

Carbon Reduction Plan for Nottinghamshire County Council 2022-2032



CONTENTS

1. INTRODUCTION

2. CONTEXT

3. CO-BENEFITS

4. SCOPE OF EMISSIONS SOURCES

5. BASELINE

6. TARGETS

7. ACTION PLAN FRAMEWORK

7.1 Reducing emissions from energy use in property assets

7.2 Reducing emissions from energy use in highways assets

7.3 Reducing emissions from business travel in fleet vehicles

7.4 Reducing emissions from business travel in private vehicles (grey fleet)

8. SUMMARY OF KEY ACTIONS TO BECOME CARBON NEUTRAL

9. DEALING WITH RESIDUAL EMISSIONS

10. NEXT STEPS

APPENDIX A

Carbon Reduction Plan for Nottinghamshire County Council 2022-2032.

1. INTRODUCTION

In March 2020, the Council approved a new Corporate Environmental Policy that reaffirmed its commitment to protecting and enhancing our environment for current and future generations. It has subsequently declared a climate emergency and committed to becoming carbon neutral for its activities by 2030 and achieving a net zero Nottinghamshire by 2050, in line with the national target.

This Carbon Reduction Plan sets out a framework for action and scope for the activities for which greenhouse gas (GHG) emissions will be measured and reported in pursuit of the 2030 goal. These activities fall into the three broad areas of energy use in buildings; energy use in highways assets (mainly street lighting); and energy use in work-related travel and transport. Greenhouse gases cover more than just carbon dioxide, but for reporting purposes all emissions are expressed as carbon dioxide equivalent, CO₂e.

2. CONTEXT

The national and international context to this plan is well documented, suffice to say this Plan supports the UK's commitment to reducing its greenhouse gas emissions by 78% by 2035 (based on 1990 levels) and to zero by 2050, in order to play its part in averting a global temperature increase that poses an existential threat to humankind and countless other species.

3. CO-BENEFITS

It should be noted that measures that reduce greenhouse gas emissions often deliver other benefits to organisations and society in general, such as reduced utility bills, reduced staff travel costs and improvements to health and wellbeing through cleaner air and increased levels of physical activity. In considering measures to reduce its emissions the Council will look to maximise such co-benefits.

4. SCOPE OF EMISSIONS SOURCES

In determining the scope of emissions sources for reporting purposes, the Council has taken a pragmatic approach to include those emissions within the Council's operational control, which are significant and for which robust data is readily available or relatively easy to collect.

The international [greenhouse gas protocol](#) recognises 3 scopes of emissions sources:

Scope 1: covers direct emissions from those activities owned or controlled by the Council, which for the Council will be mainly from fuel consumed in boilers and vehicles.

Scope 2: covers indirect emissions from the consumption of electricity, heat, steam, and cooling.

Scope 3: covers all other indirect emissions that are present in an organisation's chain. These are from sources of emissions that the Council does not own or have direct control over, such as those from private cars driven on Council business (the grey fleet) or embedded emissions from procurement.

The emissions reported by the Council in its baseline report for 2019-20 ([GHG Emissions report 2019-20](#)) include those from:

- Energy used in powering street lighting, traffic signs and signals, and other highways assets such as subway pumps, ticket machines and bus shelters
- Energy used to heat and power our operational buildings
- Fuel used by fleet vehicles owned or leased by the Council
- Fuel used by grey fleet (vehicles owned by staff and used for Council business)

Emissions from the following sources are **outside** the scope of this plan and have been excluded from the baseline emissions report:

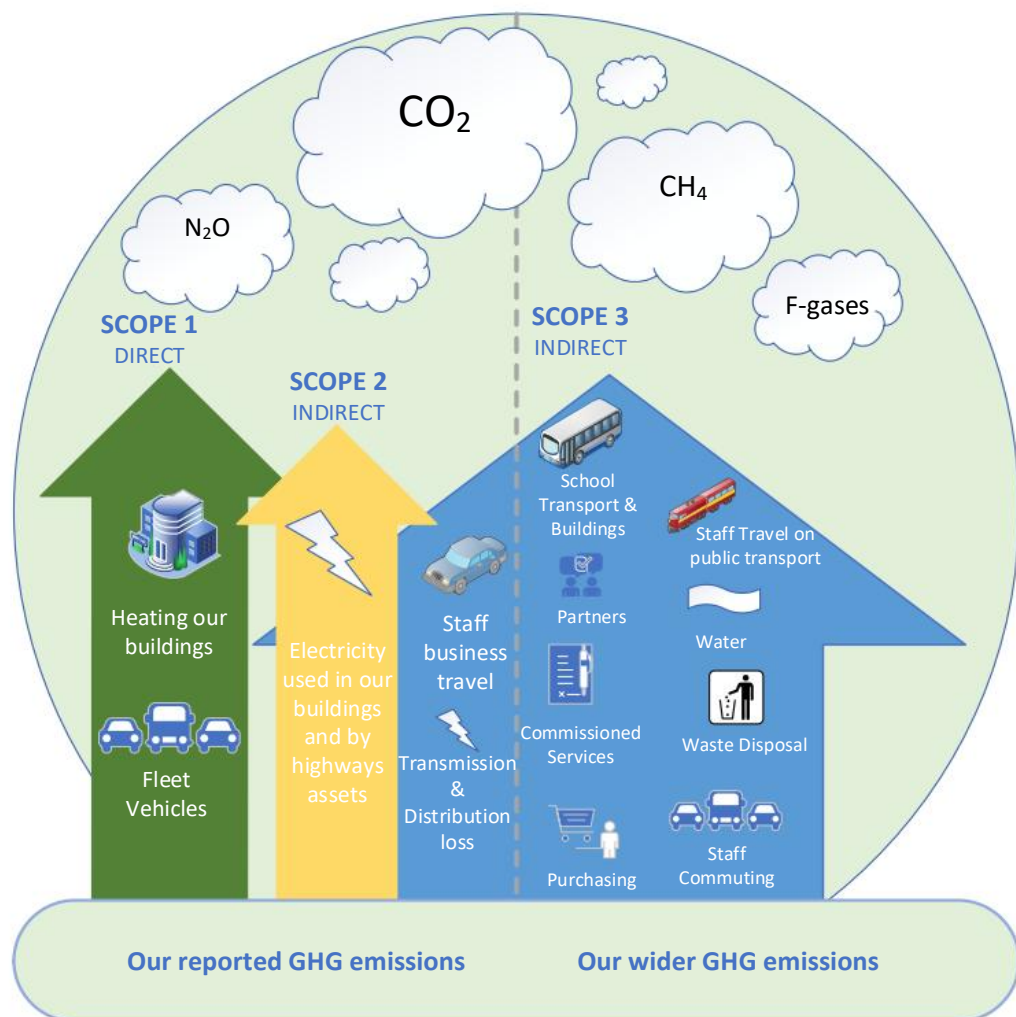
- Activities associated with procured goods and services
- Fuel used by contracted home – school/college travel services
- Fuel used by hire cars
- Fuel used by mobile plant and machinery
- Activities associated with waste disposal from Council operations and offices
- Water use and treatment
- Refrigerant and other fugitive emissions
- Air, bus, and rail travel on Council business
- Staff travel to and from work

However, many of the above are addressed through other plans and programmes, many of which form part of the Council's [Nottinghamshire Plan](#) and its Corporate Environment strategy.

Emissions from school buildings are not included in the figures, as they are outside of the Council's operational control, but Council support is available to help schools reduce their contribution to greenhouse gas emissions, particularly where they buy their energy through the Council's arrangements.

Diagram A summarises the Council's approach to its reported and excluded sources of GHG emissions.

Diagram A. Reported and excluded GHG emissions



Emissions from alternative service delivery organisations

Nottinghamshire County Council has established several different arrangements to provide some of its services. For the purpose of this Plan, the Council has chosen to exclude GHG emissions from its alternative service delivery organisations, as it does not have direct control over the policies and activities that influence their emissions. However, it will use its relationship with these organisations to support and encourage reporting and reductions of their emissions in line with the Council's commitment, especially where the Council owns or has a significant stake in the organisation. Such organisations include Via East Midlands (highways and fleet services); Inspire Culture, Learning and Libraries; and Arc Partnership (property services). **Appendix A** lists these organisations and summarises their emissions reporting and reduction activities.

5. BASELINE

The baseline year for this Plan is 2019-20, with the emissions being calculated using a bespoke local authority reporting tool developed by the Local Government Association and Local Partnerships.

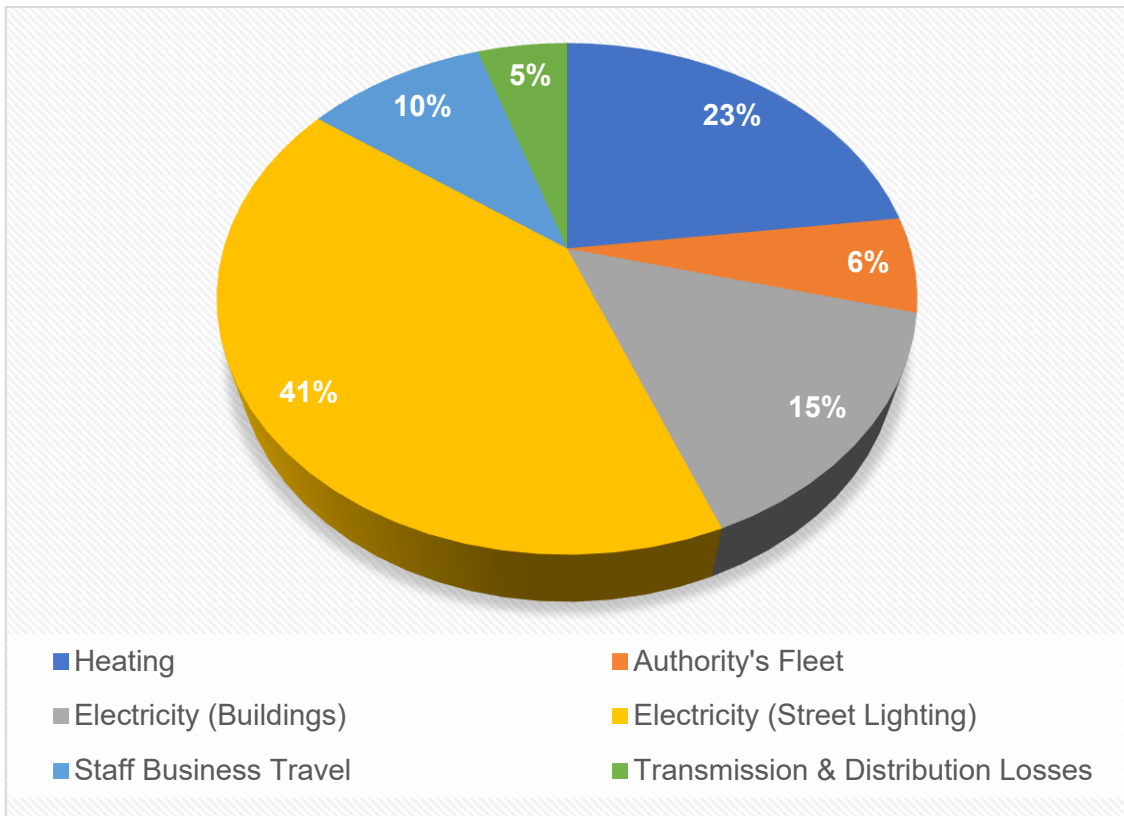
Nottinghamshire County Council's GHG emissions for 2019-20 totalled 15,457 tonnes CO₂e.

Table 1. Summary of emissions for Nottinghamshire County Council, 2019-20 baseline year to 2021-22.

Scope	Emissions source	Emissions (tCO ₂ e)			Percentage change from baseline
		2019-20 (baseline)	2020-21	2021-22	
Scope 1	Heating fuels used in buildings	2,970	2,482	2,454	17% lower
	Fuel used by fleet vehicles	811*	639	615	24% lower
Scope 2	Electricity used in buildings	2,336	1,670	1,558	33% lower
	Electricity used by highways assets	6,750	5,232	4,331	36% lower
Scope 3	Fuel used by staff business travel	1,819	777	1,086	40% lower
	Transmission and distribution losses	771	594	519	23% lower
Total		15, 457	11,393	10,543	32% lower

* This figure has been adjusted down from the original 2019-20 Greenhouse Gas Emissions Baseline Report due to errors in data which have now been rectified.

Graph 1. Summary pie chart of percentage share of emissions by source for Nottinghamshire County Council activities 2021 -22



6. TARGETS

Given that greenhouse gas emissions are long-lasting and therefore accumulate in the earth's atmosphere, it is important to think in terms of an available budget of emissions that should not be exceeded if nations and organisations are to play their fair part in limiting climate change to within safe levels. To remain within the budget of available emissions, significant reductions need to be achieved quickly and therefore this Plan sets an ambitious interim target in line with the emissions reduction trajectory recommended by the UK's independent [Committee on Climate Change](#).

The UK's carbon budget period and reduction targets (against 1990 emissions level):

- 2023 – 2027 reduce by 51% by 2025
- 2028 – 2032 reduce by 68% by 2030
- 2033 – 2037 reduce by 78% by 2035

Table 2. Sets out an interim target for the Nottinghamshire County Council's Carbon Reduction Plan:

Council emissions (tonnes, CO ₂ e) and target year	Council reduction target on 2019-20 baseline (%)
Baseline 16,798 2019-20	
8,399 by 2025	50
Carbon Neutral by 2030	100

7. ACTION PLAN FRAMEWORK

Section 7 sets out interim targets for individual service areas. To reduce greenhouse gas emissions in line with the Plan targets, separate action plans will be developed for the four key source areas of property, highways, fleet travel and business mileage in private cars (grey fleet). Background information, including performance data were available, baseline data and broad areas for action to reduce greenhouse gas emissions in these key areas are detailed in the following sections.

Action under these areas will also be supported by more generic activities to support pro-environmental behaviours that can contribute to reducing the Council's GHG emissions.

Further to this, whilst the priority will be to reduce GHG emissions from the sources identified above (Table 1) to zero by 2030, the Council will also need to consider how it will deal with any residual emissions that may remain, so that it can achieve its target (detailed in section 8.).

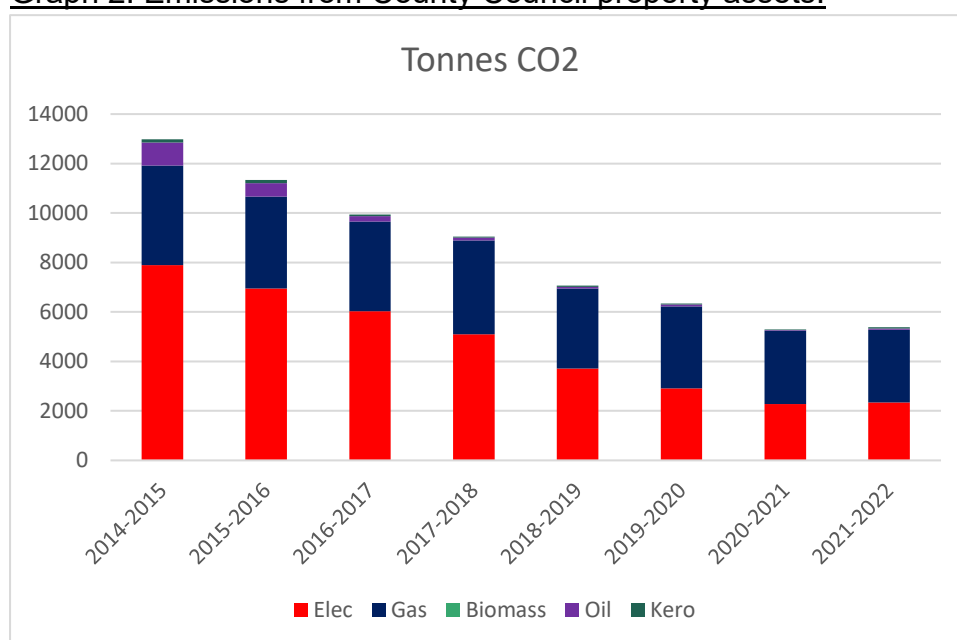
7.1 Reducing emissions from energy use in property assets

Background

Energy use in property assets accounts for 31% of total baseline emissions and currently (2021-22) costs approximately £2m p.a. Of this portfolio (175 corporate sites), the suite of County Offices is responsible for approximately 40% of the GHG emissions and has been the focus of a recent energy strategy for county offices.

Overall, the Council has reduced emissions from its buildings by 59% since 2014-15, graph 2 below shows this reduction.

Graph 2. Emissions from County Council property assets:



This reduction has been achieved by a combination of energy efficiency, investment in renewable energy (chiefly solar power and biomass heating), property rationalisation, and the increasing decarbonisation of the UK's electricity supply.

Currently 39 Council sites, including offices, libraries and outdoor education centres have PV arrays installed, giving a combined generation capacity of 1.2 megawatts (approximately the equivalent of a 100-metre-tall wind turbine).

Reductions in emissions from property will also be supported by the continuing decarbonisation of the nation's electricity supply, and potentially by decarbonisation of the gas grid. It is currently predicted (see Table 1 [here](#)) that the carbon intensity of grid electricity will have reduced to 52gCO₂e/kWh by **2030** (about a third of the current value); to 41gCO₂e/kWh by **2035** and to 10gCO₂e/kWh by **2045**.

Whilst the exact path to achieving zero carbon emissions for our buildings is likely to remain somewhat unclear until a full rationalisation, there are some simple principles that can be adopted, such as the prioritisation of no regrets actions that are either no/low costs or have a viable 'invest to save' business case and will contribute to reduced running costs or provide income generation. Where possible, measures should be future proof, such that they do not impede further emissions reduction measures that may become more viable in time, such as the replacement of gas boilers with some form of heat pump technology. Building fabric improvements, further roll out of LED lighting and widespread insulation and heating control measures would all generally be 'no regrets' measures.

Table 3. Key actions to reduce emissions from property assets

Area of action and lead officer	Existing and planned activity	Notes
<p>Property Rationalisation Group Manager, Property Asset Strategy</p>	<ul style="list-style-type: none"> • The continued work of the Investing in Nottinghamshire Programme. • Service Asset Management Plans (SAMPs) and the Strategic Asset Management Plan (AMP) will inform property rationalisation and carbon saving investment decisions. • Carbon saving potential will be a consideration in disposal of assets to generate capital receipts. 	<p>As ways of working and service delivery change, the Council continuously reviews its property needs. Running costs, including energy, and associated GHG emissions will be a factor in determining retention or disposal of owned assets, or the continuation of lease arrangements.</p>
<p>Energy efficiency/carbon reduction investment Group Manager, Property Asset Strategy Long term asset – undertake deep retrofit, with installation of low carbon heating Medium term asset - retrofit to improve thermal performance, low carbon heating as appropriate Near term asset – Install basic quick payback measures only</p>	<ul style="list-style-type: none"> • Investing in Nottinghamshire programme; continued use of £1.3m recycling energy efficiency loan fund; property standards and specifications project. • The Council will be continuing to seek external funding to support its heat decarbonisation plans through developing a rolling programme of targeted investment, supported by enhanced condition surveys, energy audits and feasibility work. 	<p>Commitment made to set high energy standards for new builds – aiming for as near to zero carbon as possible. Ideally, asset management strategy will identify which properties will be retained in the near, medium, and long term to guide level of investment. Survey work can identify investment opportunities including lighting improvements, better insulation, and heating replacement, appropriate to asset planning.</p>

<p>Small scale, on-site renewable energy investment Group Manager, Place Commissioning</p>	<ul style="list-style-type: none"> • Considered as part of routine feasibility requests for heating replacement projects and for more bespoke low carbon, whole building feasibilities. 	<p>Renewable power consumed on site replaces grid supplied electricity, saving costs and carbon, but any power exported to the grid does not factor into the Council's GHG emissions calculations.</p>
<p>Property Design and Maintenance Group Manager, Place Commissioning</p>	<ul style="list-style-type: none"> • Reducing emissions from new and existing properties is central to the Property standards and Specifications Project currently in progress. This project covers new builds, refurbishment, and maintenance of properties. 	<p>Maintenance programmes can ensure equipment is working to maximum efficiency, reduce risk of leaks of greenhouse gases used in air conditioning, and can ensure any replacement equipment is more energy efficient.</p>
<p>Site operation and management Group Manager, Property Asset Strategy</p>	<ul style="list-style-type: none"> • Completion of the corporate landlord review has now established a more centralised and co-ordinated model, which will facilitate enhanced integration of energy considerations into site operation and management. • Continued delivery of the Building Energy Management Systems networking project. 	<p>Operating hours, control of heating settings, management of power consuming equipment, and such like can all have a positive influence on carbon reduction. Data centres and ICT communications rooms can be managed to help reduce emissions.</p>
<p>Behaviour change Group Manager, Place Commissioning And Group Manager, Property Asset Strategy</p>	<ul style="list-style-type: none"> • The Council has commenced delivery of a targeted climate change training package, including Carbon Literacy Training for leaders and Councillors, Climate Fresk workshops, and bespoke training sessions for service areas. • Continue to support the work and development of the Employee Green Initiatives Group. 	<p>Energy/carbon awareness and behaviour change campaigns could fit within wider staff training/development around environmental issues. Switch off campaigns can be low cost and an effective means of contributing to cutting emissions and costs.</p>

	<ul style="list-style-type: none"> • Identify and train eco-champions within service areas to share knowledge and lead by example. • Ensure building managers help embed pro-environmental behaviours in staff and visitors. • 	
Investment in large scale off-site renewable energy Group Manager, Property Asset Strategy	<ul style="list-style-type: none"> • The Council's green estate and agricultural holdings will be considered for their potential to generate renewable energy and/or sequester carbon dioxide, which could provide a means to off-set some of the Council's residual GHG emissions to enable it to achieve its 2030 target. 	Unless linked to self-supply, this will not impact on GHG emissions calculations, but can be measured and reported as a means of offsetting the council's emissions and offers a source of income generation.
Procurement Group Manager, Procurement	<ul style="list-style-type: none"> • Implementation of the Sustainable Procurement Policy, which commits to achieving economic, social, and environmental outcomes, including the reduction of greenhouse gas emissions. This can benefit the Council's reported in-scope emissions and its wider carbon footprint. • Delivery of the Procurement Strategy 2019-2023. • ICT will work to include carbon targets in any commercial contracts and address the Council's wider footprint by looking to extend the life of equipment by decoupling software applications from the operating system. 	Procurement and specification of power consuming equipment, outside of that covered by property maintenance, such as white goods, ICT equipment, and multi-functional devices and catering equipment, can positively effect emissions. The Council already purchases solely green electricity through its supply arrangements, which would not alter our GHG emissions calculations using the adopted approach but could be recognised as part of the reporting process.

	<ul style="list-style-type: none"> • ICT is moving to cloud-hosted services (Software as a Service) which will reduce the amount of on-site energy consumed by the Council. 	
<p>Service Level Carbon Reduction Plans Heads of Service supported by: Group Manager, Place Commissioning</p>	<ul style="list-style-type: none"> • Energy strategy embedded into Service Delivery Plans and being implemented for: <ul style="list-style-type: none"> ○ County Offices ○ Notts Outdoors Centres ○ Bus Stations ○ Day Centres 	<p>Service level plans will use a combination of the above measures to deliver emissions reductions in a way that combines Council ambition with local level support and innovation.</p>

7.2 Reducing emissions from energy use in highways assets

Background

Energy use in highways assets account for 40% of the emissions baseline total and cost (2021-22) about £3.2m p.a. These emissions have reduced by 75% since 2014-15 (see Graph 3 below), largely achieved through a long-standing LED street lighting conversion programme combined with decarbonisation of the electricity grid.

Graph 3. Emissions from County Council highways assets:

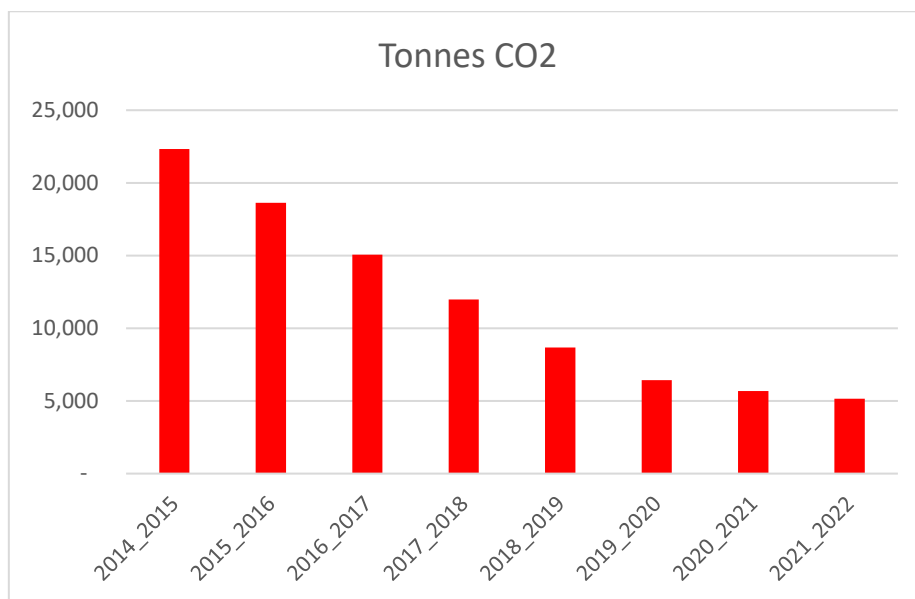


Table 4. Key actions to reduce emissions from highways

Area of action and lead officer	Existing and planned activity	Notes
<p>Complete current programme of LED street lighting conversion Group Manager, Highways & Transport</p>	<ul style="list-style-type: none"> Installed 83,000 LEDs since 2014, saving 90,000 tonnes of carbon so far. Complete the remaining two districts, reducing CO_{2e} by a further 708 tonnes per annum. 	<p>We will finish converting all street lighting to energy efficient LEDs by April 2023.</p>
<p>Consideration of part-night lighting and enhanced dimming Group Manager Highways & Transport</p>	<ul style="list-style-type: none"> Explore options, considering investment required and financial and CO_{2e} savings. 	<p>Controls in lanterns are in situ and are not capable of being managed remotely, hence changes to settings would require major investment.</p>
<p>Programme to reduce emissions from signs, signals, and lit bollards Group Manager Highways & Transport</p>	<ul style="list-style-type: none"> There is an on-going Programme in place for this. Most signals are already LED and lit bollards are removed where possible. 	
<p>Pilot use of micro-generation Group Manager Highways & Transport</p>	<ul style="list-style-type: none"> Pilots are currently underway to explore PV Solar Panel and PV glass to light and power bus shelters. 	

7.3 Reducing emissions from travel in fleet vehicles

Background

Emissions from Council travel and transport account for 24% of the baseline total and the Council's owned or leased fleet accounts for roughly 13% of the total baseline emissions.

The fleet consists of 194 vehicles as of April 2022. Graph 4 sets out the different type of vehicles. The Transport and Travel Service (TTS) buses make up a large proportion of the internal fleet, providing essential transport to our adult day care sites and local bus services provisions in rural areas.

Within the Nottinghamshire Plan a target of 'greening' the fleet has been set, with 50% to be achieved by 2025 and 100% to be achieved by 2030.

Graph 4. Number of County Council fleet vehicles by type:

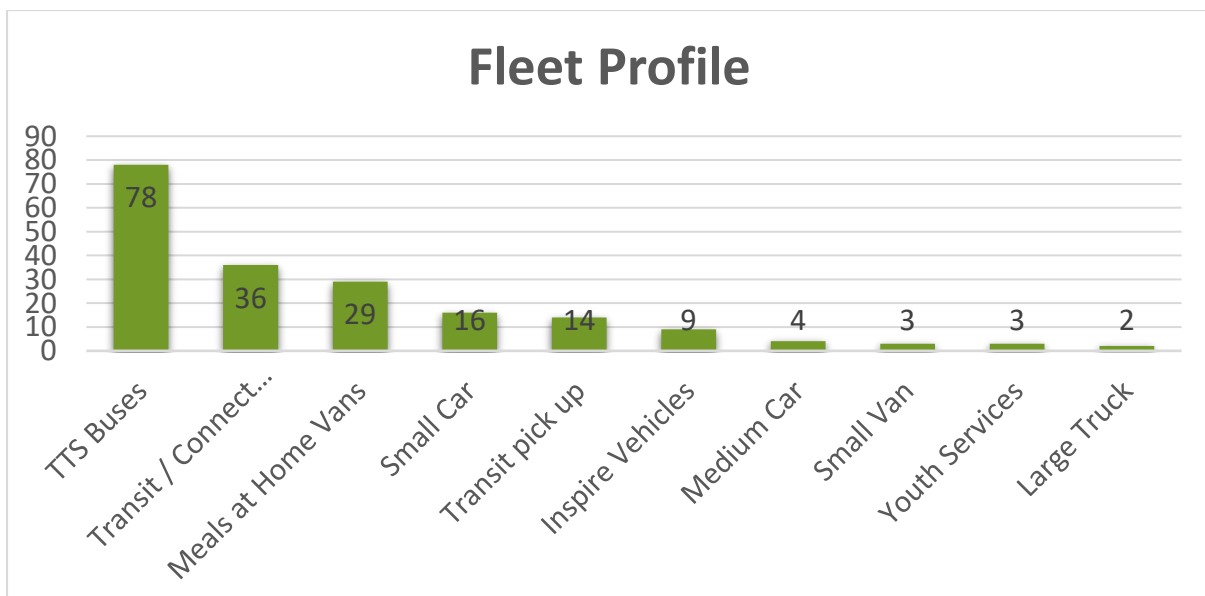


Table 5. Key actions to reduce emissions from the Council's fleet

Area of action & Lead Officer	Existing & Planned activity	Notes
<p>Greening of the fleet – vehicles and operation Group Manager Highways & Transport Group Manager Property Asset Strategy (on-site vehicle charging or fuelling infrastructure)</p>	<ul style="list-style-type: none"> • Reduce the number of fleet vehicles. • Replace vehicles with electric and other zero/low emission vehicles. • Offer initiatives such as driver training and improved journey planning to improve fuel consumption. • Provide appropriate electric vehicle charging or other low/zero emission vehicle infrastructure at Council properties. 	<p>Baseline emissions for core fleet were calculated using fleet mileage data, whereas in future this could switch to using fuel consumption, which would be a more accurate method and allow greening of fleet vehicles and more efficient driving, etc to positively impact on the Council's emissions.</p>

7.4 Reducing emissions from business travel in private cars (grey fleet)

Background

Emissions from Council travel and transport account for 24% of the baseline total. In 2019-20, staff business travel in private vehicles amounted to 6,380,376 miles at a cost of £2,871,169. This was responsible for around 11% of total baseline emissions.

In the following year, impacted by the Covid pandemic, such costs amounted to £1,267,422, with a total of 2,816,493 miles - a reduction in miles travelled of around 3.6 million (56%).

In 2021-22, staff business travel in private vehicles amounted to £1,771,512, with a total of 3,936,693 miles.

Table 6, below, sets out the expenditure across all four departments over the last two years.

Table 6. County Council staff business travel claims by Department, Business Travel costs:

Department	2020-21 Expenses £	2021-22 Expenses £
Adult Social Care/Public Health	509,158	646,094
Chief Executive's	42,718	63,680
Child Families and Cultural Services	564,577	836,141
Place	150,969	225,597
Total	1,267,422	1,771,512

Table 7. Key actions to reduce emissions from grey fleet travel

Area of action & Lead Officer	Existing & Planned Activity	Notes
<p>Reducing business mileage in private cars</p> <p>Group Manager HR Group Manager Highways & Transport Group Manager Place Commissioning</p>	<ul style="list-style-type: none"> • The Hybrid Working Strategy has been in place since July 2021 allowing staff to work flexibly. • A salary sacrifice car lease scheme is in place since April 2022 for low emission cars (75g/km or lower). • The Investing in Nottinghamshire programme seeks to find the best possible location solution for Council Offices and Services. • ICT ensures appropriate technology is available to enable remote/home working, removing much of the need to travel. • HR to explore terms and conditions around casual and essential car users. • Develop a staff travel plan to encourage and support staff to use active travel and public transport alternatives and exploring the option of a car hierarchy strategy. 	<p>Through enabling and encouraging virtual meetings to avoid unnecessary travel where appropriate, greening and expanding pool car provision, better journey planning, and promoting modal shift through implementation of an approved and enforced travel hierarchy.</p> <p>It is worth bearing in mind if emissions are calculated using mileage (rather than fuel type and use) and a standard ‘average car’ conversion factor, then the critical factor to effect change upon is the total number of miles driven on Council business.</p>
<p>Supporting greener commuting and home working</p> <p>Group Manager HR Group Manager Highways & Transport Group Manager Place Commissioning</p>	<ul style="list-style-type: none"> • The Hybrid Working Strategy has been in place since July 2021 allowing staff to work flexibly. • A salary sacrifice car lease scheme has been in place since April 2022 for low emission cars (75g/km or lower). 	<p>Whilst emissions from travel to and from work do not form part of the Council’s current carbon footprint, influencing the need and means of travel for commuting can positively impact emissions from business travel. Similarly, a progressive approach to work-related travel can</p>

	<ul style="list-style-type: none">• Public transport season ticket scheme allows staff to obtain a reduced season pass.• Promote within the recruitment process travel and commuting options and benefits.	positively impact on wider travel and transport choices (beyond those that are work-related), with wider environmental and social benefits.
--	---	---

8. SUMMARY OF KEY ACTIONS

The below table summarises the existing and planned actions within each source areas and includes a suggested target milestone for each action to be delivered by:

Source of emissions	Key Action	2021/22 Emissions tonnes CO ₂ e/%	Percentage %		
			Target milestone (2024/25)	Target milestone (2027/28)	Target milestone (2030/31)
Property	Property Rationalisation	4,012/38%	25	60	90+
	Energy efficiency/carbon reduction Investment		50	100	
	Small scale, on site renewable energy investment		50	75	100
	Property Design and Maintenance		75	100	
	Site operation and management		50	100	
	Behaviour Change		50	75	100
	Investment in large scale off-site renewable energy		25	50	100
	Procurement		50	100	
Service Level Carbon Reduction Plans	100				
Highways Assets	Complete current Programme of LED street lighting conversion	4,331/41%	100		
	Consideration of part-night lighting and enhanced dimming		50	100	
	Programme to reduce emissions from signs, signals, and lit bollards		50	100	
	Pilot use of micro-generation		50	75	100
Core Fleet	Greening of the core fleet – vehicles and operation	615/6%	50	75	100
Grey Fleet	Reducing business mileage in private cars	1,086/10%	25	50	
	Supporting greener commuting and home working		50	100	

9. DEALING WITH RESIDUAL EMISSIONS

To achieve zero emissions for the Council's activities within the scope of this plan by 2030 without there being any residual emissions would be an unrealistic ambition. Whilst we can look to reduce demand, increase energy efficiency, and make more use of renewable energy, at best it is likely that we will still be using some gas for heating our buildings, grid-supplied electricity will not yet be zero-carbon, and our own fleet and the private vehicles used by staff for business travel will not be without associated greenhouse gas emissions. Therefore, we will need to consider how we would deal with the residual emissions that remain after we have done our best to reduce our carbon footprint, which is where action needs to be prioritised.

Deciding how to deal with any residual emissions is a complex area and requires further work to identify and appraise options. Meanwhile actions already underway that may come in to play include the following:

Tree planting

Through our Trees for Climate Programme, we will plant 250,000 trees on Council land and already manage hundreds of hectares of existing green space, much of it woodland, that is helping to absorb carbon emissions. We will also create a Greener Highways Plan to enhance green corridors and road verges.

Green tariff energy

From April 2022, all electricity used in Council properties and highways assets will be supplied via a green tariff. This option would allow the Council to report zero emissions for its electricity use under accepted 'market-based' reporting guidelines. However, the Council has chosen to report under 'locality-based' guidelines, which calculate emissions from electricity consumption based on the carbon intensity of grid-supplied power, not choice of tariff, as this is considered best practice. Hence reducing consumption of electricity in Council assets remains the priority and furthermore this serves to reduce overall demand, an essential precursor to meeting the UK's net zero targets.

10. NEXT STEPS

As each annual GHG emissions report is produced, there will be an annual review of the Carbon Reduction Plan and its future projections.

The focus will now be on developing the detailed action plans with area leads. The actions listed in tables 3-7 are subject to further feasibility studies and business cases.

APPENDIX A

Our Wider Footprint

The Council's impact on greenhouse gas emissions goes beyond those sources covered by its GHG emissions report and whilst our carbon reduction plan focuses on addressing our reported emissions to achieve net zero for those, we are also working with our service delivery partners, suppliers and others to reduce emissions that are beyond our direct operational control.

There is an expectation that our partners will have the same goals and ambitions for the services they deliver on our behalf when it comes to addressing the climate emergency and reducing carbon emissions across Nottinghamshire.

Below summarises how such organisations are helping to address the Council's wider footprint.

Arc Partnership

Arc Partnership is a joint venture between the County Council and [SCAPE](#) (itself a public sector partnership) committed to improving the built environment across Nottinghamshire, the East Midlands and beyond. Having baselined its greenhouse gas emissions, Arc has committed to prepare and publish a carbon reduction plan by April 2023, which will include targets for reducing emissions from its business travel, energy use, supply chain and construction services by 2028.

[Arc Partnership | Delivering real value, together \(arc-partnership.co.uk\)](https://arc-partnership.co.uk)

Gedling Borough Council

Gedling Borough Council jointly owns Bestwood Country Park with Nottinghamshire County Council and is responsible for its operational management. The park has 650 acres of varied landscape, wildlife, and industrial heritage.

[Climate Change - Gedling Borough Council](#)

Inspire: Culture, Learning and Libraries

Inspire: Culture, Learning and Libraries is a charitable community benefit society delivering cultural and learning and library services across Nottinghamshire. The society is owned and controlled by its members.

Inspire has a sustainability policy and sustainability action plan, which includes actions around reducing energy usage. The action plan is monitored through Inspire's cross-organisation Health, Safety and Environment Working Group, and in partnership with a network of Green Champions.

[Home | Inspire - Culture, Learning, Libraries \(inspireculture.org.uk\)](https://inspireculture.org.uk)

Parkwood Outdoors

Parkwood Outdoors is the outdoor activity arm of Parkwood Leisure and manages Rufford Abbey Country Park in partnership with Nottinghamshire County Council.

Parkwood reports its greenhouse gas emissions as part of reporting under the Streamlined Energy and Carbon Reporting (SECR) Regulations and has reduced its reported emissions at Rufford by 15% since 2020 through installation of more efficient lighting, and staff training and awareness programmes.

[Rufford Abbey in Partnership with Parkwood Outdoors](#)

RSPB

The RSPB leads a consortium that manages Sherwood Forest Country Park and visitor centre in partnership with the County Council. The 450-acre (182 hectare) park is home to the Sherwood Forest National Nature Reserve and is designated a Site of Special Scientific Interest.

Having achieved its previous target of a 30% reduction in its reported emissions between 2010-11 and 2020-21, the RSPB has a new target to reduce its greenhouse gas emissions **across all scopes** by 50% by 2030 and is developing a carbon management plan setting out reduction trajectories and associated actions. It reports progress in line with the UK Streamlined Energy and Carbon Reporting (SECR) Regulations.

In addition, the RSPB is seeking external accreditation of its corporate EMS through a phased process. Already a substantial part of the charity has reached Green Dragon Level 2 (with some parts already at Level 3), and the remainder of the organisation, including Sherwood, will reach Level 2 during 2023/24.

[Annual Report 2021-22 SECR page v3.indd \(rspb.org.uk\)](#)
[Green Living at The RSPB - The RSPB](#)

Serco

Serco manages Holme Pierrepont Country Park, which is owned by Nottinghamshire County Council and home to the National Water Sports Centre.

Serco has a company-wide carbon reduction plan that commits to achieve net zero scope 1 and scope 2 emissions for its own assets, leases, and business travel by 2030 and net zero for all its emissions by 2050. This forms part of the company's wider environmental, social and governance (ESG) reporting. Serco Leisure has achieved ISO 15001 certification of its energy management system – a global first in the leisure industry this is in addition to an environmental management system, certified under ISO 14001.

There is a specific environmental delivery plan for the National Water Sports Centre, with actions and objectives addressing carbon and climate, resource efficiency, and environment protection. Actions on carbon include an ongoing LED lighting replacement programme, staff training and close attention to settings and management of building facilities and systems.

[Environmental | ESG | Serco serco-ltd-carbon-reduction-plan-2021.pdf](#)

Veolia

In Nottinghamshire's two-tier structure, the County Council is the Waste Disposal Authority (WDA), whilst the 7 district and borough councils are the Waste Collection Authorities (WCA). As WDA the Council has responsibility for organising the disposal and recycling of local authority collected waste. This includes arrangements for the recycling, composting and disposal, of wastes collected at the kerbside by Nottinghamshire WCAs and waste delivered to the household waste recycling centres.

The Council has a 26-year Private Finance Initiative (PFI) contract with Veolia to carry out the services required. Greenhouse gas emissions associated with Veolia's services on behalf of the Council form one of the performance measures within the contract.

Veolia UK and its subsidiaries are committed to achieving net zero by 2050. A [carbon reduction plan](#) was published in September 2021.

[Planet | Veolia Sustainability](#)

Via East Midlands

Via East Midlands provides sustainable highways and fleet management services in Nottinghamshire on behalf of the County Council and can trade commercially to gain work (of up to 20% of its turnover) across Nottinghamshire and the wider East Midlands region. Via has been fully owned by the Council since April 2019.

Via East Midlands reports its GHG emissions in line with SECR Regulations and is committed to supporting the County Council's ambitions.

[Via East Midlands – The Partner of Choice for Engineering Services \(viaem.co.uk\)](#)