



GREAT YARMOUTH
BOROUGH COUNCIL

Environment Committee

Date: Wednesday, 16 March 2022

Time: 18:30

Venue: Council Chamber

Address: Town Hall, Hall Plain, Great Yarmouth, NR30 2QF

AGENDA

Open to Public and Press

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 DECLARATIONS OF INTEREST

You have a Disclosable Pecuniary Interest in a matter to be discussed if it relates to something on your Register of Interests form. You must declare the interest and leave the room while the matter is dealt with.

You have a Personal Interest in a matter to be discussed if it affects

- your well being or financial position
- that of your family or close friends
- that of a club or society in which you have a management role
- that of another public body of which you are a member to a greater extent than others in your ward.

You must declare a personal interest but can speak and vote on the matter.

Whenever you declare an interest you must say why the interest

arises, so that it can be included in the minutes.

3 MINUTES 3 - 8

To confirm the minutes of the meeting held on 16 February 2022.

4 FORWARD PLAN 9 - 10

Report attached.

5 SUSTAINABILITY STRATEGY 11 - 60

Report attached.

A presentation will also be given at the meeting.

6 CARBON FOOTPRINT ACTION PLAN 61 - 94

Report attached.

A presentation will also be given at the meeting.

7 OUTSIDE BODIES 2021-2022 UPDATE

Report to follow.

8 ANY OTHER BUSINESS

To consider any other business as may be determined by the Chairman of the meeting as being of sufficient urgency to warrant consideration.



Environment Committee

Minutes

Wednesday, 16 February 2022 at 18:30

Present:

Councillor Wells (in the Chair); Councillors Annison, Bensly, Bird, Cameron, P Carpenter, Fairhead, D Hammond, Robinson-Payne, Talbot, Thompson, Waters-Bunn and B Wright.

Also in attendance at the above meeting were:

Mrs P Boyce (Strategic Director), Mr C Silverwood (Director of Operational Services), Mr J Wilson (Head of Environmental Services), Mrs J Beck (Head of Property and Asset Management), Mr I Postle-Knowles (Street Scene Supervisor), Mr N Fountain (Senior Strategic Planner), Ms R Harrison (Technical Officer) and Mrs T Bunn (Senior Democratic Services Officer).

1 APOLOGIES FOR ABSENCE

There were no apologies for absence received.

2 DECLARATIONS OF INTEREST

Councillor Wells declared a personal interest in item 5 as he is a member of the GYBS board.

Councillor P Carpenter declared a personal interest in item 5 as she is a member of the GYBS board.

However, in accordance with the Council's Constitution they were allowed to both speak and vote on the matters.

3 MINUTES

The minutes of the meeting held on 25 November were agreed by assent.

Matters Arising

The Strategic Director updated the Committee on Project Facet which was progressing strongly. She asked for views on the installation of the Ballot Bins which are designed to reduce litter from cigarette ends. These are available for businesses to install and they would be responsible for maintenance and emptying.

RESOLVED

That the Environment Committee supports the use of the Ballot Bins as part of Project Facet.

4 FORWARD PLAN

The Committee received and considered the Forward Plan.

Agreed

5 FLYTIPPING HOTSPOT CAMPAIGN

The Committee received a presentation from the Head of Environmental Services.

Objectives of the project were to:

- reduce the amount of flytipping
- reduce or eradicate bins being left out in alleyways
- to create some pride in location and ownership of the issue by residents

He described the two phases of the plan, Phase 1 - Education and Engagement, Phase 2 - enforcement and advised Committee that the campaign has proved to be very successful, with almost zero bins being left out in the targeted alleyways. Fly tipping reduced from approximately 5-10 fly tips per day in some alleys to approximately 5-7 fly tips per week across all 12 alleyways. There has also been improvement in other alleyways in the area with little intervention from officers.

The Committee discussed the options in respect of the next location to target with suggestions of Cobholm, Nelson Road South, Northgate Street and Lawn Avenue.

Councillor Wells congratulated the team on the results achieved in respect of the project and asked what had been put in place to support sustainability moving forward. The Head of Environmental Services advised that the process

of 'stepping away' will be gradual, monitoring and enforcement will continue which will reinforce the benefits until this becomes normal status.

Councillor Hammond thanked the team for the impressive improvements made bearing in mind the issues previously experienced.

Councillor Bird concurred with the congratulations but asked if there could be some linkage with the responsibilities of landlords in respect of flytipping in gardens along with overfilled bins and how this could be enforced as part of the selective licensing scheme.

The Head of Environmental Services advised that refuse crews should not collect residual waste but this should be treated as flytipping. He noted that the issues are being considered as part of the selective licensing work and also the team are engaged with the HMO properties.

The Committee discussed the feasibility of having community clear up days and a community spirit award to support good neighbourhoods.

The Committee noted the presentation contents and asked that their thanks were passed onto the teams for this piece of work.

6 GYBS CLEANSING HIT SQUAD UPDATE

The Director of Operational Services gave an update presentation on the achievements to date of the GYBC cleansing hit squad. He introduced Isaac Postle-Knowles, the Street Scene Supervisor who manages the hit squad.

The team have a branded van which gives them high visibility in the borough and their work ethic is a benchmark for the rest of the team. The funding for the team is now contained within in the base budget and there is a plan to make the team self funded through sourcing specific funding pots moving forward. The work allocation is focused through the Environmental Services Team.

Councillor P Carpenter said that she was delighted with this project, the work and leadership have been inspirational with a huge impact in the town.

The Committee thanked the team for the work they have undertaken.

The Committee noted the presentation contents.

7 PLAYGROUND AND OPEN SPACE REVIEW

The Committee received a presentation and report from the Head of Property and Asset Management updating them on the Playground and Open Space Audit.

The Strategic Director explained to the Committee that they had commissioned this report as part of their remit within the Constitution in respect of grounds maintenance and upkeep. The Committee is also able to scrutinise the Housing and Neighbourhoods Committee reports in respect of facilities and assets in respect of play areas but any strategic element is the responsibility of the Housing and

Neighbourhood Committee. Therefore any report in respect of parks and open spaces would be referred to the Housing and Neighbourhood Committee for a decision.

Councillor Wells referred to previous discussions in respect of these roles and responsibilities which also included selective licensing and asked the Committee to agree that he make representation to the Constitution Working Party as Chair of the Environment Committee to suggest that the Constitution is amended to correct this perceived anomaly.

Agreed

The Head of Property and Asset Management introduced Rachel Harrison and Nick Fountain who had been responsible for compiling the information included in the audit.

The Head of Property and Asset Management summarised the report contents, noting that there are 97 play areas identified as part of this audit which are spread over the 17 Wards and 21 parishes of the Borough. In total 93 of these are considered playground sites are covered in regular play area inspections. There are four sites which are not included in regular playground inspections but are included in the audit.

Not all of the play areas are in the ownership of the Borough Council but all are included in the repairs and maintenance schedules currently. The plan moving forward is to engage with the various stakeholders such as Housing Associations, Parishes and Community organisation to review how the spaces can be maintained and updated moving forwards. The action plan includes details of next steps in relation to finance and funding with these partners outside the Borough Council and to review the process and designation of Section 106 and Section 111 funding along with alternative ownership models.

Councillor Annison thanked the team for the comprehensive report and asked that members be provided with more detailed, information in respect of S106 and S111 monies to include how it is currently allocated and the options being explored.

Councillor P Carpenter recorded her thanks for this comprehensive document which is easy to understand and well laid out. She said that the last two years with the pandemic have taught us that we need parks and open spaces which are accessible to all. This work has been three years in the making and is extremely welcome and she looked forward to the implementation of the next steps.

The Committee discussed the issues experienced in the length of time it had taken in the past to get extensive repairs completed due to issues around the supply chain. They suggested that it would be beneficial to source sustainably built equipment from UK suppliers if this was possible. Also moving forward to have more non-mechanical play areas.

Councillor D Hammond asked that as part of the action plan moving forward a decision was made on the Jellico Road MUCA as this is an area of concern for residents. The Head of Property and Asset Management advised that this will be addressed in the next phase of work.

Councillor Waters-Bunn said she was pleased with the range and depth of the report with particular reference to accessibility moving forward, noting that it is not only the

cost of any equipment which must be taken into account but also the method of access to it. She also asked that the allocation of S106 monies within each ward be circulated to members.

Councillor Talbot said that she was pleased to see the inclusion of outside Gyms and items suitable for older children under consideration and that moving away from mechanical play equipment is beneficial.

Councillor Robinson-Payne thanked the team for the comprehensive report.

The Committee proposed an amendment to recommendation 4, to read:

4. To carry forward the Environmental Services staffing budget under spend to the 2022-23 financial year to cover the Technical Officer role in property services working on the playground and open spaces review project.

Proposed: Councillor P Carpenter
Seconded: Councillor Waters-Bunn

Agreed

RESOLVED

1. To note the information is being consolidated on Concerto
2. To agree the quantity and quality data provided in relation to play and open spaces.
3. To adopt the action plan which identifies next steps
4. To carry forward the Environmental Services staffing budget under spend to the 2022-23 financial year to cover the Technical Officer role in property services working on the playground and open spaces review project.

Agreed

8 ANY OTHER BUSINESS

The Chair advised that he had received requests that two items be added to the forward plan:

- Low noise / noiseless fireworks on Council owned land
- Update on the Trees for Cities project.

Agreed

The meeting ended at: 21:00

Environment Committee			Pre Meet Date	Agenda Published	Committee Date
21-125	Sustainability Strategy for Great Yarmouth	Strategic Director (KW)	02/03/22	09/03/22	16-03-22
22-025	Carbon Footprint Action Plan	Strategic Director (KW)	02/03/22	09/03/22	16-03-22
21-126	Flytipping and Waste - lessons learned report	Head of Environmental Services	TBC	TBC	TBC
21-129	Vehicle Charging Point	Head of Customer Services	TBC	TBC	TBC
21-130	Norfolk Waste Partnership Update	Head of Environmental Services	TBC	TBC	TBC
	Water Resources East and Broadland futures initiative (Presentation)	Strategic Director (KW)	TBC	TBC	TBC
	Trees for Cities Masterplan date TBC	Strategic Director (KW)	TBC	TBC	TBC
	Carbon recycling contamination report (6 month update)	Head of Environmental Services	TBC	TBC	TBC

URN:

Subject: Sustainability Strategy

Report to: Environment Committee – Wednesday 16th March 2022

Report by: Kate Blakemore, Strategic Director

SUBJECT

This report presents to Members our initial five-year Sustainability Strategy.

RECOMMENDATIONS

Members of the Environment Committee are asked to:

- 1) Recommend to Council the adoption of the Sustainability Strategy to include the setting of a Council's own Net Zero target of 2035.**
- 2) Agree to the establishment of a sustainability forum to enable us to work collaboratively with external stakeholders to better deliver against this strategy, with terms of reference for this forum to be approved by Environment Committee**
- 3) Agree the allocation of up to £65,000 from the invest to save reserve to appoint an Environmental Strategy Officer on a fixed term basis for 18 months, to support the delivery of our Carbon Reduction Action Plan, Sustainability Action Plan and to support the development of the Investment Plan in relation this agenda as part of accessing the UK Shared Prosperity Fund.**
- 4) To note there is an underspend of £8,368 for this strategy work, which Members are asked to allocate as a small reserve to support sustainability initiatives during 2022/23.**

"We recognise the world is changing and we must meet the challenge of global climate change by playing a positive local role leading by example. Great Yarmouth will be a place where sustainability is at the heart of our work and where people take pride in the clean and attractive environments found here" (Corporate Plan 2020-2025)

1. BACKGROUND

- 1.1 As the pressures of human activity on the natural world grow, Governments continue to redefine their strategic goals in relation to our environment. At a national level there is considerable support for an ambitious approach to decarbonisation and the improved management of natural resources. These wider goals are achievable only through the cumulative effects of action at a local level.

- 1.2 This was further solidified at the United Nations Climate Change Conference (COP 26) held at Glasgow in November 2021 last year, where Nations collectively took a range of decisions to limit any global temperature rise to 1.5 degrees Celsius. As a Council we are rising to this challenge through understanding our own organisation's carbon footprint and taking action to reduce it, alongside the creation of a broad Sustainability Strategy.
- 1.3 At the Environment Committee (10th September 2019), Members received a report in response to a Council motion on lowering the council's organisational carbon footprint and agreed to commission specialist external support to map and measure the Council's carbon footprint and develop a carbon reduction plan.
- 1.4 A further report was received by Environment Committee (9th June 2021), where it was resolved to:
- Confirm the Committee's ongoing support for the finalisation of the carbon footprint mapping work for the Council, alongside the development of an Action Plan to reduce the Council's carbon footprint.
 - Recommend to Full Council the appointment of a Great Yarmouth Borough Council elected Member (Cllr Paul Wells) to sit on the Norfolk Elected Members Climate Change Partnership Board.
 - To allocate £30,000 from the special projects reserve to develop an Environmental Sustainability Strategy and Action Plan to detail our pathway to Net Zero.

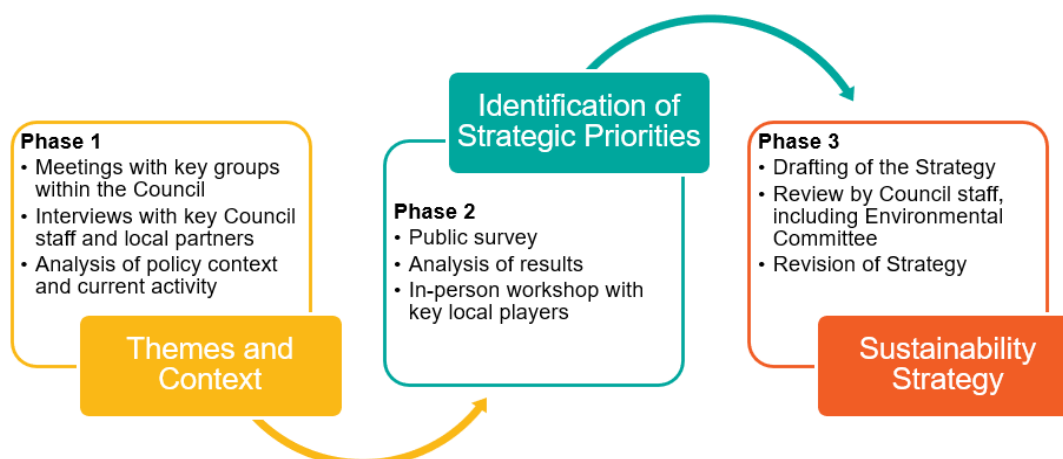
2. INTRODUCTION

- 2.1 This report presents to Members the Council's Sustainability Strategy (Appendix 1) and asks Members of this Committee to recommend this strategy to full Council for adoption.

3. DEVELOPMENT OF THE SUSTAINABILITY STRATEGY

- 3.1 To shape, guide and develop this Sustainability Strategy, the Council partnered with Eonomia, a specialist independent consultancy dedicated to helping clients achieve better environmental outcomes.
- 3.2 The Strategy itself was developed through a collaborative approach with Members and officers from the Council, alongside seeking and using input from organisations and individuals across the Borough.
- 3.3 Figure 1 below shows how this approach was used in developing the Sustainability Strategy.

Figure 1: Phases of Strategy Development



4. SUSTAINABILITY STRATEGY OVERVIEW

4.1 A Strategy is useful if it can provide a framework for action by getting everyone to move in the same direction to address a challenge. Our Sustainability Strategy highlights three environmental challenges that need addressing; all of which are interconnected:

- **The Climate Challenge:** Globally the world faces increasing climate insecurity driven by an unprecedented rise in temperature and the release of greenhouse gases into our atmosphere.
- **The Nature Challenge:** In the last 50 years the UK has witnessed a dramatic loss in the diversity of species present in our natural areas. 'Biodiversity' is a measure of a natural systems resilience and the loss of biodiversity limits nature's capacity to respond to change.
- **The Waste Challenge:** The health and quality of ecosystems is negatively affected by increasing levels of pollution; both from the release of chemicals and the mismanagement of physical waste.

4.2 Under each of these Challenges several objectives have been developed within the Strategy. These are summarised for ease at the start of the Sustainability Strategy document. Specifically, a target of Net Zero carbon emissions by 2035 has been set for Great Yarmouth Borough Council as an organisation. This target will be delivered through the implementation of the Council's Carbon Reduction Action Plan.

4.3 The impacts of these three challenges affect life in Great Yarmouth directly, for example through the threat of coastal erosion, the loss of biodiversity and the decline in quality of natural ecosystems, and lower-than-average recycling rates in the Borough and the potential for plastic pollution in our watercourses. Whilst the problems may have complicated causes, actions that are taken locally can become part of the solution, or at least avoid contributing to further damage.

4.4 There are already many ongoing initiatives within the borough of Great Yarmouth that are tackling and addressing these challenges. Our Sustainability Strategy has been designed to further support this work by stimulating dialogue and focusing thinking on sustainability

within the Great Yarmouth Borough Council itself and with the residents and businesses of the borough.

4.5 The Strategy articulates a locally shared vision and provides a guide for actions. Initially over the next five years (2022 to 2027) it is proposed that the Sustainability Strategy and Action Plan is a live document that will be reviewed annually and refreshed in milestone years over the next 13 years to 2035 i.e., 2027 to 2032 and 2032 to 2035.

4.6 Acting now will ensure that future generations can live, work and enjoy the Borough area as much as current generations do.

5. NEXT STEPS

5.1 The Sustainability Strategy spans and crosses all areas of Borough Council's operations. To deliver practical and sustainable change, the Council needs to work collaboratively and inclusively to embed sustainable practices in all that it does. To achieve this, it is proposed to:

- embed sustainable principles across all council services;
- improve the co-ordination across all council services to ensure the actions deliver positive incremental changes that support the Sustainability Strategy's vision;
- establish new ways of working with the community to achieve wider change and establish accountability for delivery;
- improve communication between Great Yarmouth Borough Council and residents on sustainability matters; and
- engage actively in regional partnerships seeking to deliver regional responses to the sustainability challenges.

5.2 Whilst our Sustainability Strategy provides a strong framework for action, it also requires the development of an Action Plan to ensure the Strategy can be delivered, and that progress can be monitored by the Committee. This work is already in progress and will be presented to the Environmental Committee for ratification in due course.

5.3 In order to deliver the Strategy and its Action Plan including embedding its principles across all council services, Members are also asked to note that additional capacity will need to be created within the organisation. This is covered within the finance section of this report.

5.4 In preparing this Sustainability Strategy, there has been considerable positive interest from individuals living or working in the borough and from organisations across the borough. To capitalise on this interest, it is proposed to establish a sustainability forum that will enable the council to work collaboratively with external stakeholders. It is therefore recommended that Members of this Committee receive a further report on the creation of such a forum, in due course. In addition to this it is suggested that a dedicated section is added to the Council's website to highlight this work and the links with local community and best practice.

6. FINANCIAL IMPLICATIONS

- 6.1 As both our Carbon Reduction Plan and Sustainability Strategy have been finalised, it has become apparent that additional resource is required to ensure we are able to deliver against the ambitions outlined within these key documents.
- 6.2 It is therefore proposed that Members agree to use £65,000 from Special Projects Reserve to appoint an Environmental Strategy Officer on a fixed term basis for 18 months. Separately, there is an opportunity under the Government's UK Shared Prosperity Fund to accelerate this agenda, and therefore it is also proposed that this resource will support the development of an Investment Plan, required to accessing these Government funds, to sustain this new officer resource after this initial fixed term period.
- 6.3 There is an underspend of £8,368 in terms of this strategy development work, which Members are asked to allocate as a small reserve to support sustainability initiatives during 2022/23.

7. LEGAL IMPLICATIONS

- 7.1 In June 2019, the UK Government legislated the 2050 Net Zero target, following a recommendation from the Committee on Climate Change by amending the Climate Change Act 2008.
- 7.2 Whilst local authorities find themselves in an ambiguous position as to their role in tackling climate change and where they fit into a coherent national picture, as they do not have a specific duty to deliver Net Zero, nor to report emissions reductions, they clearly have a leading role under this agenda. In many cases councils are already delivering emission reductions or taking actions which affect how Net Zero might be achieved by other public bodies and businesses.
- 7.3 It is also likely that as central government refocuses on this agenda post pandemic, there will be further legislative matters which will need to be considered.

Area for consideration	Comment
Monitoring Officer Consultation:	As part of ELT review.
Section 151 Officer Consultation:	As part of ELT review.
Existing Council Policies:	Corporate Plan, Annual Action Plan, Economic Growth Strategy, Open Spaces Strategy.
Financial Implications:	Yes as set out in Section 6
Legal Implications (including human rights):	No, though context summarised in Section 7
Risk Implications:	As identified in report
Equality Issues/EQIA:	N/a
Crime & Disorder:	N/a
Every Child Matters:	N/a



Great Yarmouth Sustainability Strategy 2022-2027

Star Molteno
Mathilde Braddock
Peter McCann
Will Fitter

21st February 2022

Report for Great Yarmouth Borough Council

Prepared by Star Molteno

Approved by



.....

Peter Jones

(Project Director)

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Acknowledgements

Disclaimer

Eunomia Research & Consulting has taken due care in the preparation of this report to ensure that all facts and analysis presented are as accurate as possible within the scope of the project. However no guarantee is provided in respect of the information presented, and Eunomia Research & Consulting is not responsible for decisions or actions taken on the basis of the content of this report.

Version Control Table

Version	Date	Author	Description
V1.0	09/12/21	Star Molteno	First Draft Shared with Client Kate Blakemore
V2.0	21/01/22	Star Molteno	Second Draft Shared with Client Kate Blakemore
V3.0	02/02/22	Star Molteno	Third Draft Shared with Client Kate Blakemore
V4.0	10/02/22	Star Molteno	Fourth Draft Shared with Client Kate Blakemore
V5.0	16/02/22	Star Molteno	Revised Summary shared with Client Kate Blakemore
V6.0	21/02/22	Star Molteno	Final Version Shared with Client Kate Blakemore

Foreword

Thinking about Sustainability asks us to think to the long term. To recognise that the choices we make today are important in ensuring that Great Yarmouth continues to be a place that supports a thriving community with a high quality of life.

Unfortunately, the growing pressures of human development on the natural world have created imbalance and this is destabilising our world through climate change but also in the pollution of our waterways and loss of biodiversity. Human action is threatening the very resilience of the natural systems upon which we depend.

We saw from COP26 that the commitments of national governments are vital in restoring balance. However, it is also important that all organisations and individuals look to the changes they can make in order to be part of the solution. As a Council we rise to this challenge by forming this strategy that can guide action over the coming years. We will commit to find ways of reducing carbon emissions, managing our natural spaces to support nature and provide opportunities for local people to make sustainable choices.

Moving towards sustainability is not something the Council can do on its own. The amount we can achieve will depend on the support we get from residents and local businesses. Working collaboratively has been at the core of the strategy development process, by engaging with key stakeholders and local residents through interviews, an online survey and a face-to-face workshop.

We recognise that this strategy is just the first step on a long journey, a journey that could bring us together as a community, strengthen our connection to our local surroundings and set an example for others. We are excited to see what we can achieve together.

“We recognise the world is changing and we must meet the challenge of global climate change by playing a positive local role leading by example. Great Yarmouth will be a place where sustainability is at the heart of our work and where people take pride in the clean and attractive environments found here” (Corporate Plan 2020-2025)

To be signed by appropriate person at GYBC

Summary of the Council's Objectives

Priority 1 - The Climate Challenge: GYBC works to reduce the borough's carbon footprint

Vision: Great Yarmouth Borough Council will be a net zero organisation and will work with the community to reduce the Borough's overall footprint.

Climate Challenge Objectives	
A. The Council becomes net zero by 2035	
1	Lead by example and reduce greenhouse gas emissions generated from our own estates and operations to achieve net zero by 2035
2	Influence businesses from whom we buy goods and services to reduce their emissions, thereby impacting upon the Borough's overall footprint
3	Deliver carbon offsetting measures such as tree planting that not only ensures the Council meets its net zero target, but further removes greenhouse gases from the atmosphere
4	Work to improve the sustainability of our Council Housing stock whilst supporting residents to make sustainable living choices and reduce their emissions
B. GYBC works with residents and businesses to reduce the Borough's carbon footprint	
5	Increase opportunities for the community to make sustainable travel choices
6	Increase opportunities for the community to improve sustainability in their homes, make sustainable living choices and achieve emissions reductions
7	Work with local businesses to reduce their carbon footprint
8	Encourage the growth of low carbon businesses in the Borough

Priority 2 – The Nature Challenge: GYBC works to protect and enhance the Natural Environment of the Borough

Vision: Great Yarmouth provides space for nature, where the natural environment is protected and constantly improving. We envisage a Great Yarmouth where a resilient natural environment supports the health and wellbeing of our citizens and delivers key ecosystem services such as flood and climate change resilience. The Borough will prepare well and be resilient to the impacts of climate change, including coastal erosion, flooding and droughts.

Nature Challenge Objectives	
9	Preserve and manage natural resources under Council ownership and work with landowners, with the aim of enhancing biodiversity
10	Help people improve their health and wellbeing by using natural outdoor spaces
11	Build a sense of ownership among communities for their local natural areas
12	Work to influence and directly improve water quality of inland waterways and coastal areas
13	Reduce risks from climate impacts where possible, including flooding and coastal erosion

Priority 3 – The Waste Challenge: GYBC works to reduce waste created in the Borough

Vision: *A Great Yarmouth where waste and pollution are minimised leading to a cleaner, safer environment and a greater enjoyment of our towns, countryside and coast.*

Waste Challenge Objectives	
14	Further reduce the amount of waste generated through Council activities through upcycling, reuse and recycling
15	Promote the efficient use of resources and waste minimisation in the residential and business communities, in particular by encouraging reuse
16	Improve waste collection services to maximise recycling and raise awareness of the benefits of good recycling practices
17	Reduce fly-tipping, littering and plastic pollution to waterways and the sea

The above priorities and objectives cut across all areas of council operations and the Council recognises that in order to deliver real sustainable change, we need to work in a collaborative and inclusive fashion and embed sustainable practices in all that we do. We will undertake the following to achieve this:

- Embed sustainable principles across Council departments;
- Improve coordination across Council departments of actions that support this strategy;
- Establish new ways of working with the community to achieve wider change and establish accountability for delivery;
- Improve communication between Great Yarmouth Borough Council and residents on sustainability matters; and
- Engage actively in regional partnerships seeking to deliver regional responses to the sustainability challenges.

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1.0 Why is a Strategy Needed?

A strategy is useful if it can provide a framework for action by getting everyone to move in the same direction to address a challenge.

There are three related environmental challenges that need addressing:

- 1) **The Climate Challenge:** Globally the world faces increasing climate insecurity driven by an unprecedented rise in the release of greenhouse gases into our atmosphere;
- 2) **The Nature Challenge:** In the last 50 years the UK has witnessed a dramatic loss in the diversity of species present in our natural areas. 'Biodiversity' is a measure of a natural systems resilience and the loss of biodiversity limits nature's capacity to respond to change.
- 3) **The Waste Challenge:** The health and quality of ecosystems is negatively affected by increasing levels of pollution; both from the release of chemicals and the mismanagement of physical waste.

These crises affect life in Great Yarmouth directly, for example through the threat of coastal erosion, the loss of biodiversity and the decline in quality of natural ecosystems, and lower-than-average recycling rates in the Borough and plastic pollution in our waterways. Whilst the problems may have complicated causes, actions that are taken locally can become part of the solution, or at least avoid contributing to further damage.

There are many ongoing initiatives within the Great Yarmouth Borough area that are already tackling these big challenges, and this strategy can support them by stimulating dialogue and focusing thinking on sustainability amongst Great Yarmouth Borough Council (GYBC), local residents and businesses. The strategy aims to articulate a locally shared vision and provide a guide for action over the next five years. The action plan creates the framework to deliver against this strategy, helping to set priorities and giving a steer on how to allocate resources. It is clear that resources aren't available to do everything at once and decisions will need to be made based on an understanding of priorities.

Taking action now will ensure that future generations can live, work and enjoy the Great Yarmouth Borough area as much as current generations do.

1.1 Scope of the Strategy

Taking a pragmatic approach to action at a local level, the strategy will focus primarily on areas in which the Council has the most opportunity to make change. In this way the Council will lead by example and aim to inspire others to also take action. Building on this, the Council recognises the importance of working collaboratively, and aims to explore new ways of working in partnership to build understanding of what is needed and how to effect change. These areas of influence each offer opportunities to take action towards meeting the strategic priorities of all three sustainability challenges.

To make progress towards the strategic priorities, a set of key actions have been identified under each priority. The rationale and policy alignment underpinning each of these action points is detailed in the Action Plan at the end of the document in Appendix A.1.0. This table also considers delivery aspects: who is to oversee delivery and over what timeframe.

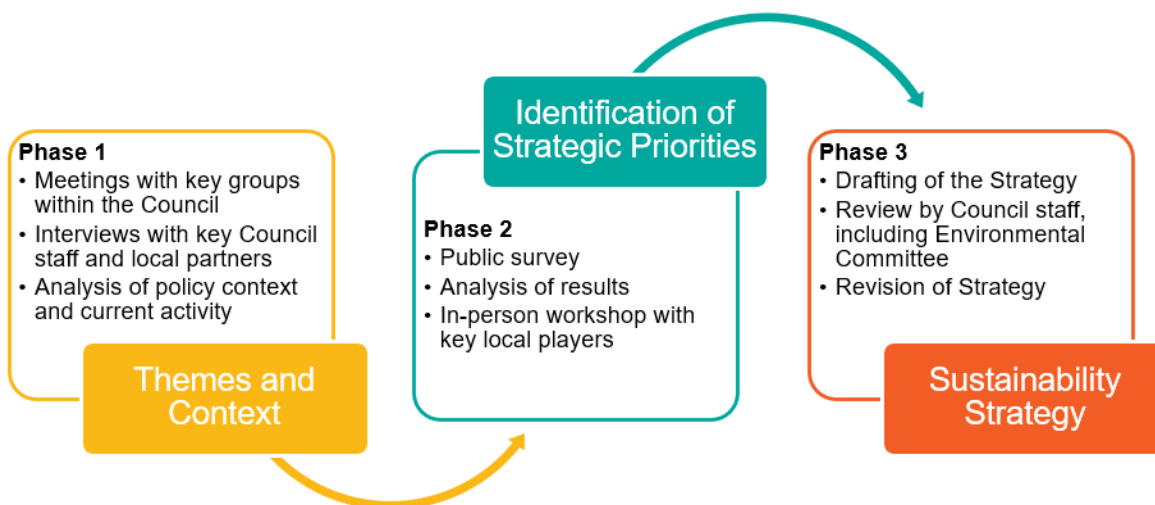
This strategy document includes:

- **The Policy Context.** An explanation of the wider policy objectives that provide a framework to guide sustainability work at a local level;
- **Strategic Priorities that address each of the Sustainability Challenges.** Each of the three challenges are outlined, with a focus on the implications for the Great Yarmouth Borough area, highlighting the objectives under each priority, and the key outcomes that will be achieved through this strategy;
- **Delivering the Strategy.** This section discusses who the council need to partner with in order to deliver wider change and considers new ways of working that can embed sustainability within the community and link to wider solutions regionally;
- **An Action Plan.** The action plan will map out the first steps that are needed to start on the journey to sustainability, and these will include how best to work with others, and how to find the resources needed both in terms of financing and understanding.

1.2 Development of the Strategy

This strategy was developed in close collaboration with members of the Council and sought input from a range of stakeholders, including organisations and individuals in the Borough engaged in sustainability work. Figure 1 shows the three phases of the strategy development process.

Figure 1 Phases of Strategy Development



In the first phase of the strategy development process, the opinions and insights of Council Members and staff were sought to gauge the level of ambition and understand the vision for the strategy. Meetings were held with key groups across the Council, including with the Environmental Committee and the Council's Management and Executive Leadership teams.

To be achievable, the strategy needs to be grounded in an understanding of Great Yarmouth, its people, places and current activities in the area of sustainability. Desk research was complemented by conversations with local individuals which helped the team to build this contextual resource. Interviews were held with key Council staff, such as the strategic planning manager, local partners like the Broads Authority and key players in sustainable transport in the area. These targeted interviews provided the strategy team with an understanding of the interplay between the strategy and the Council's other responsibilities. We were also able to draw upon input from experts on

specific topics such as public sector carbon emissions reductions, sustainable procurement, and sustainable transport.

To strengthen the ambition to deliver on the strategy collaboratively it is important that the strategy is meaningful and relevant for residents. In the second phase of the strategy development an initial iteration of themes was sent out for public feedback via an online survey. The survey was launched on 15th of October 2021 and ran for three weeks. The number of respondents was lower than hoped but those who did respond engaged fully and provided a wealth of interesting ideas and viewpoints.

The survey found that the top five sustainability issues of high concern to residents were;

- 1) Coastal erosion,
- 2) Water pollution, including plastic waste,
- 3) Biodiversity loss in the borough,
- 4) Development pressure on greenfield/undeveloped land, and
- 5) Vulnerability to climate change.

The full results of the survey are summarised in Appendix A.3.0.

A face-to-face workshop was held with key stakeholders in the Borough. The workshop allowed participants to engage in dialogue and share their ideas on the potential solutions to sustainability challenges. Discussion also focused on how the Council can support the delivery of the strategy by building partnerships across the Borough.

The strategy presented in this document is a synthesis of the perspectives encountered throughout the consultation phases of the project, the Council's vision for the Borough, and the technical expertise sought out by the Council.

2.0 Policy Context

2.1 National Policy Goals

As the pressures that human activity places on the natural world grow, the UK Government continues to redefine its strategic goals in relation to our environment. At a national level there is considerable support for an ambitious approach to decarbonisation and the improved management of natural resources. These wider goals are achievable only through the cumulative effects of action at a local level.

Climate and Decarbonisation Goals

The **Net Zero Strategy: Build Back Greener** (NZS) released in October 2021 sets out how the Government intends to reach net zero carbon emissions by 2050 which requires halving UK emissions in the next decade.¹ The NZS follows a sectoral approach outlining key commitments in power, fuel supply, industry, heat and buildings, transport, natural resources, waste, fluorinated-

¹ [BEIS \(2021\) Net Zero Strategy: Build Back Greener](#)

gases and greenhouse gas (GHG) removals. There are indications that new funding streams will be made available to local authorities to move forward in some areas including:

- Financial support to councils in an effort to clamp down on landlords not complying with energy efficiency regulations.
- Financial support to enable local authorities to implement free, separate food waste collections from 2025.²
- Publication of A Local Authority Toolkit, by the end of 2021 that should help local authorities reduce their transport emissions.

The important role of Local Authorities in delivering net zero was recognised in a recent **House of Commons Public Accounts Committee (March 2021)**; *“Local authorities have a key role to play in achieving net zero. They have significant scope to influence emissions in their area, for example, by leading decarbonisation of sectors such as housing and transport..... Local authorities can also influence local businesses and residents to take climate action themselves”*.³

Nature Goals

The **UK 25 Year Environmental Plan** (25 YEP) was published in 2018 and sets out the Government’s ten goals for protecting and enhancing the natural environment, improving its condition within a generation.⁴ By 2042, the 25YEP aims to restore 75% of protected sites, create or restore 500,000 hectares of habitats, recover iconic species, increase connectivity, forest cover and achieve a wide range of environmental and social benefits such as carbon capture, flood management, clean water, pollination and recreation.

The **Environment Act 2021** provides the legislative changes needed to ensure the delivery of the goals of the 25 YEP.⁵ A range of targets have been set to drive progress towards the desired environmental outcomes as laid out in the 25 YEP and the UK is now the first country to have a legal target to halt wildlife decline by 2030.

Local Authorities will be required to work together to produce Local Nature Recovery Strategies (LNRS) at a County level. These will be supported by the preparation of local Biodiversity Reports every five years, detailing monitoring data and actions taken. A new source of finance for biodiversity improvement projects will come through Biodiversity Net Gain (BNG) provision that requires new developments to demonstrate a 10% improvement in biodiversity either on site or offsite.

Waste Goals

The Environment Act also places new obligations on Local Authorities relating to the management of waste. These include:

- 1) An obligation on local authorities to collect a consistent set of dry recyclables: paper, card, metal packaging, glass, food and drink cartons (all by 2023) and plastic film (by 2026/2027).

² NB: The Environment Act places a statutory obligation on Local Authorities to commence food waste collections by 2023.

³ [House of Commons PAC \(2021\) Achieving Net Zero](#), p15

⁴ [Defra \(2018\) The 25 Year Environment Plan](#)

⁵ [HM Government \(2021\) The Environment Act](#)

- 2) Local authorities will be required to provide a weekly separate food waste collection to all households (by 2023).
- 3) Local authorities are required to take into account the quality of the material collected, and where technically and economically practicable to be collect them separately.

The Act also legislates for producer responsibility obligations, which places obligations on producers who place packaging on the market to ensure material is managed properly at the end of its life. Under the scheme, GYBC would receive payments for operating waste services. The scheme could result in changes to composition and tonnages of dry recycling as fee modulation and new targets will likely drive an increase in the recyclability of products and reduce the amount of packaging sent to residual waste.

2.2 Regional Policy Context

Policy direction for regional action was succinctly set out in the **2019 Norfolk County Council Environmental Policy** that outlines regional policy aims for delivering on the 25 YEP goals.⁶ The key policy aims include:

- the sustainable management and enhancement of the local landscape and oceans;
- connecting people with the environment to improve health and wellbeing; and,
- increasing resource efficiency and reducing pollution and waste.

This provides a high-level framework for action in the region which GYBC can support at a district/local level. Action within Great Yarmouth Borough area will contribute to a regional approach to tackle environmental challenges, by working in alignment with neighbouring authorities.

Neighbouring councils are also considering their role in tackling climate change and improving sustainability locally. Each council has its own unique approach, but all are striving towards a similar goal of reducing emissions and protecting their local environment. Councils have declared their net zero goals with varying scope and ambition, ranging from 2030 to 2050. As part of this strategy, GYBC is committing to a target of net zero by 2040 and to support this goal, we have recently completed a baseline carbon audit and are establishing a Carbon Reduction Action Plan that details the actions required over the next five years to meet our net zero target.⁷

In order for action to be successful, a number of sustainability issues must be dealt with in partnership at a regional level. Coastal management or the protection of biodiversity are not issues which can be contained within authority boundaries: a joint approach is required. Organisations such as the Norfolk Climate Change Partnership, Norfolk Coast Partnership, the Anglian Eastern Regional Flood and Coastal Committee and the Broadland Catchment Partnership play a vital role in bringing together ambition and communicating these across different authorities.^{8,9,10} Transport

⁶ [Norfolk County Council \(2020\) Environmental Policy](#)

⁷ In preparation by GYBC

⁸ [Norfolk Coast Partnership - Norfolk Coast Partnership \(norfolkcoastanb.org.uk\)](#)

⁹ [Anglian Eastern Regional Flood and Coastal Committee \(RFCC\) - GOV.UK \(www.gov.uk\)](#)

¹⁰ [Our Catchment - Broadland Catchment Partnership](#)

similarly is a sector which must be addressed at the regional (if not national) level, with input from the district authorities.

In the business sector, the New Anglia Local Enterprise Partnership (NALEP) is a key driver for the low carbon economy in the region, promoting the transition to a post-carbon economy through sustainable food production and sustainable energy generation.¹¹ New initiatives like Net Zero East are also bringing together regional players to accelerate the transition to net zero by 2050.¹²

This is not an exhaustive list of all the regional initiatives and partnerships moving the sustainable agenda forward, but it gives a flavour of how much drive there is in the area and of the potential for working collaboratively across the region.

2.2.1 Current Commitments of GYBC

The **Corporate Plan for Great Yarmouth (2020-2025)** identifies that a 'High quality and sustainable environment' is one of the four strategic priority areas in which the Council look to drive and facilitate change.¹³

Three strategic outcomes were identified to achieve this and these are supported by a range of strategic aims:

- A high quality sustainable local environment where people feel proud to live.
- Our coastline and inland water will be managed in an environmentally focused and holistic way.
- Reduce our carbon footprint, improve recycling and prevent waste across the Borough.

The **Local Plan Core Strategy (2015-2030)**, which is the strategy that aims to meet housing needs in the Borough and support its growth, highlights that climate change and sustainability also need to be central principles in planning.¹⁴ In the Core Strategy, the Core Policy 1 "Focusing on a sustainable future" mentions:

"Climate change is one of the greatest challenges facing the nation in the future and is reflected in the challenges and objectives in this Plan. Planning can help to support the transition to a low carbon economy and to provide resilience to impacts from a changing climate. Policies in the Core Strategy and future Local Plan Documents will focus on the location and design of new development in the borough, ways to minimise greenhouse gas emissions, the risk of flooding and will encourage the use of renewable energy."

The Council's commitment to supporting the transition to a low carbon future through its planning policies is driven by:

- planning for new development in locations and ways that reduce greenhouse gas emissions;
- actively supporting energy efficiency improvements to existing buildings; and
- encouraging the use of renewable resources in a way consistent with the Government's zero carbon buildings policy.

¹¹ [Home - New Anglia LEP](#)

¹² [Net Zero East](#)

¹³ [Great Yarmouth Borough Council \(2020\) The Plan: 2020-2025](#)

¹⁴ [Great Yarmouth Borough Council \(2015\) Great Yarmouth Local Plan: Core Strategy 2013-2020](#)

The **Local Plan Part 2** (LPP2), which details the policies underpinning the Core Strategy, is in the final stages of development. An updated **Open Spaces strategy** is being prepared as part of the LPP2, which will bring more detail about how green spaces in Great Yarmouth Borough area will be managed within the scope of the Local Plan and provide a new audit of open spaces in the Borough (parks and gardens, accessible natural greenspace, outdoor sports facilities, amenity greenspace...).¹⁵ A **Green Infrastructure strategy** is also being drafted, which will supersede the **2019 Habitats strategy**.¹⁶

GYBC's **Locality strategy** highlights the social needs of the community, and the existing inequalities that prevent some groups from enjoying a good quality of life.¹⁷ There are many actions within this sustainability strategy that could provide win-win opportunities in meeting sustainability priorities whilst also supporting healthier lifestyles and strengthening community networks. As work towards sustainability gathers momentum within the Great Yarmouth Borough area, there could also be potential for delivering training and jobs locally for example within the renewables sector and sustainable building construction sector.

The **Great Yarmouth Transport Strategy** states that *"transport improvements are fundamental to achieving sustainable housing and economic growth in Great Yarmouth, tackling inequality, improving health and supporting regeneration."*¹⁸ There is significant focus on providing cleaner and healthier ways to travel, such as walking, cycling and public transport. This is supported by the **Local Cycling and Walking Infrastructure Plan** drafted in 2021, which outlines a number of proposed cycle and walking routes in the Borough and specifies a number of 'Active Travel Network Support Schemes' that provide infrastructure to encourage use of the networks.^{19,20}

All these strategies have a bearing on how the Borough moves forward on its sustainability commitments. The sustainability strategy aims to bring together these visions into one strategy and going forward will provide a reference for how these different areas can be brought to work together and enhance each other.

3.0 Strategic Priorities

GYBC's overall vision is for a cleaner, healthier, safer Great Yarmouth. The Borough will be adapting to climate change, protecting and enhancing its precious natural resources, and helping local people and businesses to make sustainable choices.

3.1 The Climate Challenge

Priority 1 - The Climate Challenge: GYBC works to reduce the borough's carbon footprint

¹⁵ [Great Yarmouth Borough Council \(2013\) Open Spaces study](#)

¹⁶ [Great Yarmouth Borough Council \(2019\) Habitats Monitoring and Mitigation Strategy](#)

¹⁷ [Great Yarmouth Borough Council \(2021\) Great Yarmouth Locality Strategy](#)

¹⁸ [Great Yarmouth Borough Council \(2019\) Draft Great Yarmouth Transport Strategy](#)

¹⁹ [Great Yarmouth Local Cycling and Walking Infrastructure Plan](#)

²⁰ At the time of publication of this strategy, the LCWIP is going through the final stages before being submitted to DfT for approval

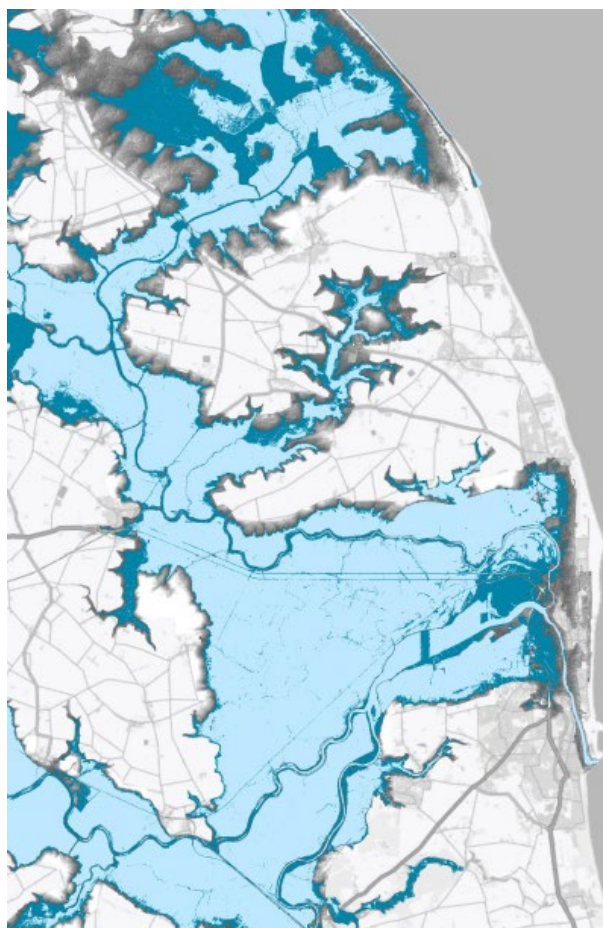
Vision: Great Yarmouth Borough Council will be a net zero organisation and will work with the community to reduce the Borough's overall footprint.

3.1.1 Climate Challenge: What are the issues?

The world faces increasing climate insecurity driven by an unprecedented rise in the release of greenhouse gases into our atmosphere. Due to its coastal situation and low-lying topography, the Great Yarmouth Borough area is at risk from the climate change effects of sea level rise and the increased intensity of weather events.

Coastal erosion and flooding are problems which the Borough is already dealing with, and which are likely to increase in severity and frequency. In 50 years from now, the mean sea level around Great Yarmouth is expected to rise by 0.2-0.4m and potentially by 0.6-1m+ by 2100. This will make land much harder to drain and will increase the risk of flooding events, as shown in Figure 2.²¹

Figure 2: Changes to Land Below Mean Sea Level with One Metre of Sea Rise



Source: *The Future Impacts of Climate Change Broadlands Futures Initiative* ²²

²¹ [NCC, SCC and UEA \(2020\) Natural Capital Evidence Compendium for Norfolk and Suffolk.](#)

NB: This is under UKCP18 RCP8.5 scenario climate change scenario which is the most extreme.

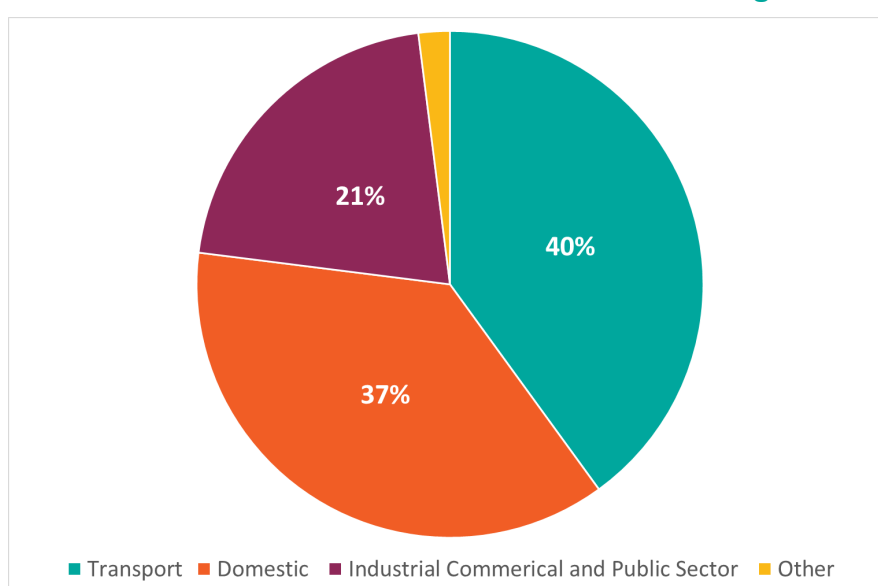
²² [Broadlands Futures Initiative \(2020\) The Future Impacts of Climate Change](#)

In order to tackle these challenges, the Borough needs to decarbonise to avoid the further intensification of climate change effects (mitigation) and prepare for the changes associated with the effects already in train (adaptation).

The total carbon emissions attributed to the Great Yarmouth borough area in 2019 were **349.9ktCO₂**, which is comparable to other local authorities in the county.²³ The recent carbon audit shows that the Council's emissions account for around 2% of total emissions in the Borough area. It is however recognised by the National Climate Change Committee that local authorities, through their policies and practices, can have a strong influence on **more than a third** of emissions locally²⁴, therefore it is important we recognise the pivotal role we play and direct our actions to areas where we can have maximum impact.

There are many differing ways of accounting for carbon emissions. Figure 3 is based on government data that attributes the carbon to the end-use rather than where the emissions take place²⁵.

Figure 3: Main Sources of Emissions in Great Yarmouth Borough Area



Source: Local Energy Asset Representation for Norfolk. Catapult Energy Systems Sept 2021 and Carbon Trust Carbon Baseline for GYBC, 2021

Figure 3 shows that **transport** is a largest contributor to emissions locally, followed closely by **domestic consumption**. Therefore, these are two areas of focus to help meet our climate challenge objectives.

However, when thinking about transport and domestic consumption, Great Yarmouth faces specific local challenges which need to be recognised:

²³ Local Energy Asset Representation for Norfolk. Catapult Energy Systems Sept 2021.

²⁴ [Climate Change Committee \(2020\) Local Authorities and the Sixth Carbon Budget](#)

²⁵ [BEIS \(2021\) UK Local Authority and regional carbon dioxide emissions national statistics: 2005 to 2019](#)

- Within the housing stock a **quarter of domestic buildings are over a century old** so will require substantial intervention to be suitable for low carbon forms of heating such as heat pumps.²⁶
- Great Yarmouth also has **high levels of fuel poverty** in some communities. In certain areas his effects up to a quarter of households. In addition, nearly 4% of homes in Great Yarmouth lack central heating, which is notably higher than the Norfolk average of 2.4%. This limits the potential of residents to invest in energy efficiency improvements themselves. However, were external funding available to upgrade these homes in a carbon efficient manner, there is an opportunity to lift households out of fuel poverty by reducing their ongoing running costs and alongside making carbon savings.
- Great Yarmouth has the **lowest uptake of electric cars** and vehicles of all boroughs in Norfolk, with only 113 vehicles, around a third of the number of the other Norfolk boroughs.²⁷

3.1.2 What We Are Already Doing

Climate change adaptation

- Action has already been taken to protect the community from the threat of coastal flooding. In 2019 Great Yarmouth received a £40.3 million investment from central government and local partners which has been put towards the refurbishment and upgrade of tidal defences to provide protection to more than 4,500 homes and businesses in the area.²⁸ Further funding needs will be assessed following this current phase of investment.
- The New Anglia Local Enterprise Partnership (NALEP) has also contributed significantly to projects that mitigate the damage from climate change to the local economy.

Decarbonisation

- Government collected data on emissions by local authority area indicate that the Great Yarmouth Borough area has reduced emissions by 57% between 2005 and 2018.²⁹ This reduction is higher than in the other Norfolk boroughs with the exception of the City of Norwich.
- In 2021, GYBC commissioned a baseline audit of its own carbon emissions that maps the organisational footprint and indicates where savings can be made.
- In 2022, GYBC will publish its Carbon Reduction Action plan which details the actions required over the next five years to meet its net zero target.

Transport

- Prior to the outbreak of COVID-19, the Council worked with Active Norfolk and Liftshare to understand and assess of how staff travel to work and identify ways to increase more sustainable travel options. In pre-covid times the Council encouraged cycling to work and lift sharing, providing access to a shared pool car for work journeys.

²⁶ P 81 in Local Energy Asset Representation for Norfolk September 2021, Catapult Energy Systems – figure relates to Great Yarmouth and North Norfolk areas combined

²⁷ Alternative Fuel Strategy and Action Plan for East Anglia NALEP 2021

²⁸ [£40m Great Yarmouth flood defence upgrade set to start - Great Yarmouth Borough Council \(great-yarmouth.gov.uk\)](https://www.great-yarmouth.gov.uk/news/40m-flood-defence-upgrade-set-to-start)

²⁹ Local Energy Asset Representation for Norfolk. Catapult Energy Systems Sept 2021.

- In 2019 the Council invested in rapid charging electric vehicle (EV) points, and an E-scooter pilot was launched in March 2021.
- Local Cycling and Walking Infrastructure Plans (LCWIP) are currently being developed which will better guide future funding to increase sustainable travel options for our residents.

Energy and Buildings

A regional study has been conducted to understand local energy demand, how it fluctuates, how it is generated and stored. This is combined with an analysis of the building stock in the area and social factors that could affect routes to decarbonisation. This study provides a great resource to support strategic decisions on decarbonisation of the building stock in Great Yarmouth Borough area, but it will require detailed interpretation to translate it into a roadmap of actions.

3.1.3 What We Will Do

GYBC aims to reduce its own carbon emissions and work with the community to do the same. The objectives identified that will focus work to meet the Climate Challenge are:

Climate Challenge Objectives	
A. The Council becomes net zero by 2035	
1	Lead by example and reduce greenhouse gas emissions generated from our own estates and operations to achieve net zero by 2035
2	Influence businesses from whom we buy goods and services to reduce their emissions, thereby impacting upon the Borough's overall footprint
3	Deliver carbon offsetting measures such as tree planting that not only ensures the Council meets its net zero target, but further removes greenhouse gases from the atmosphere
4	Work to improve the sustainability of our Council Housing stock whilst supporting residents to make sustainable living choices and reduce their emissions
B. GYBC works with residents and businesses to reduce the Borough's carbon footprint	
5	Increase opportunities for the community to make sustainable travel choices
6	Increase opportunities for the community to improve sustainability in their homes, make sustainable living choices and achieve emissions reductions
7	Work with local businesses to reduce their carbon footprint
8	Encourage the growth of low carbon businesses in the Borough

3.1.4 Key Selected Outcomes

The actions the Borough will be taking to deliver these objectives are detailed in The Action Plan A.1.0 (Table 2). A selection of outcomes are provided below for reference.

To meet the objectives of section A and reduce the Council's own emissions, by the end of the first year of the strategy, we will have:

- Developed a council wide implementation strategy to meet the agreed net zero target.
- Aim to achieve 100% of Council's energy sourced from a true green tariff.
- Established a sustainable procurement strategy and contract management framework which promotes environmentally friendly procurement.

Across the five years of the strategy we will have:

- Improved data collection systems to ensure that data can be easily collected and used to identify GHG reduction opportunities and monitor progress against the net zero target.
- Played an active part in the Norfolk Climate Change Partnership to explore reducing GHG emissions on a regional level, share lessons learned, encourage joint procurement opportunities.

To meet the objectives of section B and work to support others in the Borough to reduce emissions, by the end of the first year of the strategy, we will have:

- Signposted residents to funding streams for transition to sustainable and low carbon practices to boost uptake of grants locally.
- Explored how local public transport services could be improved to increase accessibility and uptake, and linked to the development of multi-modal transport hubs.
- Supported businesses seeking to improve their sustainability through signposting to sources of expertise and funding

Across the five years of the strategy we will have:

- Supported the expansion of infrastructure that facilitates low carbon transport and active travel such as cycle paths, bike parking and e-bike charging points.
- Encouraged the sharing of good practice amongst businesses and local organisations through a partnership structure.

3.2 The Nature Challenge

Priority 2 – The Nature Challenge: GYBC works to protect and enhance the Natural Environment of the Borough

Vision: *Great Yarmouth provides space for nature, where the natural environment is protected and constantly improving. We envisage a Great Yarmouth where a resilient natural environment supports the health and wellbeing of our citizens and delivers key ecosystem services such as flood and climate change resilience. The Borough will prepare well and be resilient to the impacts of climate change, including coastal erosion, flooding and droughts.*

3.2.1 Nature Challenge: What Are the Issues?

In the UK, nature is in poor health. Data shows a 60% decline in priority species since 1970, and no improvement in the last decade with a 22% decline from 2011 to 2016.³⁰ Biodiversity, a measure of the amount of variation in natural ecosystems, is one of the main markers for the health of ecosystems and is nature's toolkit for responding to change. Declining biodiversity can affect food production, economic prosperity and quality of life.³¹ The benefits that we receive from nature, known as ecosystem services, are dependent on the health and resilience of our ecosystems.

In 2018, the asset value of the UK's Natural Capital was valued at £921 billion.³² The value of the UK's natural capital is under serious threat from the decline in biodiversity.

Great Yarmouth Borough area spans 192km.² It includes areas of mixed farmland which are interspersed with areas of wet woodlands and grazing marshes. The Borough forms the backdrop to the Broads which are recognised as a naturally functioning wetland ecosystem of international cultural, environmental and ecological importance.³³ The coastline and dunes at Winterton-on-Sea within the Borough are designated as part of the Norfolk Coast Area of Outstanding Natural Beauty (AONB).

The borough has six Sites of Special Scientific Interest (SSSIs) - Breydon Water, Burgh Common & Muckfleet marshes, North Denes Dunes, Hall Farm Fen, Trinity Broads and Winterton & Horsey Dunes, as well as several European Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites. The condition of these sites is monitored regularly and work is progressing at a strategic level across Norfolk to investigate and address potential adverse impacts on such sites.

The need for new housing has increased development pressure and as the availability of brownfield sites diminishes this ultimately increases the risk of loss of greenfield sites and high-grade agricultural land.³⁴

3.2.2 What We are Already Doing

- Great Yarmouth has been successfully awarded a Trees for Cities grant to plant 500 semi-mature trees in the town over the next two years. Further financing is actively being sought to enable more planting and further development of Great Yarmouth's tree canopy.
- The Venetian Waterways in Great Yarmouth have been awarded Green Flag Award and Green Heritage Site Accreditation. Restoration of the area was funded by a £1.7m National Lottery grant awarded through The National Lottery Heritage Fund and The National Lottery Community Fund, plus further support from the borough council, New Anglia LEP and the Government.
- The Open Spaces Strategy and Green Infrastructure Strategy are currently being reviewed.

³⁰ [National Biodiversity Network. State of Nature report \(2019\)](#)

³¹ [HM Treasury. The Economics of Biodiversity: the Dasgupta Review \(2021\)](#)

³² [ONS \(2020\) UK Natural Capital Accounts](#)

³³ [Great Yarmouth Borough Council \(2008\) Landscape Character Assessment](#)

³⁴ [Great Yarmouth Borough Council \(2021\) Sustainability Appraisal Report](#)

3.2.3 What We Will Do

The objectives identified that will focus work to meet the Nature Challenge are presented below. The actions the Borough will be taking to deliver these objectives are detailed in the Action Plan (Table 2).

Nature Challenge Objectives	
9	Preserve and manage natural resources under Council ownership and work with landowners, with the aim of enhancing biodiversity where possible
10	Help people improve their health and wellbeing by using natural outdoor spaces
11	Build a sense of ownership among communities for their local natural areas
12	Work to influence and directly improve water quality of inland waterways and coastal areas
13	Reduce risks from climate impacts where possible, including flooding and coastal erosion

3.2.4 Key Selected Outcomes

The actions the Borough will be taking to deliver these objectives are detailed in The Action Plan A.1.0 (Table 2). A selection of outcomes are shown here.

By the end of the first year of the strategy we will have:

- Completed an audit of the Council owned outdoor spaces and use this information to develop a strategy for improving the management of these spaces to include increasing the usage of them
- Developed a Biodiversity Action Plan to identify local conservation priorities that can feed into Local Nature Recovery Strategy process.

Across the five years of the strategy we will have:

- Developed a programme of community involvement in the development and maintenance of outdoor natural spaces.
- Engaged with the Broads Authority, Tourism Business Improvement District, Town Centre Business Improvement District and tourism related companies to minimise litter including waterways pollution.
- Provided support to communities at risk from coastal erosion, linking up with regional action on this issue.

3.3 The Waste Challenge

Priority 3 – The Waste Challenge: GYBC works to reduce waste created in the Borough

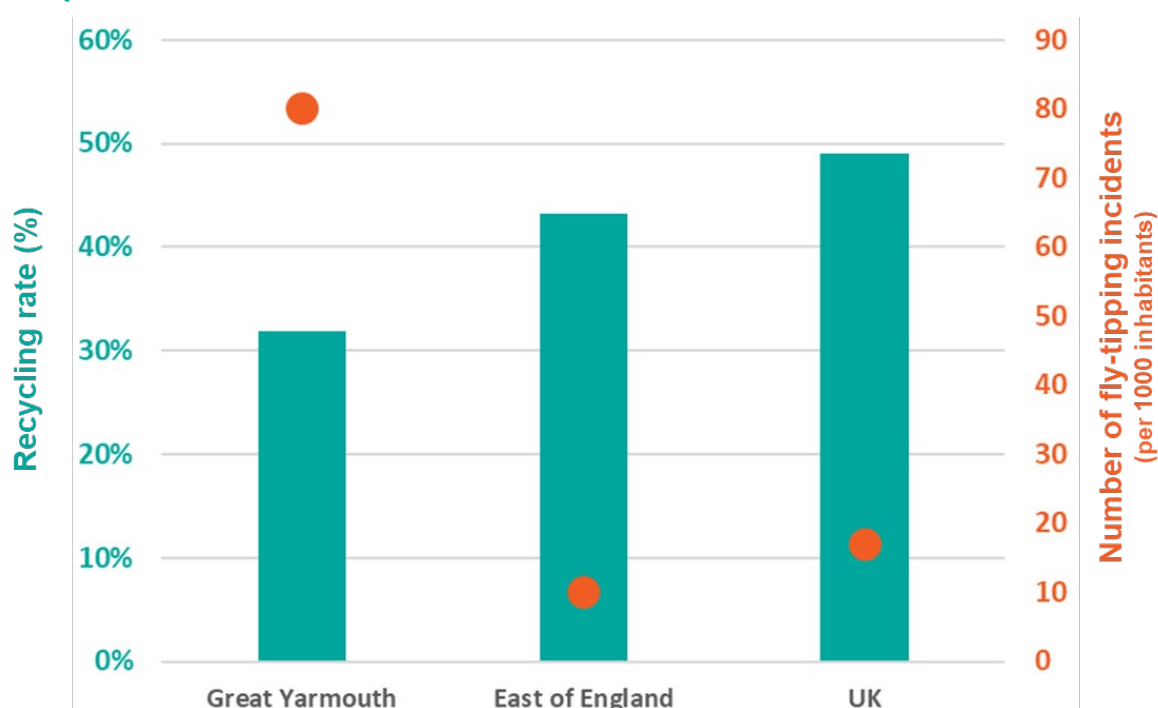
Vision: *A Great Yarmouth where waste and pollution are minimised leading to a cleaner, safer environment and a greater enjoyment of our towns, countryside and coast.*

3.3.1 Waste Challenge: What Are the Issues?

Producing less waste and recycling more is crucial to dealing with the waste crisis we face both nationally and globally. Reuse and recycling help to conserve natural resources by keeping materials circulating for longer and reducing the need to produce raw material, thus saving energy and reducing GHG emissions from production. It also diverts waste from landfill (a practice that produces large quantities of methane – another powerful GHG) or incineration (which releases CO₂ and other emissions into the atmosphere).

According to the **2021 Great Yarmouth Sustainability Appraisal**, the percentage of household waste sent for reuse, recycling or composting was 31.9%.³⁵ This is significantly less than the figures recorded for the eastern region of England (49%), and the UK as a whole (43.2%)³⁶ (see Figure 4).

Figure 4: Recycling rates and number of fly-tipping incidents in Great Yarmouth compared to other areas



Source: Eunomia. GY Sustainability Appraisal (2021) and Defra Fly-tipping statistics (2021).

This relatively low recycling rate is understood to be linked to a particular set of circumstances by which Great Yarmouth Borough area is affected.

- **There is a high level of deprivation in the Borough.** The wards of Nelson and Northgate are amongst the UK's most deprived neighbourhoods, and while there has been recent improvement in the Borough's standing in the Indices of Multiple Deprivation, in 2019 the borough was ranked the 32nd most deprived in the country.³⁷ For the residents living in

³⁵ Data from 2017/2018 cited in [Great Yarmouth Borough Council \(2021\) Sustainability Appraisal Report](#)

³⁶ NB more recent data from 2019 shows that the UK recycling rate has increased to 46.2%.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1002246/UK_stat_s_on_waste_statistical_notice_July2021_accessible_FINAL.pdf

³⁷ <https://www.ons.gov.uk/visualisations/dvc1371/#/E07000145>

areas of high deprivation, waste minimisation and recycling is unlikely to be seen as a priority issue.

- **Low recycling performance is clustered within urban populations** who have a particular set of barriers to engagement. Affected areas include those with a high proportion of multiple occupancy housing, large immigrant communities with potential language barriers and a higher-than-average number of elderly residents. In these situations, a common understanding of the recycling rules, and the differences between materials that can and can't be recycled may be lacking, leading to low recycling rates and/or high levels of contamination.
- **As a highly popular tourist destination, Great Yarmouth faces an additional challenge of managing the waste of visitors.** with over 1 million staying visitors and slightly under 4 million one-day visitors in 2011.³⁸ Many of these people come to spend time along the beachfronts of Great Yarmouth (the Golden Mile), Gorleston and Hemsby. In this setting, a large amount of waste is generated from the food and drink businesses along the seafront and there is a significant risk of littered waste entering the sea.
- **The borough also has a high incidence of fly tipping.** The national average is 17 incidents per 1,000 people locally, and 10 per 1,000 in the East of England.³⁹ Great Yarmouth reported 7,993 in 2016/17, an equivalent of 80 incidents per 1,000 people (see Figure 4).⁴⁰

3.3.2 What We Are Already Doing

Council Operations and Waste Collection Services

In the area of waste, the Council has already taken key steps to lead by example:

- Office recycling systems are in place to deal with paper, card, glass, metal cans, plastic, toner cartridges and crisp packets. Food waste caddies were introduced in 2019 with the unwanted organic material being composted using vermiculture on-site (worm bins). The substrate is used as plant feed. Single use disposable cups were replaced in February 2020 with reusable cups, but further work could be done to reduce a wider range of single use plastic items.
- The Council is adapting our waste collection services to meet the requirements of the Environment Act 2021
- Continuation of the garden waste collection service on a subscription basis, which runs successfully in the areas in which it operates. The Government has consulted on a requirement to provide free garden waste collections, which may require the Council to move away from its current subscription-based system.

Business waste

The FACET scheme currently in operation is helping to instill new ways of managing waste, particularly among tourism businesses along the seafront in Great Yarmouth and Hemsby.⁴¹ The Interreg FACETscheme (funded from spring 2021 until March 2023) intends to facilitate the adoption of circular entrepreneurship in the tourism and leisure sectors by working with businesses

³⁸ [Great Yarmouth Borough Council \(2020\) The Corporate Plan 2020-2025](#)

³⁹ [Defra \(2021\) Fly-tipping statistics for England, 2019/20](#)

⁴⁰ [Great Yarmouth Borough Council \(2021\) Sustainability Appraisal Report](#)

⁴¹ [Introduction to FACET for businesses - Great Yarmouth Borough Council \(great-yarmouth.gov.uk\)](#)

along the seafront to reduce their waste and associated costs through reuse and recycling in smarter ways, as well as protecting the coastal environment through litter reduction. The project aims to achieve a 15% reduction in the amount of single use packaging used by the participating businesses, a 15% reduction of business waste generated and a 50% reduction in the number of on-street waste collections in two years. So far, the scheme has been very successful in engaging businesses in waste reduction and management activities including:

- supporting food and drinks businesses in developing waste reduction plans, with 90% of businesses expressing interest in a cardboard recycling scheme;
- implementing a reusable cups pilot scheme in 2021-2022; and
- introducing a fruit and vegetable composting bin pilot scheme (likely to be implemented in 2022).

Community Action against Littering

The community is already actively involved in caring for its environment and addressing waste pollution. There are several schemes afoot locally which are targeting littering and fly tipping, such as several community-led beach cleans (e.g. Norfolk Beach Cleans), the Great Yarmouth Community Clean Up week, and the Love Clean Streets app which is used by residents to report incidences of fly tipping.^{42,43,44}

3.3.3 What We Will Do

In our actions on waste, our priorities reflect those of the waste hierarchy and support the creation of a circular economy.⁴⁵ The primary goal is to eliminate or substantially reduce waste generation, followed by support for recycling and composting. Only then should products be considered waste and disposed of accordingly.

The objectives identified that will focus work to meet the Waste challenge are:

Waste Challenge Objectives	
14	Further reduce the amount of waste generated through Council activities through upcycling, reuse and recycling
15	Promote the efficient use of resources and waste minimisation in the residential and business communities, in particular by encouraging reuse
16	Improve waste collection services to maximise recycling and raise awareness of the benefits of good recycling practices
17	Reduce fly-tipping, littering and plastic pollution to waterways and the sea

⁴² [Home | Norfolk Beach Cleans](#)

⁴³ [Great Yarmouth community comes together to complete spring clean - Great Yarmouth Borough Council \(great-yarmouth.gov.uk\)](#)

⁴⁴ [Love Clean Streets - Find Reports](#)

⁴⁵ [Defra \(2011\) Guidance on applying the Waste Hierarchy](#)

3.3.4 Key Selected Outcomes

The actions the Borough will be taking to deliver these objectives are detailed in The Action Plan A.1.0 (Table 2). A selection of outcomes are shown here.

By the end of the first year of the strategy we will have:

- Examined options for how future waste and recycling services should be commissioned from 2023 when contract with GYBS ends.
- Run a staff awareness campaign to reduce the amount of waste from Council operations and to promote best practice waste management
- Produced and promoted a map of collection points of hard-to-recycle items (e.g. Terracycle collection points).

Across the five years of the strategy we will have:

- Hosted local community events where residents can reuse and recycle unwanted items
- Examined options for how future waste and recycling services should be commissioned from 2023 when contract with GYBS ends
- Worked with water companies to incentivise water efficiency in urban and rural settings.

3.4 Delivering the Strategy

The priorities and objectives presented in this strategy cut across all areas of council operations and will require a collaborative and inclusive approach in order to embed sustainable practices in all that we do. In order to embed these practices it is suggested that a officer working group is established to oversee the delivery of this strategy through the implementation of the Action Plan.

The Council also has a well established Environment Committee which will continue to oversee this work, receiving 6 monthly updates of progress against this Strategy.

In addition to this both officers and elected Members will continue to work collaboratively with local and regional partners in supporting both this strategy and wider sustainability ambitions.

Further to this we will:

- **Embed sustainable principles across Council departments:**
 - awareness raising and communications programme for council staff to highlight work on sustainability across the Council's estate and operations.
- **Improve coordination across Council departments of actions that support this strategy:**
 - establish a dedicated resource to oversee the delivery of this strategy, making connections across the Council's strategic work and seeking out funding opportunities to facilitate action.
- **Establish new ways of working with the community to achieve wider change and establish accountability for delivery:**
 - Set up a key partners forum and explore the potential for a citizens' forum.
 - Develop an engagement plan addressing how local people can take action to tackle climate change across all three themes; reducing carbon emissions, sustainable travel choices, waste minimisation etc.
- **Improve communication between GYBC and residents on sustainability matters:**
 - Add a sustainability section on the Council's website with a key point of contact

- Send out quarterly newsletter to email list of interested residents on sustainability matters building on the response to the public survey
- **Engage actively in regional partnerships seeking to deliver regional responses to the sustainability challenges:**
 - Norfolk Climate Change Partnership
 - Greater Norwich Development Partnership
 - East of England Plastics Coalition
 - New Anglia Local Enterprise Partnership
 - Neighbouring Authorities
 - Institute for Sustainability Leadership, University of Cambridge
 - University of East Anglia

3.4.1 Key Selected Outcomes

The actions the Borough will be taking to deliver these objectives are detailed in The Action Plan A.1.0 (Table 2). A selection of outcomes are shown here.

By the end of the first year of the strategy we will have:

- Established a dedicated resource to oversee the delivery of the strategy and make connections across the council's strategic work.
- Set up a key partners forum and explore the potential for a citizens' forum
- Developed an engagement plan addressing how local people can take action to tackle climate change across all 3 themes; reducing carbon emissions, sustainable travel choices, waste minimisation etc.

Across the five years of the strategy we will have:

- Engaged actively in regional partnerships seeking to deliver regional responses to the sustainability challenges
- Improved communication between GYBC and residents on sustainability matters by adding a sustainability section on the Council's website with a key point of contact and sending out quarterly newsletter to email list of interested residents on sustainability matters.

3.4.2 Monitoring and Reviewing

Key Performance Indicators are designed for demonstrating continuous improvement and as such are not ideal to demonstrate progression of an action plan, except where specific time bound targets have been set.

Alternatively, a set of milestones developed by the council team could be used to monitor achievements and guide delivery. One survey respondent suggested working with the University of East Anglia to establish indicators covering emissions and environmental protection. A flexible approach is suitable as some of the actions require sourcing external funding, and partnership work which currently cannot be timetabled into the plan.

3.5 Areas of focus for the longer term

In delivering this strategy it is intended that Great Yarmouth can build its reputation as a borough that is taking sustainability seriously and working towards a positive vision.

If GYBC successfully delivers on this strategy it could focus on building its reputation as a ecotourism destination. Being the centre of the offshore renewables sector in the UK is a draw, and

this should be complemented by providing opportunities for tourists to holiday with low impact, enjoy quality natural spaces for recreation and support the local economy. In this way the borough may be able to attract additional inward investment and stimulate economic growth.

Placing sustainability centre stage would enable an exciting and flourishing future for the Great Yarmouth Borough area.

A.1.0 The Action Plan

N.B. The Action Plan has been pulled out as a separate document, to be finalised. The structure of the action plan gives detail of policy alignment and rationale, timeframe and responsibilities

Objectives	Area of Action	Key Actions	Policy Alignment / Rationale	Responsibility	Outcomes	Timeframe
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A.2.0 Key terms

Term	Abbrev.	Explanation
Biodiversity Net Gain	BNG	Biodiversity Net Gain is a concept proposed in the 25 YEP and mandated as a condition of planning permission in the 2019 Environment Bill. BNG requires a 10% increase in biodiversity after development, compared to the level of biodiversity prior to the development taking place.
Carbon neutral		Having no net release of carbon dioxide into the atmosphere.
Carbon offsetting / offsetting		Practices and technologies to neutralise remaining emissions that cannot be entirely removed.
Decarbonisation		The reduction of carbon dioxide emissions through the use of low carbon power sources, achieving a lower output of greenhouse gasses into the atmosphere.
Direct and indirect emissions		Direct emissions are those produced directly by an organisation; indirect emissions are produced by a contractor or supplier on behalf of an organisation.

Ecosystem services		Ecosystem services are provided free of charge by our natural environment, sometimes referred to as 'natural capital'. Ecosystem services are our life-support system and enable us to thrive. Ecosystem Services include Provisioning services, fresh water, food and materials, timber and minerals, Supporting services, functions that underpin all the other ecosystem services, like soil formation, nutrient and water cycling, and biodiversity. Regulating Services of natural processes for good air quality, water and soil quality, water flow and flood control, and pollination. And finally, Cultural services, the 'nonmaterial' benefits from our interaction with the natural environment, offering inspiration, tranquillity, recreation, and cultural heritage. We must look after our environment; after all, it looks after us.
Electric Vehicles	EV	An electric vehicle is a vehicle that uses one or more electric motors for propulsion. It is considered a low emissions vehicle as it does not produce carbon emissions from the combustion of fossil fuels. It does still produce emissions in the form of particulate matter (e.g. tyre and brake dust).
Facilitate the Adoption of Circular Entrepreneurship in the Tourism and leisure sector	FACET	€3.89 million project co-funded by the European Regional Development Fund to accelerate the transition from linear to circular business practices in the coastal tourism and leisure sector.
Great Yarmouth Borough Council	GYBC / the Council	This refers to the Council as a whole and relates to its role as a decision-maker and service provider for the Borough.
Great Yarmouth Borough area	the Borough	This refers to the territory under the jurisdiction of GYBC and includes its constituent parishes.
Great Yarmouth Borough Services	GYBS	A sub-division of Norse, a county council services provider owned by Norfolk County Council.
Greenhouse gases	GHG	<p>The Earth can maintain a regular average temperature (about 15°C) despite heat leaving the planet's surface because a layer of gases in the atmosphere absorb and release heat – a process known as the greenhouse effect. Greenhouse gases are those that have this effect, each with differing lifetimes and abilities to capture heat (infrared radiation). The most referred to is carbon dioxide (CO₂), but it also includes methane, nitrous oxide, and many others.</p> <p>GHGs are used to quantify emissions and for carbon budgets in the UK.</p>

Green Infrastructure	GI	The network of parks, green spaces, gardens, woodlands, rivers and wetlands, as well as urban greening features such as street trees and green roofs, that is planned, designed and managed to deliver a wide range of ecosystem services such as water purification, air quality, space for recreation and climate mitigation and adaptation.
Local Cycling and Walking Infrastructure Plans	LCWIP	Local authorities were mandated to produce local strategies as a result of the 2017 Government Cycling and Walking Investment Strategy. The Strategy sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey.
Local Nature Recovery Strategies	LNRS	Local Nature Recovery Strategies are a flagship measure in the Environment Bill. They are a new system of spatial strategies for nature which will plan, map, and help drive more coordinated, practical, focused action and investment in nature's recovery to build the national Nature Recovery Network.
Local Plan (and Local Plan Part 2)	LP (LPP2)	The Local Plan is the overarching planning policy strategy that guides how development is delivered in a planning authority area.
Net zero		<p>Setting net zero targets is the common method for quantifying and monitoring emissions reductions. In October 2021, the Science Based Target Initiative (SBTi) launched its Net Zero Standard for organisations. This is the first net zero standard and it aims to provide a science-based approach to achieving net zero. The standard defines net zero as "at least 90% reductions", with the remaining 10% neutralised, i.e. "the permanent removal and storage of carbon from the atmosphere", for example through carbon offsetting via tree planting. Importantly, this standard includes emissions from Scopes 1, 2 and 3 within the target.</p> <p>Note that the definition of net zero has been vague until recently, and not all net zero strategies will follow this definition.</p>
Net Zero Strategy: Build Back Greener	NZS	This is the Government strategy that sets out how it intends to reach net zero carbon emissions by 2050 which requires halving UK emissions in the next decade.
New Anglia Local Enterprise Partnership	NALEP	The New Anglia Local Enterprise Partnership works with businesses, local authority partners and education institutions to drive growth and enterprise in Norfolk and Suffolk.

Net Zero		The target of net-zero means cutting greenhouse gas emissions, to as close to zero as possible, and offsetting the remaining emissions to prevent global temperature rise.
Resource efficiency		Avoiding waste, reusing or recycling materials and things.
Scope 1, 2, 3 emissions		<p>Scope 1: Greenhouse gas emissions from using owned or controlled sources (mainly energy related)</p> <p>Scope 2: Greenhouse gas emissions occurring as a consequence of the use of grid-supplied electricity, heat, steam and/or cooling</p> <p>Scope 3: All other greenhouse gas emissions that occur as a result of activities taking place within wider operations, supply chains, investments etc.</p>
Sustainable Drainage Systems	SuDS	By mimicking natural drainage regimes, SuDS aim to reduce surface water flooding, improve water quality and enhance the amenity and biodiversity value of the environment.
25 YEP		The UK 25 Year Environmental Plan, 2018

A.3.0 Summary of Responses to Public Survey

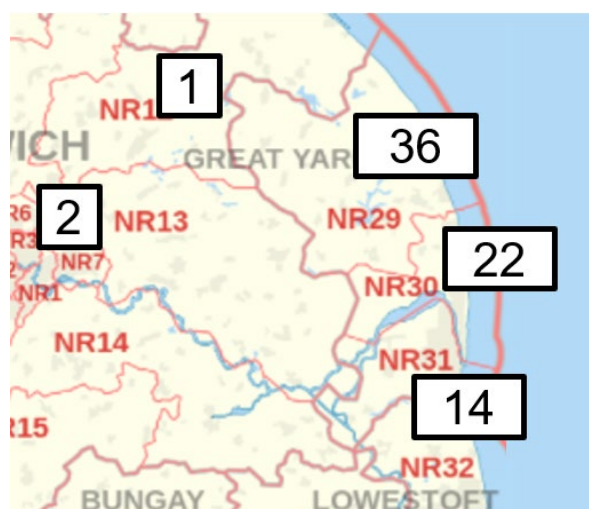
A.3.1 Who Responded?

The public survey was open for three weeks and promoted by the council using its normal communication channels and social media. In this time 87 responses were given which is low but understandable given the short duration of the survey, and the quality of the engagement was high in terms of respondents' willingness to give detailed answers. Close to half (44%) of respondents indicated that they would like to be kept up to date on sustainability engagement opportunities going forward and left their email.

The gender balance was skewed towards women; 60% with 35% of respondents men and 5% preferred not to divulge.

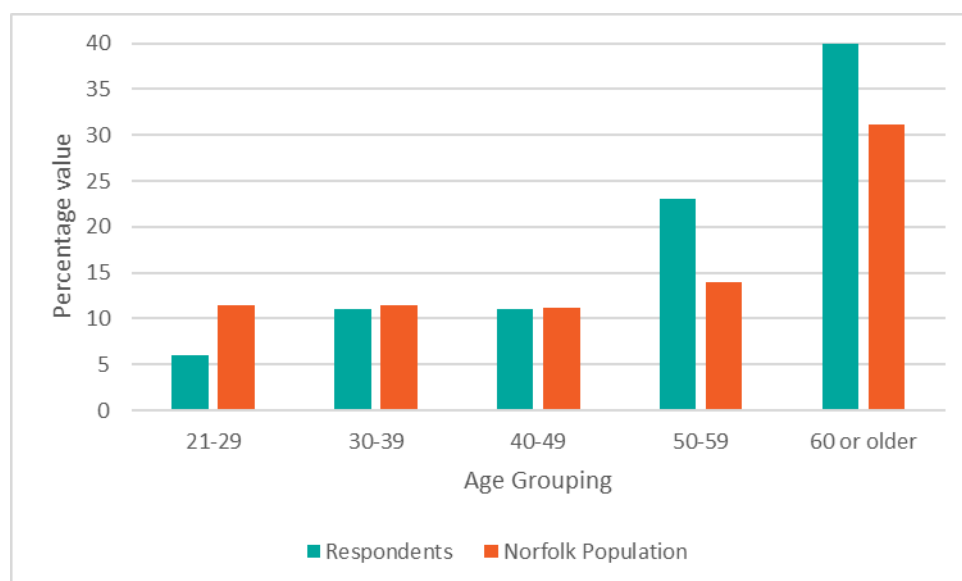
The geographic spread of respondents was broad, covering all areas of the borough. See Figure 5

Figure 5: Number of Respondents per Postcode



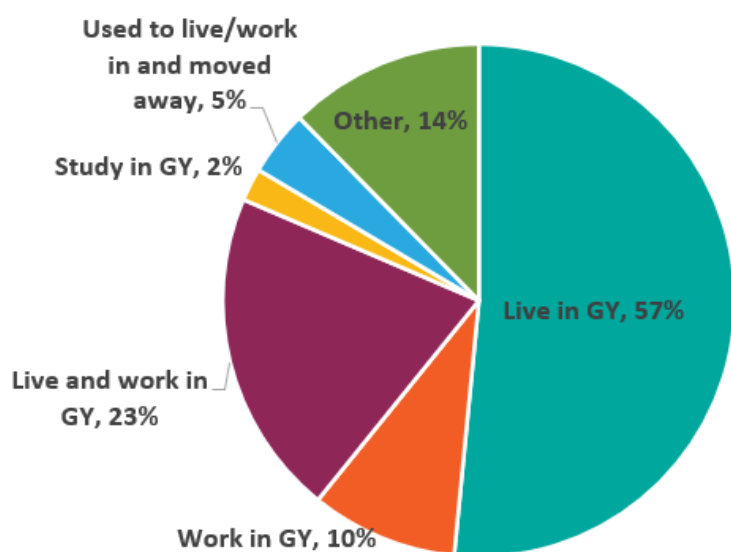
The age distribution of respondents shows a strong skew to the older age range with 40% of the respondents over the age of 60. However, this mirrors the regional age distribution of Norfolk as a whole suggesting that age-wise the sample is representative of the local population. 90% of respondents identified as white, with 8% preferring not to answer this. Again, this is in keeping with the demographic of Great Yarmouth. See Figure 6.

Figure 6: Age Distribution of Respondents Compared with Regional Distribution



The majority of respondents live in Great Yarmouth (70%), with a third working in the area (30%) see Figure 7

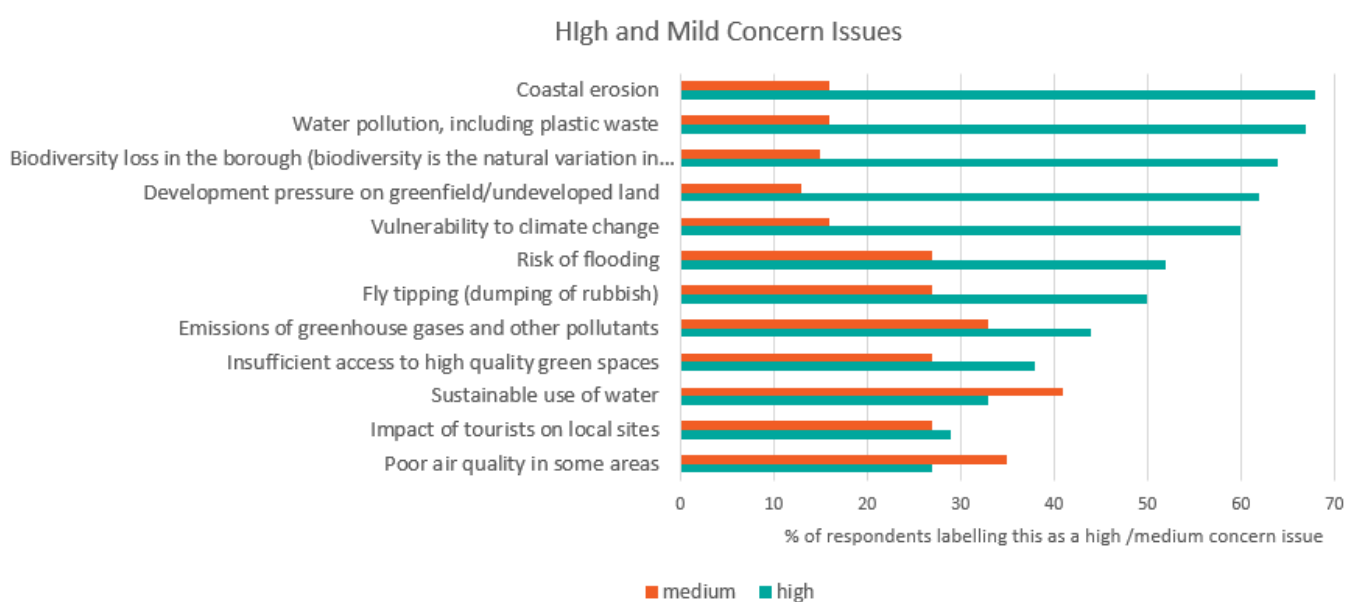
Figure 7: Respondents Relationship to Great Yarmouth



A.3.2 What Were Their Views?

When looking at which sustainability issues were of high concern to residents the top five were

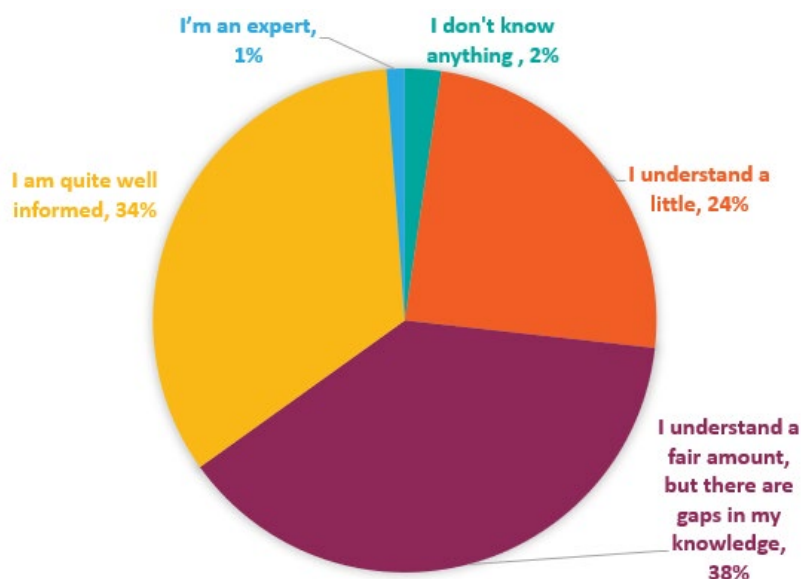
- 4) Coastal erosion,
- 5) Water pollution, including plastic waste,
- 6) Biodiversity loss in the borough,
- 7) Development pressure on greenfield/undeveloped land, and
- 8) Vulnerability to climate change.



A.3.2.1 The Climate Challenge

Existing levels of knowledge on climate change were fairly high suggesting that the individuals who responded were more likely to be those already thinking about and interested in sustainability issues. See Figure 8. The same question was used in a Broads Public survey earlier in 2021 which received 167 responses. The level of existing knowledge on climate change was slightly higher in the respondents to the Broadlands Futures Initiatives Community Survey with 41% claiming they are 'quite well informed' compared to 34% in this survey.⁴⁶ The overall pattern of results was very similar.

Figure 8: Level of Existing Knowledge on Climate Change

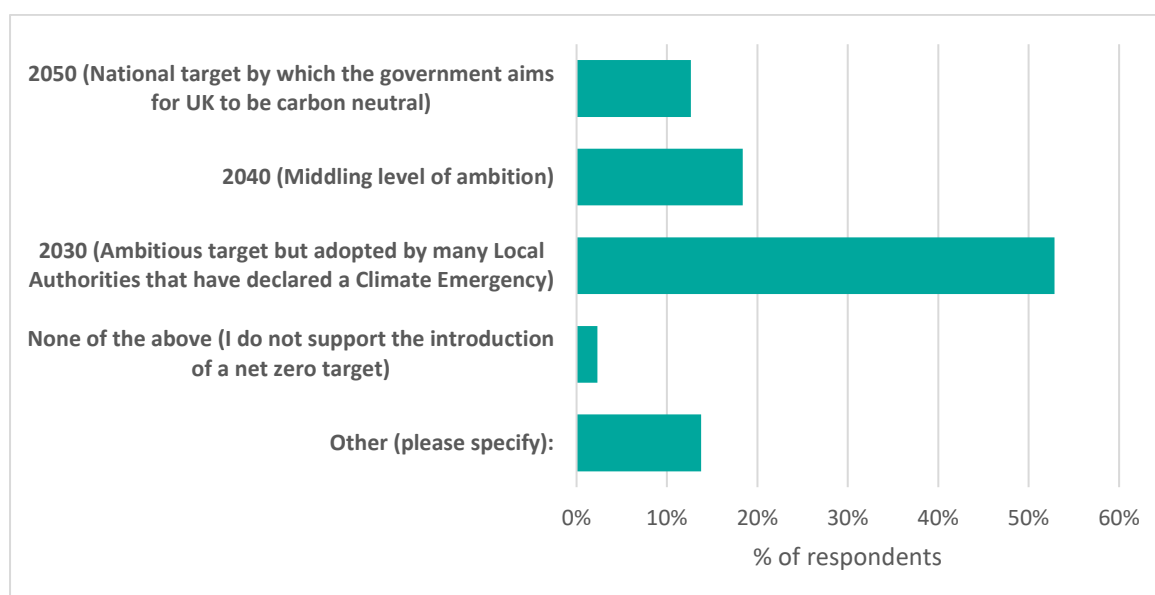


Amongst this group of people who responded to the survey there was very strong support for an ambitious carbon reduction target aiming for Net Zero by 2030. Over half the group supported this and many comments indicated the sense of urgency felt by respondents on the need to act quickly. See Figure 9. Only two individuals did not support the setting of a net zero target.

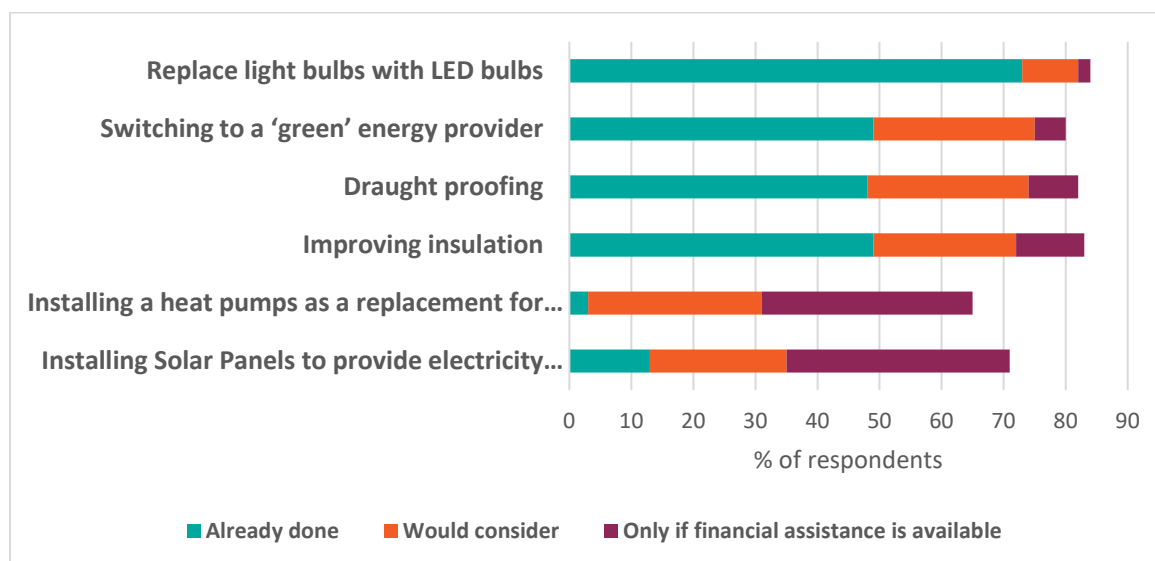
- Nineteen individuals added that they 'often feel anxious' about the effects of climate change on the Great Yarmouth area.

⁴⁶ https://www.broads-authority.gov.uk/__data/assets/pdf_file/0030/385482/BFI-Interim-Survey-Results-Summary-2021.pdf

Figure 9: Support for Net Zero Target Setting



When it comes to taking domestic action to achieve decarbonisation, over 65% of respondents would consider the energy saving changes suggested. For the more expensive investments such as installing heat pumps and solar panels half of these respondents would only consider making these changes if some financial assistance were made available.



When asked about ways of reducing transport related emissions, the greatest support was seen for improvements to active travel routes; walking and cycling routes both in town and long distance.

Which of the following do you think would encourage people to use their cars less around where you live?	% of support from respondents
Improved walking and cycling routes in towns	67%
Longer distance cycling routes between villages and towns	60%

Pedestrianised zones in towns	47%
Other	33%
Access to discounted bike schemes and adult cycle training	31%
Access to E-bikes and E-scooters	24%
None of the above	5%

Respondents had many suggestions for how the council can help residents to reduce their carbon emissions:

- Helping people to insulate their homes to the best possible outcome, so heating requirements are lower. More cycle paths and reintroducing trains.
- Invest in solar street lighting and LED.
- Start by ensuring all council buildings and houses are insulated
- Financial packages to assist in helping with home energy improvements (solar, heat pump etc)
- We cannot afford to make any changes and we don't qualify for any of the government help so financial support to people with low incomes who don't qualify for benefits would be a good idea?
- Improved public transport and safe cycling routes to areas of employment.
- Collect and process waste food
- Information: a more friendly website would be a great start. I don't think a lot of the people in Great Yarmouth think that the climate is a serious concern to those in control. National surveys show that the general public is willing to make changes; they need leadership
- Clearer information on different heating systems. For example, heat pumps are extremely expensive, even with the £5,000 subsidy to move from gas. But there has been no useful testing of FAR infrared ceiling panels. These may be cheaper to install and to run than air source heat pumps but they are not being discussed.
- I am drawing up plans to refurbish the fire damaged building to the rear of Fastolff House and would like to strip it back to basics and upgrade insulation to current standards or better.

A.3.2.2 The Nature Challenge

Biodiversity loss featured in the top 5 local concerns, and water pollution was second after coastal erosion. These findings were echoed in the strong support shown for a range of greenspace improvement ideas.

Which of the following actions would you like to see the Borough prioritise on greenspace and biodiversity	% of support from respondents
Improve the biodiversity of waterways and coastal environments	82%
Increase the amount of tree cover in the Borough	77%
Protect the greenfield/undeveloped areas of the Borough	75%
Improve the biodiversity of parks and greenspace	72%
Increase the amount of accessible greenspace	51%
Other	11%
None of the above	1%

Respondents were asked if they knew a piece of land that could be managed to allow nature to flourish. Many people had clear suggestions to make:

- The dune area on North Drive beach could be converted to a managed nature reserve with restricted access (walkways to explore the nature) to humans (and dogs). If done right, and it's large enough, this area could become an attraction for paying visitors.
- The barren area between the seafront Premier Inn and Outer Harbour could be converted into a wildlife haven for birds etc.
- The area next to Wellington Pier, behind the old beach huts.
- The old railway line running from Salisbury Road to Barnard Bridge
- Grass verges along blackfriars road, space for trees/ shrubs/ flowers?
- Land along Scratby Road
- Ormesby recreation ground
- South Quay, Great Yarmouth. Remove the parking but retain access to berths and make a linear park/ green space along the river.
- Enhance the public footpath off gapton Hall Road just past macdonalds make it a nature reserve with paths
- There is a small green area on The Walk that could be much better managed for wildlife.
- Shrublands Y&A Centre field not accessible at all to public.
- The waste ground behind the recreational ground in Gorleston.
- The field at the back of Caister Roman site and the old helipad field by the stadium could be planted as wooded areas.
- Land backing on to Winifred Way Caister
- Old airfield at Caister and surrounding areas
- pound lane filby
- <https://w3w.co/skid.shredding.imposes> - Poor Land in Hemsby adjacent to a SSSI
- Winterton Dunes (3 mentions)

- St Nicholas playing field Great Yarmouth
- The old helicopter landing site adjacent to the greyhound stadium
- We need to protect Bluebell wood in Gorleston.
- The hedgerow and Lane at the top of the Holway
- Field near Caister Water Tower
- The fields across from the Persimmon housing estate at the top end of Caister where it meets Ormesby.

A.3.2.3 The Waste Challenge

Respondents were asked what would help you to reduce your waste and recycle more:

- More green bin collections would obviously create more recycling. Collection once every 2 weeks isn't enough so only roughly 50% of our waste is recycled.
- Ability to have a food waste container that is collected for composting.
- Free green waste as lots of retired in the area that cannot afford the bin system
- better information provision of where to recycle items, e.g. a map of terracycle recycling points in the borough
- A leaflet to show what to recycle



Source: <http://www.edwordle.net/create.html>

<p>Actions to help visitors to Great Yarmouth to be more environmentally minded?</p>	
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Better infrastructure on or near to beaches to manage littering	81%
More sustainable transport options to minimise extra car usage by tourists, e.g. shuttle buses, cycle rental etc.	80%
Green electricity charging points e.g., for rental boats and cars to minimise reliance on diesel generators.	66%
Creating eco-tourism destinations such as nature reserves or demonstration projects	64%
Reusable schemes for takeaways	64%
Campaigns aimed at visitors about the sustainable use of water	35%
Other (please specify):	22%

A.3.3 Getting Involved

Finally, respondents were asked about their willingness to get involved in practical actions to support the sustainability strategy. Around a third of all respondents expressed willingness to engage in these ways. In the comments other respondents said that they were already engaged locally in similar ways.

Which activities would you be interested in getting involved with?	% of respondents who indicated willingness
Sponsoring a tree in a street	38%
Supporting the establishment of local reuse or refill schemes	38%
Attending meetings to discuss local practical sustainability projects	37%
Looking after community open space near to you	36%
Joining a group to improve green areas locally including back lanes	36%
Working with neighbours to remove weeds in the street where you live (so as to avoid the need for Council weed treatment)	36%
Helping to promote recycling and composting	36%
Helping a local school to make a wildlife area	31%

Joining a local food growing project	22%
Joining an exercise class in a park	19%
None of the above	14%

A.3.4 Conclusions

The public survey showed that amongst this group of respondents there was strong support for many aspects of the Sustainability Strategy. The survey was also useful in generating ideas, some of which have been incorporated into the action plan. As an initial exercise in engaging the public with the strategy the survey was successful in generating interest and building a network of people willing to be engaged further.

A.4.0 References

Table 1: National Plans and Strategies of Relevance

Plan/Strategy Title	Description	Link
Decarbonising Transport: A Better, Greener Britain (2021)	The report outlines DfT's six strategic priorities to deliver the vision of a net zero transport System by 2050.	Decarbonising Transport – A Better, Greener Britain (publishing.service.gov.uk)
Environment Act (2021)	The Act brings into UK law plans for environmental protections and recovery, supporting the UK 25YEP.	Environment Act 2021 (legislation.gov.uk)
National Planning and Policy Framework (NPPF) (2019)	The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied ¹ . It provides a framework within which locally prepared plans for housing and other development can be produced.	National Planning Policy Framework (publishing.service.gov.uk)

State of Nature (2019)	The 2019 State of Nature report is a health check on how the UK's wildlife is faring. It is put together using wildlife data from a group of 50 conservation organisations.	State-of-Nature-2019-UK-full-report.pdf (nbn.org.uk)
The Economics of Nature: the Dasgupta Review (2021)	Independent, global review on the Economics of Biodiversity, setting out how we should account for Nature in economics and decision-making.	The Economics of Biodiversity: The Dasgupta Review (publishing.service.gov.uk)
Town and Country Planning Act (TCPA) 1990	Section 197 places a duty on local planning authorities to make provision for the preservation or planting of trees	Town and Country Planning Act 1990 (legislation.gov.uk)
UK 25 Year Environmental Plan (2018)	Ten goals for improving the UK environment within a generation. Supported by the Environment Act passed into law in November 2021.	25 Year Environment Plan - GOV.UK (www.gov.uk)
UK Clean Growth Strategy (2018)	Blueprint for Britain's low-carbon future.	Clean Growth Strategy (publishing.service.gov.uk)
UK Climate Change Act (2008)	The Act sets a 'net zero' greenhouse gas emission target for 2050; provides for a system of carbon budgeting; and establish a Committee on Climate Change.	Climate Change Act 2008 (legislation.gov.uk)
UK Green Finance Strategy	Strategy aiming at aligning private sector financial flows with clean, environmentally sustainable and resilient growth; and strengthening the competitiveness of the UK financial services sector	BEIS Green Finance Strategy July 2019 (publishing.service.gov.uk)
UK Net Zero Strategy: Build Back Greener (2021)	This strategy sets out how the Government intends to reach net zero carbon emissions by 2050 which requires halving UK emissions in the next decade.	net-zero-strategy-beis.pdf (publishing.service.gov.uk)

Table 2: Great Yarmouth and Norfolk-wide documents of relevance to this Strategy

Title	Date	Link
Great Yarmouth Documents		
FACET for Businesses	2020-2023	Introduction to FACET for businesses - Great Yarmouth Borough Council (great-yarmouth.gov.uk)
Great Yarmouth Carbon Audit	2021	Not publicly available online
Great Yarmouth Corporate Plan	2020-2025	The Plan 2020-2025 - Empowering, Enterprising and Engaging (great-yarmouth.gov.uk)
Great Yarmouth Flood Risk: Economic Impact Report	2015	Mott MacDonald Report Template (great-yarmouth.gov.uk)
Great Yarmouth Habitats Monitoring and Mitigation Strategy	2019 (will be superseded by Green Infrastructure strategy, being drafted)	Habitats M and M Strategy Jan 2019.pdf (great-yarmouth.gov.uk)
Great Yarmouth Local Cycling and Walking Infrastructure Plan	2021	Great Yarmouth LCWIP Summary July 2021.pdf (citizenspace.com)
Great Yarmouth Local Plan Part 2	In preparation	Not publicly available online
Great Yarmouth Local Plan: Core Strategy	2015 -2030	Local Plan Core Strategy Adopted 2015 NF.pdf (great-yarmouth.gov.uk)
Great Yarmouth Locality Strategy	2021-2016	Great Yarmouth Borough Council Locality Strategy (great-yarmouth.gov.uk)
Great Yarmouth Sport, Play and Leisure Strategy	2015-2029	GYBC Sport, Play and Leisure Strategy 2015-2029 (great-yarmouth.gov.uk)
Great Yarmouth Sustainability Appraisal	2021	Sustainability Appraisal Report incorporating proposed modifications June 2021 (great-yarmouth.gov.uk)

Great Yarmouth Transport Strategy (Draft for Consultation)	2019	2019-09-16-gyts-draft.pdf (citizenspace.com)
Great Yarmouth Transport Strategy and Implementation Plan	2020	About Transport in Great Yarmouth - Norfolk County Council
Open Spaces Study	2013 (in revision, draft expected Jan 2022)	Open Space Study (great-yarmouth.gov.uk)
Regional Documents		
Alternative Fuel Strategy and Action Plan for East Anglia NALEP	2021	Element Energy presentation, not publicly available online
Breckland Council Sustainability Strategy	2021	What does climate change mean for the District? - Breckland Council
Broadland Council Environmental Strategy	2019	broadland-council-environmental-strategy-document (southnorfolkandbroadland.gov.uk)
Broadlands Future Initiative: The Future Impacts of Climate Change	2020	The Future Impacts of Climate Change (broads-authority.gov.uk)
Broads Authority Climate Adaptation Plan	2016	Climate-Adaptation-Plan-Report.pdf (broads-authority.gov.uk)
Decarbonisation Evidence Base and Strategic Recommendations Report	2020	Transport-East-Decarbonisation-Evidence-Base-and-Strategic-Recommendations-Report WEB.pdf (transporteast.org.uk)
Kings Lynn and West Norfolk Climate Change Strategy	2021-2024	Our climate change work Our climate change work Borough Council of King's Lynn & West Norfolk (west-norfolk.gov.uk)
Local Energy Asset Representation for Norfolk	2021	Catapult Energy Systems, not publicly available online
Natural Capital Evidence Compendium for Norfolk and Suffolk	2020	PowerPoint Presentation (norfolkbiodiversity.org)

New Anglia Local Enterprise Partnership Industrial Strategy	2020	New Anglia NSU Local Industrial Strategy Exec Summary.indd
Norfolk County Council Environmental Policy	2019	Environmental policy - Norfolk County Council
Norfolk County Council Local Transport Plan	2021	Local Transport Plan - Norfolk County Council
Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy	2021	Norfolk GI RAMS Strategy March 2021.pdf (gnlp.org.uk)
North Norfolk District Council Environmental Charter	2021	environmental-charter-v8-hyperlinks.pdf (north-norfolk.gov.uk) https://modgov.north-norfolk.gov.uk/documents/s6351/Environment Charter Appendix One - OS Final Draft.pdf
Norwich City Council Environment Strategy	2020-2025	Environmental Strategy Norwich City Council
South Norfolk Council Environmental Strategy	2019	south-norfolk-council-environmental-strategy-document (southnorfolkandbroadland.gov.uk)

A.5.0 About Eunomia

Eunomia is a consultancy that works with private, public and third sector organisations across a range of environmental themes. We have worked extensively with local authorities in the UK over the past 10 years, and at a national level Eunomia worked with the UK government's Committee on Climate Change to set out the actions that would be required in the field of waste management to achieve the country's carbon objectives. More recently, we have been working on assisting authorities to reduce their carbon emissions, improve biodiversity and become more sustainable. Recent carbon and biodiversity strategy focussed work includes:

- Climate Emergency Strategy (London Borough of Hounslow)
- Climate Emergency Action Plan (Isle of Man Government)
- A Guide to Net Zero (University of Bath)
- Carbon Offsetting Strategy (Bristol City Council)
- Green Urban Landscape Policy (LB Redbridge)

We provide truly independent advice. We are not seeking to promote a particular approach but to put forward a strategy that suits the local administration, people, place and market.

We are passionate about facilitating improvements for the environment. We developed the concept of a locally-governed funding scheme for the environment which was identified as good practice in the 25 Year Environment Plan.

Our focus is on making a difference. We look beyond submitting a report to finish a project, to think about how the strategies we have helped design will be implemented. Our specialists understand the complexities of gaining agreement to, and implementing, ground-breaking changes, and what is needed to move from concept to reality.

URN:

Subject: Great Yarmouth Borough Council's Carbon Footprint

Report to: Environment Committee – Wednesday 16th March 2022

Report by Kate Blakemore, Strategic Director

SUMMARY

At Environment Committee (10 September 2019), Members received a report in response to a Council motion on the need to understand the Council's organisational carbon footprint by way of commissioning a specialist external assessment which has now been undertaken by the Carbon Trust. The work includes the mapping and measurement of the Council's carbon footprint as an organisation and has led to the development of a Carbon Reduction Plan being presented for Members' comments at this Committee.

This report therefore presents the outcome of this work and an initial 5-year Carbon Reduction Action Plan aimed at reducing the Council's organisational carbon footprint.

RECOMMENDATIONS

Members are asked to:

- (a) Accept and approve the Carbon Footprint Report completed by the Carbon Trust.**
- (b) Approve the adoption of the Council's organisational Carbon Reduction Action Plan 2022-2027.**
- (c) Request officers bring six monitoring reports to Environment Committee to enable members to review and track progress of the work set out within the Action Plan.**

1. BACKGROUND

- 1.2 At Environment Committee (10 September 2019), Members received a report in response to a Council motion on lowering the Council's organisational carbon footprint and agreed to commission specialist external support to map and measure the Council's organisational carbon footprint and thereby develop a Carbon Reduction Action Plan.
- 1.2 An organisation's carbon footprint is essentially the amount of greenhouse gases that are expressed as Carbon Dioxide equivalent released into the atmosphere because of the organisation's activities. The Carbon Trust was commissioned to undertake this work on

behalf of Great Yarmouth Borough Council in order to provide a baseline position on which the Council would be able to take action to reduce its greenhouse gas emissions and therefore its reliance on carbon going forward.

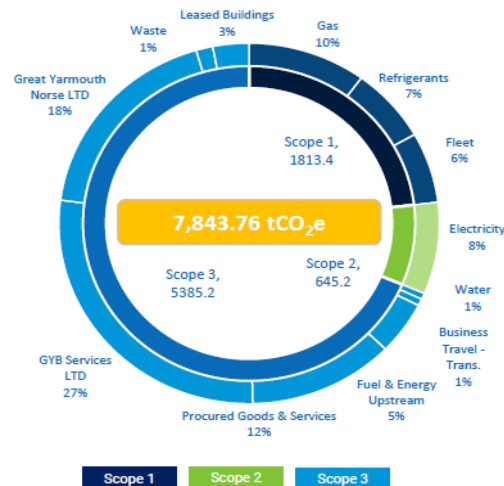
- 1.3 Interestingly, the borough of Great Yarmouth Borough is a geographic area currently produces the lowest amount of CO₂ emissions when compared to the other local council areas in Norfolk of which there has been a mainly positive downward trend since 2005. It should, however, be noted that direct comparisons with other geographic council areas is difficult given each area has different compositions of business, industries, transportation networks and populations.

2. INTRODUCTION

- 2.1 This report presents the outcome of the work commissioned by the Council with the Carbon Trust in relation to measuring the Borough Council's organisational carbon footprint and provides members with a 5-year Carbon Reduction Action Plan aimed at reducing the Council's reliance on carbon and impact going forwards.

3. THE COUNCIL'S CARBON FOOTPRINT

- 3.1 The Carbon Trust's carbon footprint calculation for the Borough Council as an organisation using 2019/20 data, has been calculated to be **7,843.76 tCO₂e**. The Trust has advised that this footprint is not dissimilar to similar organisations in terms of size and scope. The Carbon Footprint Report for the Borough Council produced by the Carbon Trust has been provided at Appendix 1.
- 3.2 In determining the calculation, the Council's carbon measurement includes:
- **Scope 1 emissions:** these are greenhouse gas emissions from sources owned or controlled by the local authority. For example, emissions from boilers and vehicles. Councils have direct control over these emissions.
 - **Scope 2 emissions:** such as purchased electricity consumed by the local authority. Councils can impact their Scope 2 emissions by choosing to purchase low carbon electricity.
 - **Scope 3 emissions:** are indirect emissions such as emissions created as part of making the paper then used by the Council.
- 3.3 The diagram below shows how these scoped emissions relate in terms of the Council's overall carbon footprint.



Above: Summary of GYBC's measured footprint

3.4 Looking at this diagram, it is clear that Scope 3 emissions account for the highest percentage of emissions, with the Council's joint venture company Great Yarmouth Borough Services Limited (GYBS) accounting for a high proportion of greenhouse gas emissions. Members can be reassured that a separate piece of work is already underway to develop proposals to reduce greenhouse gas emissions created by the Borough's collection vehicles e.g., those used for waste & recycling household collections and grounds maintenance together with other frontline operational services that rely on fleet vehicles. A new sustainable Fleet Strategy will identify ways in which Great Yarmouth Borough Council and its partners can decarbonise fleet vehicles; this will be tabled at Environment Committee in early 2022/23.

3.5 This is the first time the Council has mapped its Carbon Footprint, and as such the data required for this work was limited in places. As such there are areas that have not been included at this stage. These are:

- Data relating to the impact of employees commuting to work (This will be resolved by way of sustainable modes of transport employee survey going forward).
- Data relating to the Council's financial investments e.g. pension funds or sovereign bonds. This assessment requires further technical and bespoke analysis, so fell outside of the scope of this work but can be considered in due course.
- Data in relation to the joint venture companies GYN Limited and GYBS Limited was calculated using spend data due to the lack of available primary data. Work is in progress to refine this element of the calculation in future years.
- Data relating to the use of communal heat pumps within the Council's housing stock was included e.g. 1-15 Werry Way, Great Yarmouth. Data from individual council house properties was not included given the Council does not have access to data which would show how its tenant use their own central heating systems within the wider housing stock.

3.6 Identifying these areas will enable work to take place to ensure that the Council can collect more qualitative data and in a format that can be used to calculate the carbon footprint of the organisation going forwards.

4. CARBON FOOTPRINT RECOMMENDATIONS

- 4.1 In calculating the Council's carbon footprint the Carbon Trust has identified several recommendations. As discussed in section 3, the first recommendation relates to improving the quality of the data available to the Council ensuring that relevant data is captured in a more useable format. Many councils are now moving to make these improvements and establish internal processes which means they can calculate the organisation's footprint as required, negating the need for consultancy support.
- 4.2 The Carbon Trust recommends a Carbon Reduction Strategy to set out routes for decarbonisation going forwards. Officers have therefore developed a Carbon Reduction Action Plan 2022-2027 (Appendix 2), to address this recommendation. The Plan identifies the ways in which the Council's carbon footprint can be reduced.
- 4.3 The Trust also recommends the setting of a carbon reduction target. Again, councils have started to set Net Zero targets with the term 'Net Zero' referring to the balance between the amount of greenhouse gases produced and the amount removed from the atmosphere. An organisation achieves Net Zero by balancing its emission of carbon dioxide with removal or elimination of greenhouse gas emissions. Members will be aware that in addition to the specific piece of carbon footprint work, the Environment Committee is being asked to consider and agree a new over-arching Sustainability Strategy which includes a proposed Net Zero target of 2035.
- 4.4 The final recommendation is to ensure that the Council is adequately resourced with technical staff to help deliver the Carbon Reduction Action Plan and to monitor progress in terms of the organisation's carbon footprint. Again, this recommendation has being picked-up as part of the proposed Sustainability Strategy.

5. CARBON REDUCTION ACTION PLAN

- 5.1 In response to the carbon baseline setting by the Carbon Trust, officers have developed a 5-year Carbon Reduction Action Plan for members' consideration (Appendix 2). The Plan, and its progress against the actions it sets out will be reported to Environment Committee annually. This first Action Plan focusses on seven topical areas that can contribute to the reduction of the Council's greenhouse gas emissions. In order of impact, these topic areas are:

- | | |
|-------------------------------|-------------------------|
| • GYBS Ltd | Scope 3 (27%) |
| • GYN Ltd | Scope 3 (18%) |
| • Procured Goods and Services | Scope 3 (17%) |
| • Gas & Electricity | Scope 1 & Scope 2 (18%) |
| • Refrigerants | Scope 1 (7%) |
| • Internal Fleet | Scope 1 (6%) |
| • Leased Buildings | Scope 1 (3%) |
| • Commuting | Scope 1 (1%) |

- 5.2 Careful consideration, as part of this baseline work, has also been given to the setting of an organisational Net Zero target date. Members will note that a Net Zero target of 2035 has been proposed within the over-arching Sustainability Strategy. By way of context, it is estimated that a 25% reduction in the Council's organisational carbon footprint can be made in the first two years of the Action Plan subject to investment being made.

6. FINANCIAL IMPLICATIONS

- 6.1 Whilst this report does not outline a request for additional funding at this time, Members are asked to note the recommendation made by the Carbon Trust to have an adequately trained staff resource to deliver and monitor the Carbon Reduction Action Plan. The request for a technical specialist staff role forms part of the Environment Committee's Sustainability Strategy which is also under consideration.
- 6.2 Members are also asked to note that should they wish to accelerate some of the actions set-out, in the Carbon Reduction Action Plan e.g. footway lighting improvements, and changes to the fleet, future financial allocations will be required. These will be tabled at the relevant time and once detailed costings and deliverables are known.

7. LEGAL IMPLICATIONS

- 7.1 In June 2019, the Government legislated a 2050 Net Zero target, following a recommendation from the Committee on Climate Change by amending the Climate Change Act 2008.
- 7.2 Whilst local authorities find themselves in an ambiguous position to their role in tackling climate change and where they fit into a coherent national picture as they do not have a specific duty to deliver Net Zero nor to report emissions reductions, they clearly have a leading role under this agenda, and in many cases are already delivering emission reductions, or taking actions which affect how Net Zero might be achieved by other public bodies and businesses.
- 7.3 It is also likely that as central government refocuses on this agenda post pandemic, there will be future legislative matters which will need to be considered. Members will of course, be appraised of any future legislative changes in relation to this agenda.

Area for consideration	Comment
Monitoring Officer Consultation:	As part of ELT review.
Section 151 Officer Consultation:	As part of ELT review.
Existing Council Policies:	Corporate Plan, Annual Action Plan, Economic Growth Strategy, Open

	Spaces Strategy, Sustainability Strategy.
Financial Implications:	Yes as set out in Section 6
Legal Implications (including human rights):	No, though context summarised in Section 7
Risk Implications:	As identified in report
Equality Issues/EQIA:	N/a
Crime & Disorder:	N/a
Every Child Matters:	N/a

Great Yarmouth Borough Council

2019/20 organisational carbon footprint report

Final version: December 2021

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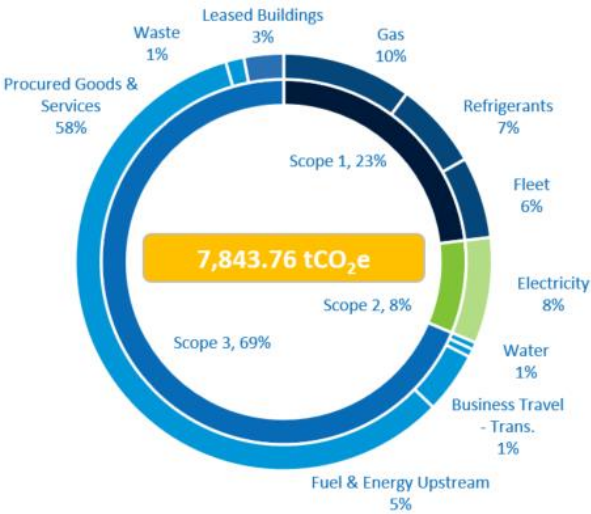
Executive summary

Great Yarmouth Borough Council (GYBC) operates local government services in the east of England, serving a population of approx. 100,000 people. The Council does not currently undertake formal carbon accounting , nor have an up to date climate action strategy to reduce carbon emissions. This report represents the initial stage of climate action and measures a baseline footprint for the Council across its value chain.

GYBC’s footprint for the FY19/20 (the ‘baseline’) was calculated to be 7,843.76 tCO₂e. The boundary of this assessment includes all scope 1 and 2 emissions and selected scope 3 emissions. Scope 3 emissions account for approx. 69% of the overall footprint, with purchased goods and services accounting for ~58% alone.

GYBC’s scope 1 and 2 emissions result from energy consumption in buildings and fleet vehicles. To reduce them, GYBC will have to implement a strong estate-wide strategy with effective and co-ordinated policy positions that cover a range of building archetypes and use-types. The impact of any future capital build projects on GYBC’s carbon footprint will need to be carefully considered. For fleet, it is anticipated that suitable Battery Electric Vehicle (BEV) replacements will be competitive across the vast majority of GYBC’s fleet within years, and rollout of supporting infrastructure is expected to become GYBC’s largest constraint to the transitioning of its fleet.

A holistic and varied approach to decarbonisation is required for GYBC to reduce emission sources across its value chain, and a complementary strategy following this report will explore reductions in further detail.



Summary of recommendations

- 1. Data quality and collection.** GYBC should review current systems to ensure that data can be regularly collected in a format that allows for a footprint to be calculated and decarbonisation opportunities to be identified.
- 2. Carbon Reduction Strategy.** A comprehensive and granular implementation strategy should be developed. The strategy should set out potential routes to decarbonisation, before a more detailed identification and prioritisation exercise of specific decarbonisation projects is conducted.
- 3. Ratify carbon reduction target.** GYBC should ratify and clearly communicate a decarbonisation pathway.
- 4. Resource.** The Council should ensure that adequate trained resource is available to turn strategy into implementation.

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Context

GYBC's climate ambitions

In 2019, the UK Government and the devolved administrations committed to the Net Zero target as recommended by the Climate Change Committee. Reaching net-zero greenhouse gas (GHG) emissions requires extensive changes across the economy, including in the public sector. Major infrastructure decisions need to be made in the near future and quickly implemented.

Great Yarmouth Borough Council (GYBC) has established a working group to investigate and drive activities to start reducing emissions through its own operations. GYBC appreciates the need for the Council to take urgent action within its own operations to both act where it has most control and to set an example as a major public sector institution in the Borough. A key aim of this working group is in not just establishing the most expeditious route to decarbonisation, but in developing a greater understanding of where the limited resources the Council has to meet this challenge are focussed. Essential to developing this understanding will be extensive stakeholder engagement to ascertain potential motivators and barriers to action both within the Council and across the broader community.

As a vital first step in decarbonising its operations, this report sets out GYBC's operational carbon footprint; documenting the calculation methodology applied to develop a GHG baseline for the Council's own operations, presenting a breakdown of the footprint by emissions source, providing commentary on the data quality, identifying priority areas for action, and setting out recommendations for next steps and information on how the outputs can feed into the development of a strategy for GYBC's operational decarbonisation.



Footprinting jargon buster

Carbon footprinting

A carbon footprint measures the total greenhouse gas emissions caused directly and indirectly by a person, organisation, service or product, and is calculated by multiplying activity data with an associated emissions factor. The accuracy of a carbon footprint is largely dependent on the quality of activity data available. Primary data related to the specific activity being footprinted (e.g. electricity meter readings) is preferred, but benchmarks and/or proxies can provide an estimation where primary activity data is not available. Emission factors define the carbon intensity of an activity, and the most common emission factors are updated and published annually by the UK Government.

Reporting framework and emission scopes

The greenhouse gas (GHG) protocol is an established and internationally recognised methodology for carbon reporting. In the protocol, emissions are categorised into three scopes:

- Scope 1 – Direct GHG emissions (i.e. occur at the point-of-use) from sources that are owned or controlled by the reporting organisation. For example, this would include emissions from the operation of a petrol vehicle owned/controlled by the reporting company, as emissions are directly released from the vehicle exhaust.
- Scope 2 – Indirect GHG emissions (i.e. do not occur at the point-of-use) from energy consumed by the reporting organisation's owned/controlled assets. This includes electricity consumption, where the emissions associated with the consumption do not occur at the point-of-use but have been produced in the initial generation of the consumed electricity (e.g. from the burning of natural gas at a power station).
- Scope 3 – All other indirect emissions that occur in the reporting company's value chain. For example, the production of paper used in the Council's printers. The transportation of that paper from the manufacturer to the Council would also be included, as would the processing and disposal of the waste paper after use.

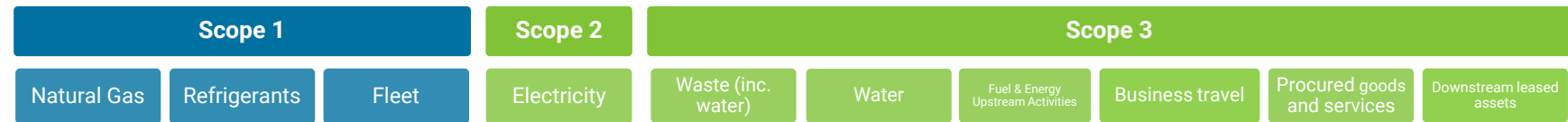
Carbon dioxide equivalent

Greenhouse gases contribute to global warming by 'trapping' in heat that would otherwise escape to space. Carbon dioxide is the most widely-produced GHG but there are many others. Some GHGs are more potent than others and (for a given amount) trap more heat in the Earth's atmosphere. The potency of GHGs is defined by their global warming potential. Carbon footprints are measured in tonnes or kg carbon dioxide equivalent (CO₂e), combining the impact of different greenhouse gases into one figure equivalent to if it were all CO₂, based on their global warming potential. The Council's footprint therefore includes the impact of all greenhouse gases, not just carbon dioxide.

Footprinting scope



GYBC FY 19/20 footprint scope



The boundary of this assessment was agreed in consultation with GYBC and is detailed above. This boundary includes all applicable scope 1 and 2 emissions sources and selected scope 3 emissions sources (staff commuting and investments are both applicable but have been excluded). While the boundary was selected mainly based on data availability, other factors such as the ability to achieve reductions through direct action should be considered when looking towards target setting and monitoring emissions reduction.

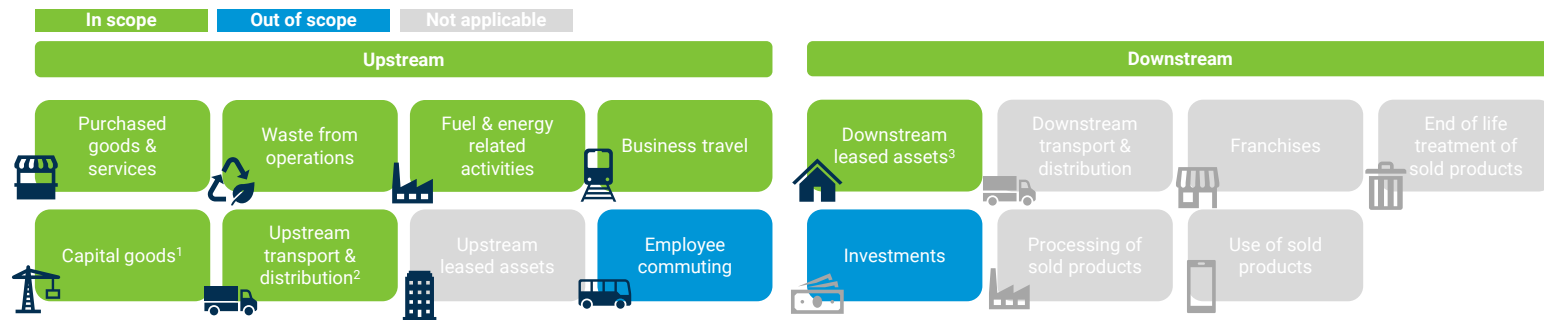
Direct and indirect emissions are defined according to operational control, such that:

- Direct GHG emissions are emissions from sources that are operationally controlled by the Council
- Indirect GHG emissions are emissions that are a consequence of the activities of the Council, but occur at sources controlled by another entity (for example, a power plant that generates the electricity consumed by the Council, or a waste-water treatment site that processes the Council's waste water).

As scope 3 emissions are emitted by a third-party's operations they are generally more difficult to monitor, control and reduce. As a result, public (and private) sector carbon action has typically focused on Scope 1 and 2 emissions. The inclusion of the selected scope 3 emissions reflects GYBC's ambition to effect change beyond their own immediate control.

Footprinting scope: scope 3 emissions

The GHG protocol separates scope 3 into fifteen different emission sources. Many of the emission sources (predominantly those downstream) are not applicable to the Council's operations and therefore excluded from the baseline. Of the fifteen, seven have been included in the Council's measured footprint:



Above: scope 3 emission categories included in this study

Two scope 3 emissions sources were deemed to be applicable to GYBC but have not been included in the baseline footprint; Employee commuting and Investments.

Though discussions with GYBC it was determined that insufficient data is currently available to be able to calculate emissions associated with employee commuting. GYBC should look to collect data on staff commuting via staff surveys and include this emissions source in future iterations.

The scope 3 investment category includes emissions associated with the reporting organisation's equity investments as well as any other investment portfolios held by the Council (e.g., pension funds, corporate bonds, sovereign bonds). Measuring this category in its entirety requires a bespoke approach that was outside of the scope of this study.

¹ Capital goods have been included within purchased goods and services as no breakdown of capital/non-capital goods was provided.

² Specific data related to upstream transportation and distribution was not available and it has therefore been included in the input-output factors used to estimate purchased goods and services emissions.

³ Majority included in scope 1 and 2 emissions under the operational control approach.

GYBC's carbon footprint

Footprint overview

GYBC's measured footprint for the financial year 2019/20 was calculated to be **7,843.76 tCO₂e**. Scope 3 emissions are estimated to account for approx. 68% of the footprint.

One scope 3 emission category makes up 58% of the footprint:

1. Procured goods and services from third parties (4,567.62 tCO₂e)

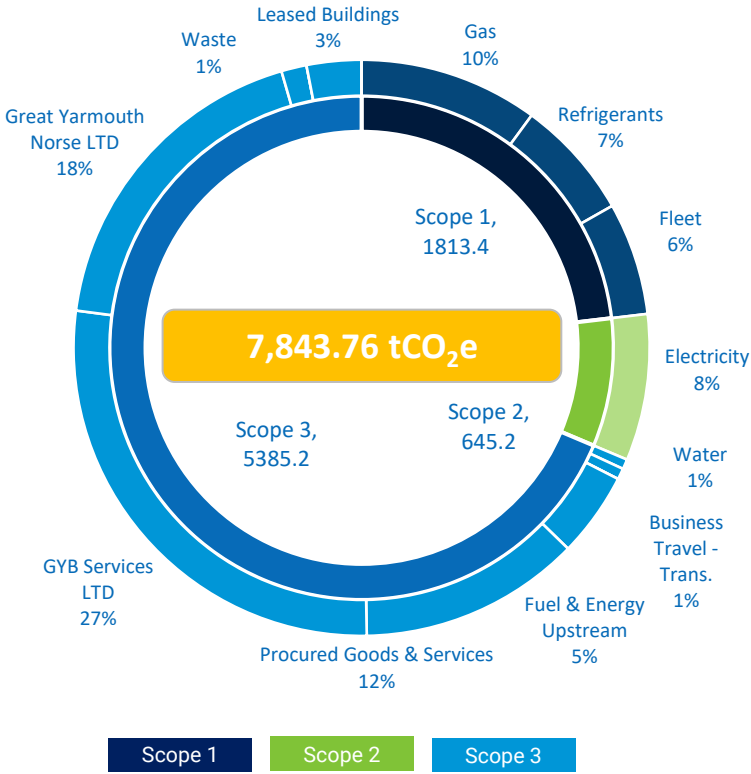
Due to lack of primary activity data emissions for procured goods and services (including GYN and GYBS) have been estimated based on spend data (see box 1). Further details of the calculation methodology for each emission source can be found on the subsequent pages. GYBC should acknowledge the increased uncertainty that is associated with the use of proxies and work with its supply chain to improve data quality as a priority for this category.

Box 1 – EEIO values

Environmentally Extended Input-Output (EEIO) values were used to estimate the total upstream emissions associated with procured goods and services – GYBC's largest emission source accounting for approx. 58% of the measured carbon footprint.

Input-output models make a link between the environmental impacts of production techniques and the subsequent consumption of products and services. In doing so, they provide a kgCO₂e per £ spent figure that is derived from national trends of production techniques and quantity of end products delivered. The Carbon Trust has a list of over 400 factors that have been mapped to GYBC's spending to provide the calculated figure.

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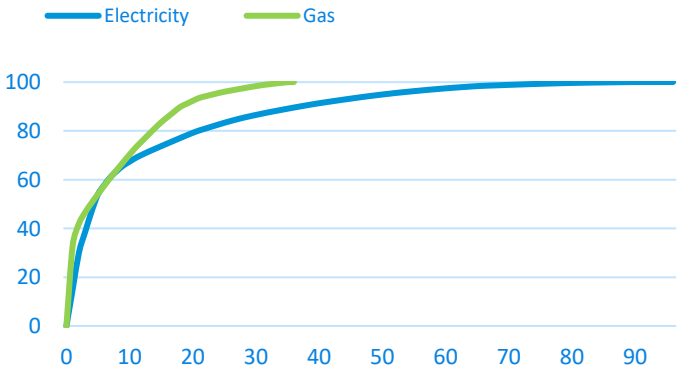
Above: Summary of GYBC's measured footprint

GYBC's carbon footprint: buildings

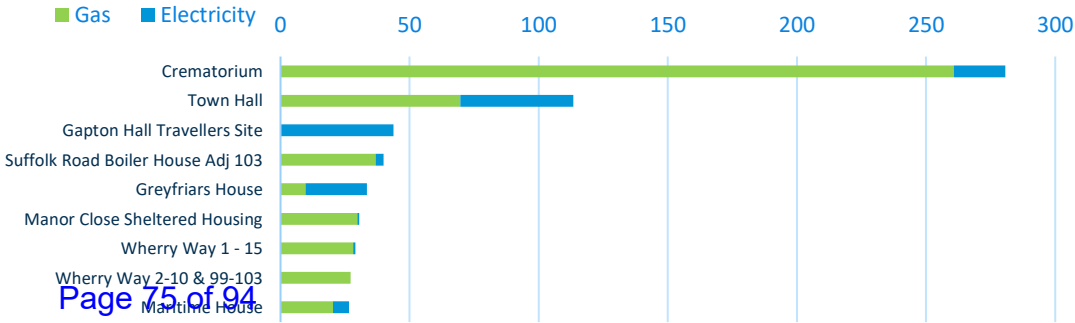
Electricity and natural gas consumption in buildings operated by the Council accounted for 1,075 tCO₂e of emissions in the baseline year, or ~14% of total emissions. This increases to 1,538 tCO₂e (~20%) when upstream emissions from extraction, production and transportation are included. Sites within the Council's scope 1 and 2 emissions inventory include the town hall, crematorium, offices etc., where the Council has the authority to implement operating policies.

Analysis of the footprint has identified several 'hotspot' sites where consumption is high, predominantly across the Crematorium and Town Hall. Absolute consumption at these sites is expected to be high due to the size of the sites, operating hours, and inherent intensity of operation. Though expected, their magnitude warrants special consideration and further investigation (e.g., energy audits, site-specific plans). The data provided demonstrates a significant proportion of consumption is concentrated in a small number of sites. For example, 50% of cumulative natural gas and electricity consumption is achieved by the top 6 highest consuming buildings¹. The dispersion of the footprint over a small number of sites stresses the need for GYBC to implement a detailed strategy for these specific sites,. Additionally, a strong estate-wide strategy with effective and co-ordinated policy positions, that cover a range of building archetypes and use-types, is required for the remaining sites identified in this footprint. This will also need to consider any future capital build projects as these will need to be aligned with the Council's decarbonisation ambitions.

% of emissions vs. number of entries



Top 10 Buildings, Emissions [tCO₂e]



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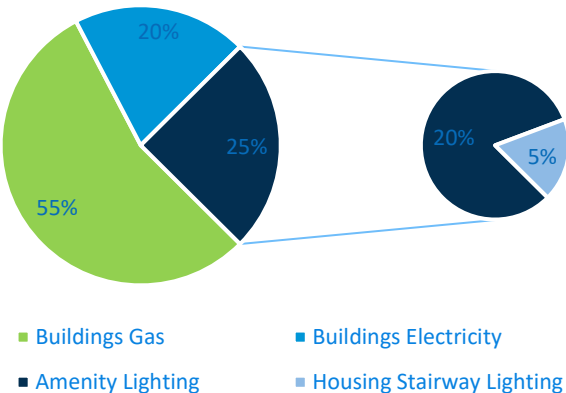
¹This refers to consumption at individual meter and not individual sites, although sub-metering only appears to be present at the largest sites and for electrical consumption. The prevalence of sub-metering for electricity relative to natural gas also contributes to the discrepancy between natural gas and electricity entries.

GYBC's carbon footprint: Lighting

A significant proportion of the Council's Scope 2 emissions, for electricity, correspond to the energy consumption for communal lighting. Amenity lighting, specifically footway lighting, and housing stairwell lighting account for 55.2% of the Council's total electricity consumption (356.04 tCO₂e). The data provided represented 12 instances of amenity lighting and 131 instances of housing stairway lighting, resulting in 291.38 and 64.66 tCO₂e, respectively. Footway lighting was the largest single source, resulting in emissions of 276.8 tCO₂e (43% of total emissions from electricity). The significant impact that communal lighting has on the overall electricity consumption of GYBC necessitates a targeted strategy for the energy consumption of lighting tasks across the Council's portfolio.

When the total energy consumption of all buildings and lighting is considered, the electricity consumption for communal lighting accounts for 25% of the total emissions. The significant proportion of emissions that stem from lighting activities warrants further consideration and a specific strategy aimed at reducing the emissions from this sector. The use of LEDs over conventional lighting can have a significant effect in reducing electricity consumption. It is therefore, recommended that an audit of all lighting currently in use across the council's operational portfolio is conducted with replacement of older lamp types for newer energy efficient LED carried out where necessary. Additionally, the use of lighting controls, such as movement or daylight sensors, should be considered where appropriate and where none exist currently.

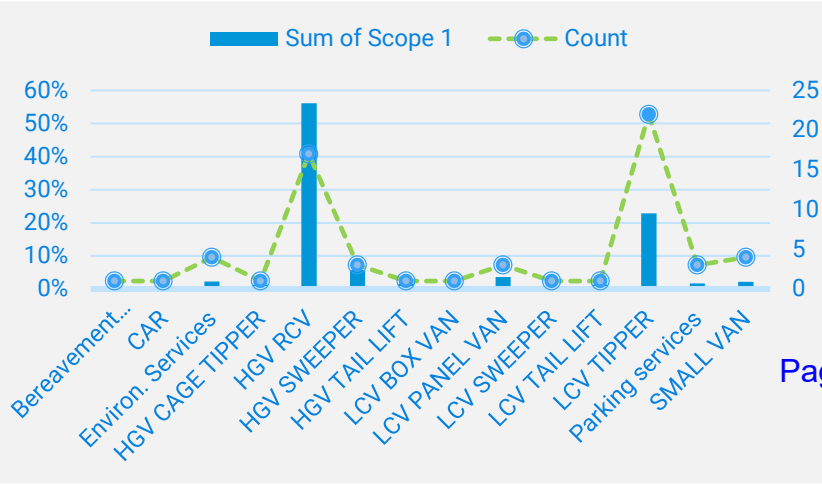
Buildings and Lighting Energy Demand



GYBC's carbon footprint: fleet

Diesel consumption of the Council's vehicle fleet accounted for 495.74 tCO₂e of direct emissions in the baseline year (6.3% of total emissions), increasing to 613.8 tCO₂e (7.8%) when upstream emissions are included. This represents a significant carbon and air pollution source and a revised fleet strategy will be required for the Council to achieve their decarbonisation ambitions. As with natural gas, the emission factors associated with liquid fossil fuels will not decrease significantly between now and 2050 and fuel-switching (electrification to battery electric vehicles) will be required to achieve meaningful reductions in emissions. However, the provision of a reliable, efficient and available fleet is central to the Council's function and cannot be compromised in any fleet replacement strategy.

The battery electric vehicle (EV) market is undergoing a phase of rapid development and it is anticipated that suitable BEV replacement will be competitive across the vast majority of GYBC's fleet within years. As the market develops, the provision of supporting charging infrastructure is anticipated to become the largest constraint to GYBC's fleet transition. The Council should prioritise securing access to a robust and available charging network to facilitate the roll-out of electric vehicles, and detailed technical and economic analysis of infrastructure requirements should be performed.



Fleet make-up: The data provided outlines that the Council operates a core fleet of 63 vehicles. Diesel is used exclusively as a fuel across all vehicle categories. As shown opposite, fuel consumption is heavily concentrated to HGVs and LCVs, with both categories combined accounting for almost 79% of total liquid fuel consumption. Although the market for electric heavy vehicles is developing, it is still at a lower commercial readiness relative to standard cars and light commercial vehicles. The infrastructure requirements for these vehicles are also far greater, and will require significant electrical capacity to realise. Transitioning these vehicles to low-carbon alternatives is an achievable yet significant decarbonisation challenge.

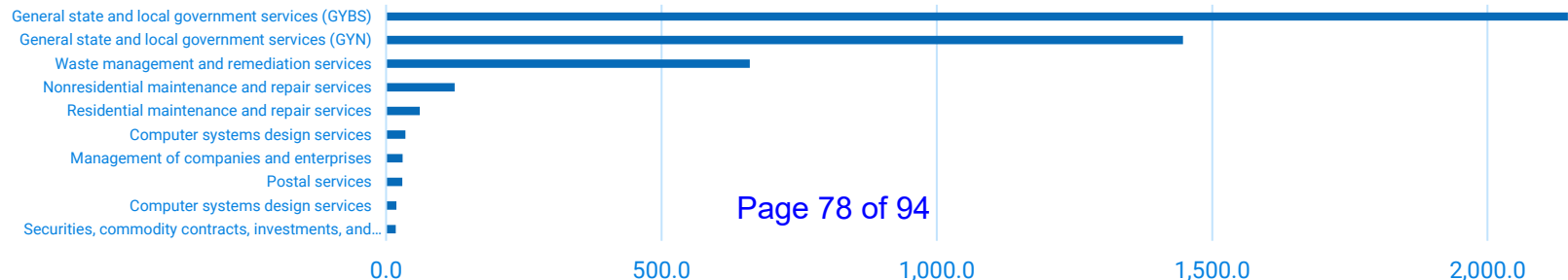
GYBC's carbon footprint: procured goods and services

Procured goods and services (PG&S), capital goods and upstream transportation and distribution includes all cradle-to-consumer emissions¹ from the goods/services purchased by the Council. This ranges from, for example, the paper bought for use in the Council to the manufacturing of concrete used by a construction contractor. As calculating the emissions associated with all goods and services procured by GYBC would be a significant undertaking in itself it was agreed to only include contracts over the value of £100,000 per annum in this footprint.

Due to its range, PG&S is often one of the largest contributors to a footprint. It is also one of the hardest to obtain primary activity data for as the data is often held by several organisations along the value chain with no direct contact to the reporting organisation. In the absence of activity data, environmentally extended input-output (EEIO) analysis has been performed to estimate emissions using contract type and value. Whilst EEIO's reduce data requirements and allow for hotspots to be identified, they are a function of industry national-level trends and are not sensitive to local factors (e.g. green procurement). A consistent and heavy reliance on EEIO factors is not recommended due to their approximate nature, and efforts should be made to make PG&S reporting more nuanced where possible, for example by engaging with core 'tier 1' suppliers.

Approximately 79% of calculated PG&S emissions are associated with general state and local government services². Waste management and remediation services is the second largest service contributor, with various smaller expenditure against typically lower carbon services making up the remaining footprint. Engagement with suppliers should be performed to encourage sustainable delivery and reduce service emissions, and sourcing and procuring low-carbon and sustainable goods should be promoted to minimise goods emissions. Where possible, the upcycling and reuse of existing goods should be explored as the first option.

PG&S Emissions [tCO2e]



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¹ Cradle-to-consumer refers to the GHG emissions from the extraction of raw materials (i.e. cradle) through to product manufacture and upstream transport to the consumer.

² As GYBS is an arm's-length external organisation (ALEO) that provides waste collection services on behalf of the Council it is noted that this figure may include some double-counting of scope 1 emissions. Further investigation is required by GYBC to determine, if this is the case, how waste fleet operations can be split out from other services covered by the contract.

GYBC's carbon footprint: leased buildings

Energy consumption (natural gas & electricity) in buildings owned by the Council and leased to a 3rd party operator accounts for approximately **3.07% of GYBC's measured carbon footprint**. The data provided for this aspect of the footprint relates to the Phoenix Pool Leisure Centre, Churchill Road Depot and Claydon Community Centre.

The status of these buildings should be continually reviewed by GYBC to ensure accurate carbon accounting. GYBC should also ensure that any additional leased buildings not included in the Council operated buildings data are accounted for in future iterations of the footprint.

The Council will need to work closely with building operators at leased sites to determine hotspot emission areas and reduction measures across the site.

Leased Buildings	FY19/20
Electricity Consumption (kWh)	277,395
Gas Consumption (kWh)	737,008
Total Scope 3 Emissions (tCO ₂ e)	240.77

GYBC's carbon footprint: remaining scope 3 emission sources

Procured goods and services are GYBC's largest emission sources and make up 84.8% of their measured scope 3 footprint with Fuel & Energy Related Activities in second, contributing 6.9%. A further 4.5% is from Leased Buildings, leaving ~3.8% across the remaining scope 3 emission categories of waste, business travel and water:



The magnitude of these emission categories relative to GYBC's overall baseline is low. However, these emissions directly stem from employee behaviour and a commitment to reduce them will result in tangible differences noticed by employees, for example, the provision of EV charging points or the promotion of cycling to reduce transport emissions. These actions can be powerful drivers for instilling a sustainability culture within the Council and enable buy-in from employees towards overall decarbonisation objectives, often more effectively than action to reduce larger emission sources.

It is recommended that the Council set individual targets for each of these emission sources (e.g., no waste to landfill, reduce business travel emissions by 50%) and develop a list of key actions required to meet the targets. Data gathering and reporting should be performed annually to transparently measure progress against the targets.



Data quality

The majority of data provided by GYBC was cleanly presented and of good quality. Obtaining data in a timely manner has been a challenge throughout the delivery of this project however. A lack of dedicated resource and established data gathering processes has hindered delivery, causing significant delays and potentially reducing the accuracy of the delivered footprint. **As a priority GYBC should dedicate resource to data collection and carbon reporting to ensure transparent and accurate reporting going forward.** A summary of the data used for each emission source with some commentary is provided below:

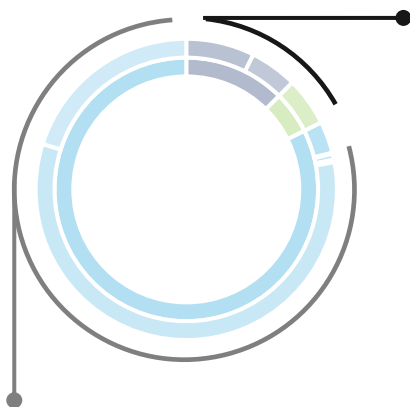
● Good quality data ● Data requires some improvement ● Data requires substantial improvement

Emission source	Activity data	Benchmarks or proxies	Comments
Natural gas	●		kWh consumption data provided for 38 meter points.
Fleet	●		Mix of mileage and fuel consumption data provided for 63 vehicles. Fuel consumption data for housing repair fleet was unavailable.
Purchased electricity	●		kWh consumption data provided for 241 meter points.
Water	●		m ³ consumption data provided for 76 meter points.
Waste	●		Waste type and terminal data provided for 14 sources.
Refrigerants	●		Refrigerant leakage data provided for 38 units.
Business travel	● — ●		Total car mileage figure provided. Emission factor for "Average car" used. No other business travel or accommodation data was received therefore it is assumed no rail, bus, air, sea travel or overnight accommodation took place during the data period.
Purchased goods and services	● — ●		Internal classification of spend does not allow for easy categorisation. Economic proxies have inherent uncertainty and should be replaced with better quality data where possible.
Leased buildings	●		It remains unclear whether data has been provided for all buildings owned by GYBC and leased out to third parties. It appears that GYBC has operational and financial control over the majority of the buildings it leases out and therefore these have been included in the footprint as Council operated buildings. A review of all leased assets and their operational status is strongly recommended.

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GYBC's carbon footprint

The Council should take a holistic view to decarbonisation and aim to achieve reductions across every emissions category. Whilst all emission sources are combined under the Council's emissions inventory, each emission source is nuanced and will require discrete, targeted action to achieve reductions. Due to their differences, methods for achieving impactful reductions will vary from category-to-category and the Council should look to upskill and support the resource required across their emissions inventory. The difference between scope 1 – 2 emissions and scope 3 emissions is particularly defined, and the subsequent phase of this project will explore these concepts in more detail.



Scope 1 and 2 emissions. The Council has operational control over these emission categories and can directly implement energy saving measures and low-carbon technologies to achieve emission reductions. In the measured footprint, scope 1 and 2 emissions are relatively evenly split between diesel consumption in the Council's fleet, and natural gas and electricity consumption in Council-operated buildings. Under a do-nothing scenario, the share of natural gas and diesel will increase out to 2050 as the UK's electricity grid decarbonises and the emissions associated with electricity consumption decrease. Electrification of the Council's fleet and heat supply in buildings will be critical for the Council to substantially reducing their scope 1 and 2 emissions.

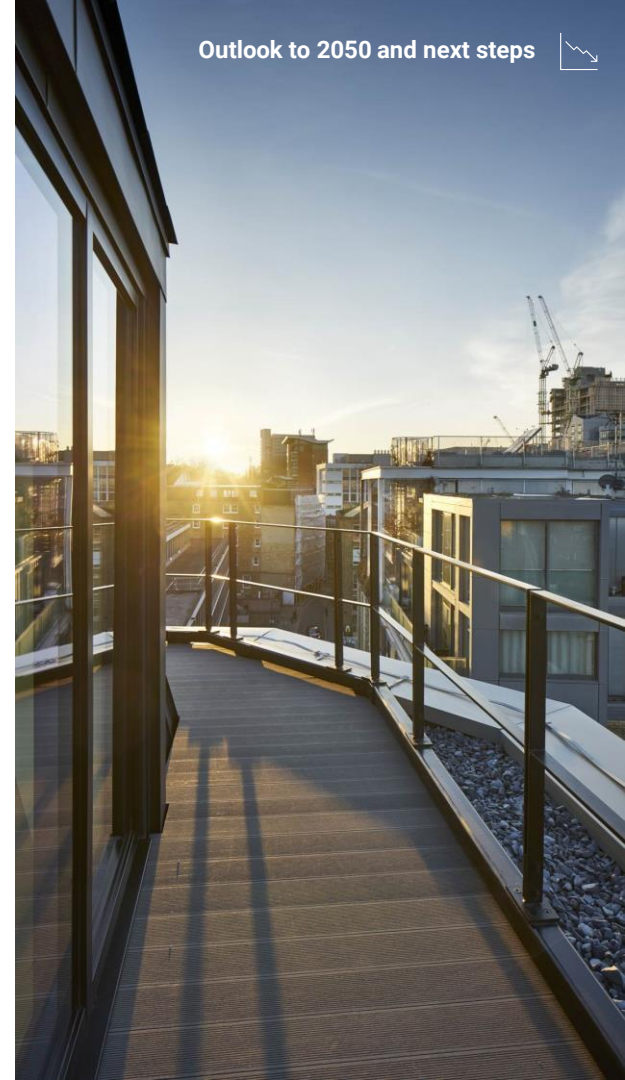
The Council can actively drive the transition away from fossil fuels in their scope 1 and 2 through procurement policy (e.g., heat pumps considered for all boiler replacements, energy efficiency standards), and co-ordinated planning enabled by good quality data. For example, feasibility studies should be performed as standard in advance of vehicle and heating replacements to identify any enabling actions that are required (e.g., fabric upgrades, EV charging infrastructure).

Scope 3 emission sources are further removed from the Council's operational control and less sensitive to direct action by the Council. Obtaining regular and accurate data for scope 3 emission sources is also harder due to the detachment from Council operations. Softer measures such as supply chain engagement and sharing of best-practice will be required to achieve emission reductions. Simultaneously improving data quality and using their influence to drive sustainable behaviour in the value chain will be key to a successful scope 3 emissions strategy. The Council should not lose sight of small scope 3 emission sources (e.g., waste, water, business travel) that are far smaller but easier to influence and have the ability to create a culture of change and buy-in for the overall decarbonisation strategy.

Next steps

This baseline footprint report represents a first step for the Council in relation to their climate action programme. The following next steps are recommended:

1. **Data quality and collection.** As a priority the Council should review current systems to ensure that data can be regularly collected in a format that allows for a footprint to be calculated and decarbonisation opportunities to be identified. Once in place, annual measurement and reporting of the Council's footprint should be conducted.
2. **Development of a carbon reduction strategy.** A comprehensive and granular implementation strategy should be developed for the emissions covered in this report. The strategy should set out potential routes to decarbonisation to determine the scale and scope of investment, before a more detailed identification and prioritisation exercise of specific decarbonisation projects is conducted. The strategy should outline the investment requirement and a timeline of actions required to realise the strategy (i.e., an implementation plan).
3. **Ratify carbon reduction target.** The Council has not yet set a decarbonisation target and as such it is currently unclear what level of carbon reduction the Council aim to achieve. This is an important part of any decarbonisation programme and should be clearly stated in the Council's communications. A science-based target approach is recommended to align with national and wider public sector targets.
4. **Resource.** Dedicated internal resource will be required for the Council to enact the above recommendations and ultimately achieve their decarbonisation ambitions. The Council should ringfence resource for climate action across relevant departments and incorporate it into job descriptions where appropriate to ensure that adequate resource is available to turn strategy into implementation.





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Great Yarmouth Borough Council's Organisational Carbon Footprint 5-Year Action Plan (2022-2027)

Our goal is to ensure that the climate and nature emergencies are at the heart of all our decisions so that we can drastically cut emissions over the next 5 years and beyond, committing to reach **Net Zero as a local authority by 2035**.

GYBS Ltd – Scope 3 Emissions (27%)

Overall Aim 1.0:

(A) To fully decarbonise the vehicle fleet to zero emission alternatives.

(B) To significantly reduce energy-related emissions at depot sites.

	Objectives	Project Lead/Team responsible	Investment Timeframe	Outputs/Outcomes	Comments
1.1	Produce a fleet strategy covering all current GYBS Ltd operational vehicles incl. RCVs and LCVs. Strategy to detail technical & economic analysis of infrastructure requirements and a roadmap of how the fleet can be decarbonised.	Head of Environment & Sustainability / GYBC Managing Director	Yr 1	Detailed Fleet Strategy in place with a clear roadmap for decarbonisation	
1.2	Implement fleet strategy including any investment required in zero emission alternatives and supporting infrastructure.	Head of Environment & Sustainability / GYBC Managing Director	Yr 1-5	All vehicles switched to zero emission alternatives by 2030	Delivery of the Fleet Strategy will be dependent on future investment.
1.3	Undertake energy audit of operational sites and produce a workplan of appropriate actions to reduce emissions.	GYBS/Property Team	Y 1	Reduction in energy use at sites	
1.4	Implement energy audit workplan & recommendations.	GYBS/Property Team	Yr 2-5	Year on year reduction in emissions from operational sites	

GYN – Scope 3 Emissions (18%)

Overall Aim 2.0:

(A) To fully decarbonise the vehicle fleet to zero emission alternatives.

(B) To significantly reduce energy-related emissions at depot sites.

	Objectives	Project Lead/Team responsible	Investment Timeframe	Outputs/Outcomes	Comments
2.1	Work with GYN Ltd to reduce the carbon footprint of its fleet.	Property Services	Year 1-5	Annual year on year reduction in line with agreed plan.	GYN Ltd currently has some Electric Vehicles. Similar work to GYBS Ltd, work is required to develop a fleet strategy and decarbonisation plan.
2.2	Work with GYN Ltd to reduce its energy usage as part of the joint venture company.	Property Services	Year 1-5	Annual year on year reduction in line with agreed plan.	Similar work to GYBS Ltd, energy consumption requires mapping, and a reduction plan developed and implemented.

Procured Goods & Services (12%) and Upstream Fuel and Energy (5%) Scope 3 Emissions

Overall Aim 3.0:

To significantly decrease emissions associated with procured goods and services.

	Objectives	Project Lead/Team responsible	Investment Timeframe	Outputs/Outcomes	Comments
3.1	Develop a sustainable procurement policy using the LGAs Sustainable Procurement Toolkit .	Head of Legal Services & Finance Team	Yr 1	Policy in place and embedded.	Training to be rolled out for services.
3.2	Implement sustainable procurement policy in line with the Council's Sustainability Strategy & Carbon Reduction Plan.	Head of Environment & Sustainability	Yr 2	Policy used and emissions reductions met.	
3.3	Engage with all Tier 1 suppliers to evidence their plan for decarbonisation & reduction of emissions.	All contract managers	Yr 1 – Yr 5	Year on year reduction of emissions within Tier 1 suppliers.	Tier 1 suppliers are those that directly conduct business with the Council.

Gas & Electricity Scope 1 Emissions (10%) and Scope 2 Emissions (8%)

Overall Aim 4.0:

(A) A reduction in emissions associated with council buildings directly under the Council's control.

(B) A reduction in emissions associated with on-street lighting, directly under the Council's control.

	Objectives	Project Lead/Team responsible	Investment Timeframe	Outputs/Outcomes	Comments
4.1	Undertake energy audits of all operational properties to enable prioritisation of buildings in terms of energy consumption & reduction. E.g., 'hotspot' sites such as, Crematorium and Town Hall.	Property Services	Yr 1	League table report available to make decisions regarding prioritisation of areas of focus.	Property Services manage software to create a 'league table' of buildings. Energy Audits to be taken into consideration. Some locations have communal boilers.
4.2	Utilise energy audit data to develop site specific workplans to improve buildings' energy efficiency & retrofit solutions where necessary.	Property Services	Yr 1	To have a site specific workplan completed for each building. Improved energy efficiency of our buildings.	External funding may be available but also likely to require capital investment.
4.3	Develop an energy efficiency plan setting out how building users should contribute to everyday energy consumption reduction.	Property Services & Portering Services	Yr 2-5	Year on year reduction in emissions from GYBC buildings of 5-10%	Behavioural change campaigns, nudge tactics and energy efficiency reminders to be refreshed.
4.4	Continue to invest in the council's housing stock to achieve highest possible sustainability ratings with all new council homes built to the highest efficiency standards.	Housing Assets	Yr 1 – 5	EPC C rating or above from 2025 for new tenancies, 2028 for existing. Improved energy efficiency of Council Housing.	External Funding sources are available but may need to be combined with capital investment if this programme of works is to be accelerated.
4.5	Use existing knowledge of on-street lighting stock to accelerate workplan to adopt energy efficient alternatives e.g., Replace older lamps with energy efficient LEDs where appropriate and consider the	Property Services	Yr 1-2	All lighting changed to LED by 2027.	Capital investment required to accelerate.

	introduction of lighting controls such as movement or daylight sensors.			Energy usage of all lighting reduced by 50% by 2027.	
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Refrigerants – Scope 1 Emissions (7%)

Overall Aim 5.0:

To reduce refrigerant leakage across council sites.

	Objectives	Project Lead/Team responsible	Investment Timeframe	Outputs/Outcomes	Comments
5.1	Undertake an audit of all refrigerant plant to assess leakage and identify hotspots.	Property Services	Yr 1	Understand leakage rates	
5.2	Develop site specific plan to reduce refrigerant leakage or look at alternative technologies.	Property Services	Yr 1-5	Reduce refrigerant leakage year on year.	

Internal Fleet – Scope 1 Emissions (6%)

Overall Aim 6.0:

To fully decarbonise the vehicle fleet to zero emission alternatives.

	Objectives	Project Lead/Team responsible	Investment Timeframe	Outputs/Outcomes	Comments
6.1	Produce a fleet strategy covering all current internal operational vehicles. Strategy to detail technical & economic analysis of infrastructure requirements and a roadmap of how the fleet can be decarbonised.	Head of Environment & Sustainability / GYBC Managing Director	Yr 1	Detailed Fleet Strategy in place with a clear roadmap for decarbonisation	
6.2	Implement fleet strategy including any investment required in zero emission alternatives and supporting infrastructure.	Head of Environment & Sustainability / GYBC Managing Director	Yr 1-5	All vehicles switched to zero emission alternatives by 2030	

Leased Buildings - Scope 1 Emissions (3%)

Overall Aim 7.0:

To work with third party operators to ensure they are taking the necessary steps to decrease emissions in the buildings leased to them.

	Objectives	Project Lead/Team responsible	Investment Timeframe	Output/Outcomes	Comments
7.1	Work with building operators where there is a shared responsibility to undertake energy audits to support the development of appropriate carbon reduction measures.	Property Services	Yr 1 – Yr 5	Completion of energy audits. Implementation of carbon reduction measures. 50% reduction in emissions of each leased building by 2027.	Example: Freedom Leisure is a case study of direct investment at the Phoenix pool site to improve the buildings energy efficiency.
7.2	Add carbon reduction measures to conditions within future and renewing leases.	Property Services	Yr 1 – Yr 5	Tenants aware of the need to decarbonise & taking steps to do so.	
7.3	Review property procurement processes to favour carbon reduction requirements as part of the evaluation criteria.	Property Services	Yr 1	All tenders to give a 30% weighting to carbon reduction measures in evaluation.	

Commuting and Business Travel - Scope 3 Emissions (1%)

Overall Aim 8.0:

Increase the proportion of people that choose to travel by sustainable modes of transport e.g., cycle, e-bikes/scooters, walking & public transport.

	Objectives	Project Lead/Team responsible	Investment Timeframe	Outputs/Outcomes	Comments
8.1	Implementation of Agile Working Policy to reduce travel time and need to commute.	HR	Yr 1	Reduction in all travel and commuting by 50%.	Policy approved and implemented.
8.2	Encourage staff to consider & use the hierarchy of sustainable transport modes, ranked in order of carbon impact: Zero carbon – walking and cycling Very low carbon – public transport Low carbon – electric vehicle High carbon – private combustion engine vehicle	HR	Yr 1-3	90% of staff who can use alternative transport are doing so by 2024.	Benchmarking active travel work already completed for the Council.
8.3	Consider incentives for active travel and promote car sharing.	HR	Yr 1	More people using active travel – Year on year increase.	
8.4	Encourage use of electric vehicles where car use is absolutely necessary	HR	Yr 1 - Yr 5	Appropriate charging infrastructure in place to support.	

Waste and Water - Scope 1 Emissions (2%)

Overall Aim 9.0:

- (A) To be a zero-waste area, where waste is prevented or avoided, minimised, reused or re-manufactured, composted or recycled as part of a Circular Economy approach.
- (B) Significantly reduce water usage in operational buildings.

	Objectives	Project Lead/Team responsible	Investment Timeframe	Outputs/Outcomes	Comments
9.1	Ensure council sites/office areas have access to a recycling facility and promote rules of recycling to maintain quality.	Portering Services	Yr 1	Office recycling is maximised.	
9.2	Reduce the number of waste bins to encourage recycling to support an overall reduction of waste produced across the council.	Portering Services	Yr 1 - 5	Office waste is minimised or avoided.	
9.3	Continue make & promote the use of vermiculture (in-house wormeries) to reduce organic waste and reuse the digestate product.	Portering Services	Yr 1	All suitable food waste put into this waste stream.	Already in place though needs greater awareness.
9.4	Raise awareness of Single Use Plastics alongside promoting reusable alternatives from shrink-wrapped good to drinks cups.	Portering Services / HR	Yr 1	Elimination of Single Use Plastic.	Requires a cultural change.
9.5	Explore opportunities to reuse furniture, and other office supplies across services.	Property Services	Yr 1	Less office supplies required items reused	
9.6	Explore possibility of installing water saving infrastructure including, low-flow plumbing fixtures in council buildings and opportunities for grey water reuse.	Property Services	Yr 1		
9.7	Raise awareness of water use reduction behaviours.		Yr 1		

9.8	Ensure water systems in council sites are not leaking.	Property Services	Yr 1 - ongoing	Regular maintenance and inspection of water systems	
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