The Central Lincolnshire Local Plan review, currently underway, will consider whether there is a case for requiring energy efficiency standards on new homes and renovations above Building Regulations. In addition in January 2020, Central Lincolnshire members will be considering the overall approach to Climate Change in the Local Plan, the planning-related options available and how far members wish to prioritise the issue of Climate Change. We await the outcome of the meeting in January 2020 with next round of public consultation due to start in spring 2020.
- New Council Homes – in 2018/19 council homes were purchased through a buy back agreement, therefore it was not possible for the council to influence the specification, have an EPC B rating. DMD and DHI are committed to ensuring that 2020/2021 new build council homes have an EPC A rating through good design and specification, i.e.

through improved insulation to ensure houses maintain a low running cost.

### 10.1.3 **Western Growth Corridor**

The Western Growth Corridor (WGC) provides an opportunity to assist Lincoln in the transition to net zero carbon. As one of Lincoln's Sustainable Urban Extensions the WGC also provides a prime opportunity to embed principles of sustainability and carbon neutrality in this residential housing scheme. At present work is underway to develop a statement of carbon neutrality, to be attached to the planning application, to set out how the WGC shall include a range of carbon neutral initiatives.

## 10.2 **Transport**

### 10.2.1 **Travel Plans**

In 2019 the Council reviewed and updated the City of Lincoln Council Travel Plan (TP), approved by CMT on the 11 June 2019. The TP sets out a range of actions that seek to promote sustainable travel solutions for CoLC employees, when making their journey to and from their place of work, and reduce car dependency. The CoLC TP has been undertaken in conjunction with Access Lincoln and is an accredited Travel Plan scheme. Actions identified in the TP are currently underway, i.e. the Bike2Work scheme, Lincoln Big Bus Pass.

Through the Lincoln Transport Task Force, the City of Lincoln Council has been working with a range of City wide partners in developing their organisational travel plans and looking at opportunities to put in place city wide travel planning initiatives.

### 10.2.2 **Review of Council Fleet Vehicles**

The lease for the Council's fleet vehicles is due to end in 2021, this creates an opportunity to review the current fleet and consider opportunities to introduce ultra low emission vehicles (ULEVs) into the fleet. The Council's Housing Repair Service (HRS) are committed to identifying opportunities to use ULEVs within the fleet where practical and financially viable. A review of the fleet is currently underway and a procurement exercise in 2020 will identify cost implications of introducing ULEVs to the fleet.

### 10.2.3 **Emerging Electric Vehicle Infrastructure (EVI) Strategy**

DHI and DMD are jointly preparing an EVI strategy. The purpose of the strategy is to:-

- Review the current supply and demand for Ultra Low Emission Vehicles (ULEVs) and electric recharge infrastructure in Lincoln.
- Review the CoLC provision of EVI and its role in encouraging/enabling the uptake of ULEVs.
- To identify funding opportunities available to improve the provision of electric recharge points.

The emerging EVI Strategy has identified the following findings:

- Currently overall supply adequately meets demand for recharge points in council and retail car parks for visitors and commuters to Lincoln. The Council can respond relatively quickly to install additional recharge points when necessary.
- There is currently no provision for residents without off street parking to charge a ULEV, limiting the opportunity for 1/3 residents to benefit in the future from the low running costs of ULEVs.
- It is difficult to forecast the demand for on street charge points in Lincoln while there is a barrier to residents in the city due to high ULEV investment costs and limited access to recharge points. To address this it is proposed that CoLC access OLEV's On Street electric recharge funding to provide a small number of recharge points in Council parking areas close to high density housing with the intention of enabling residents to access a potentially low cost mode of transport. Full details of this proposal to be outlined in the draft EVI strategy due to be presented to Executive Committee by the end of 2019.
- CoLC recharge points are working well, except at Lucy Tower St which needs to be updated to a dual 7kw unit. It is felt that a 7kw recharge unit (3-4 hrs for a full charge) currently works well with the provision of a free recharge and pay for parking concept.
- There is likely to be an opportunity in the near future to provide recharge points for taxi/private vehicle hire companies, at the moment this is still cost prohibitive for Lincoln taxi firms/drivers but the Government are offering grant funding as an incentive to switch to ULEVs and the Council need to keep a watching brief on this.
- CoLC, as Local Planning authority, encourages the installation of electric recharge points for each dwelling on all new housing developments with dedicated off street parking. Where residential development proposes shared parking Development Management (DM) request 10% of parking spaces include electric recharge points. DM also request electric recharge points at commercial developments, however the rates vary depending on the intended use.

### **10.3 CoLC Environmental Management System (EMS)**

10.3.1 An Environmental Management System (EMS) is a structured and documented system used to manage an organisation's environmental performance and responsibilities. EMS was discussed at the first meeting of the low carbon task force in January 2018 and it was agreed that the first task of the group was to review the sustainability measures the Council currently has in place, actions the Council would need and the resources required to develop the Council's own EMS.

10.3.2 CMT have tasked the Council's Low Carbon taskforce to review the options to proceed with an independently accredited EMS. As part of the review the task force found that Peterborough Environment City Trust (PECT) provide a programme titled 'Investors in the Environment' which provides a framework for, and supports organisations to, develop their own EMS. The Investors in the Environment programme also provide an EMS accreditation, supporting

organisations to achieve bronze, silver and green awards. The University of Lincoln have been a member of Investors in the Environment since 2015 and in that time have developed an EMS, achieving a green award and are currently working towards achieving ISO 14001 accreditation. ISO14001 is an internationally recognised accreditation scheme for EMS.

- 10.3.3 To proceed with the Investors in the Environment EMS local authority membership would cost the Council £899 (+VAT) per annum. The membership fee includes access to EMS resources (policy templates, resource measurement trackers, action plans), quarterly telephone support, marketing material. For Bronze and Silver award the Council would simply need to complete an online self audit. For an additional fee of £100 +VAT PECT will undertake an onsite audit which would be required to qualify for the Green award. There is also the opportunity to purchase additional support with setting up, monitoring and reporting processes if required (the day rate is £500 plus VAT)
- 10.3.4 As a comparison North Lincolnshire Council have ISO14001 accredited EMS costing £8,000 per year for external verification that they meet the ISO14001 Standard. This cost does not provide any external support towards developing an EMS and North Lincs Council advise that the process towards EMS requires 2-3 days per week of officer time. Investors in the Environment was set up as an alternative to ISO 14001 as a low cost approach to developing an EMS which is well suited to Local Authorities as it takes into account the Council's role of acting as a community leader and working in partnership to delivery area wide environmental improvements.
- 10.3.5 The Low Carbon Taskforce have reviewed the requirements for an EMS accreditation by Investors in the Environment and have prepared an action plan, **see appendix 2**, to identify the extent to which the Council is prepared for EMS accreditation and where improvements are necessary to ensure the Council receive a bronze, silver or green award. The review concluded that with some small improvements to recording and monitoring of energy consumption and with the adoption of an Environmental Policy the Council could complete an online self audit to achieve a Silver award in 2019/20 and aim for a Green award, requiring an onsite audit, by the end of 2020/21.
- 10.3.6 In addition to reviewing energy consumption the Council would also review and work towards reducing the environmental impacts of events, such as the Lincoln Christmas Market, procurement to ensure third party suppliers and contractors are also taking steps to reduce their environmental impact.

## **11. CoLC commitment to reduce single use plastics**

- 11.1 In early 2019 the Council were approached by the Plastic Free Lincoln campaign group to support the campaign and to work with the group to achieve Plastic Free Community status for the City, awarded by the national charity Surfers Against Sewage. Full Council passed a motion to be a single use plastic free Council by 2022 on the 24<sup>th</sup> September 2019. A copy of the council's single use plastic audit and an action plan towards achieving the goals set out by Surfers Against Sewage is provided in **Appendix 3**.

## **12. Lincoln Christmas Market Environmental Policy**

- 12.1 At many markets, large scale events and festivals throughout the country organisers are taking steps to reduce waste and CO2 emissions. As part of the Council's commitment towards plastic free community status and to develop an independently accredited Environmental Management System the Council will have to consider the environmental impact of Council run events. The Council will need to take steps to reduce the environmental impact whilst retain events that are so beneficial to the city. A specific Lincoln Christmas Market Environmental Policy would clarify the Council's environmental position and values, with a commitment that the Council is working towards improving the environmental performance of large scale events in the city.
- 12.2 For the Christmas Market 2019 stall holders have been sent a letter politely asking them to make efforts to reduce single use plastic and general waste. In 2019 the Council will monitor the waste and CO2 emissions from the Christmas Market and identify opportunities to reduce the environmental impact of the event in 2020. It is proposed that as and when appropriate the Council's contracts will be reviewed to ensure that every effort is made to reduce emissions from energy, waste and transport at the event in 2020.
- 12.3 For Christmas Market 2020 it is proposed the Council introduce a Christmas Market Environmental Policy, this will stipulate that stall holders do not provide single use plastics and explain how the Council will take reasonable steps to reduce energy, waste and transport at the event.

## **13. Corporate Priorities**

### **13.1 Let's Drive Economic Growth**

To deliver the following action:-

#### **Refresh the Low Carbon Lincoln Strategy and Action Plan:**

As part of the city council's aspiration to cut carbon emissions, we will work with partners to refresh the Lincoln Carbon Strategy by 2018.

## **14. Organisational Impacts**

### **14.1 Finance**

There would be a cost implication to undertake an EMS accredited by Investors in the Environment, this is likely to be in the region of £1000 however there is an option to pay for additional expertise with a day rate of up to £540 plus VAT. It is anticipated that all other costs will be either covered within existing budgets.

### **14.2 Legal Implications including Procurement Rules**

There may be a requirement in the future to explore procurement options for an accredited EMS scheme. If there is likely to be a requirement to procure service to deliver the actions outlined in this report they will be included in a

more detailed project or policy specific report, i.e. the Electric Vehicle Infrastructure Strategy.

**14.3 Land, Property and Accommodation**

**NA**

**15. Recommendations**

To consider the following actions:-

- That CoLC continue to provide ongoing secretariat support to the Lincoln Climate Commission and to work collectively with LCC to deliver a science based zero carbon roadmap for the Lincoln local authority area and establish a citizens assembly to broaden consultation.
- To consider the bronze, silver and green membership levels for Investment in the environment and the resources required to proceed with the implementation of an Environmental Management System.
- To prepare an Environmental Policy by the end March 2020.
- To prepare a Lincoln Christmas Market Environment Policy by October 2020
- To consider the key points from the emerging Electric Vehicle Infrastructure Strategy.

**Is this a key decision?**

No

**Do the exempt information categories apply?**

No

**Does Rule 15 of the Scrutiny Procedure Rules (call-in and urgency) apply?**

No

**How many appendices does the report contain?**

Three

**List of Background Papers:**

None