

TMBC Emissions Pathway to 2030

Carrie Spencer, Climate Change Officer
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Serving our
community



This emissions pathway report covers:

Establishing commitments and initial climate action (2019 – 2023)

Bringing down emissions (2024 – 2026)

A pathway to 2030 (2027 – 2030)

TMBC has set a clear direction on climate action, establishing a baseline and working to deliver emissions reductions

TMBC Full Council (July 2019)

- declared global climate change and biodiversity emergencies
- adopted an aspiration for Tonbridge and Malling to be **carbon neutral by 2030.**

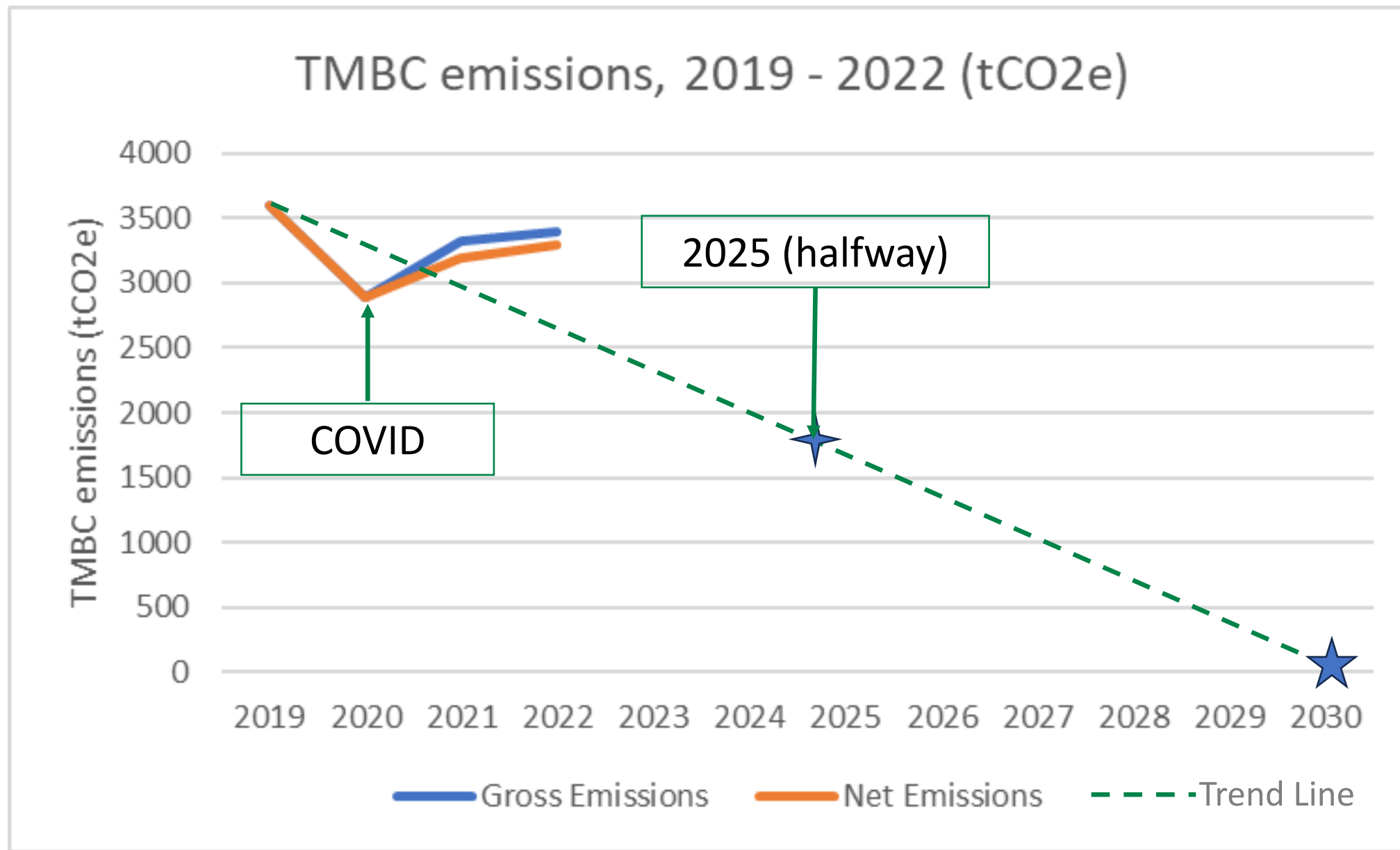


The Council published a **Climate Change Strategy 2020- 30**

which is delivered through annual **Climate Change Action Plans**

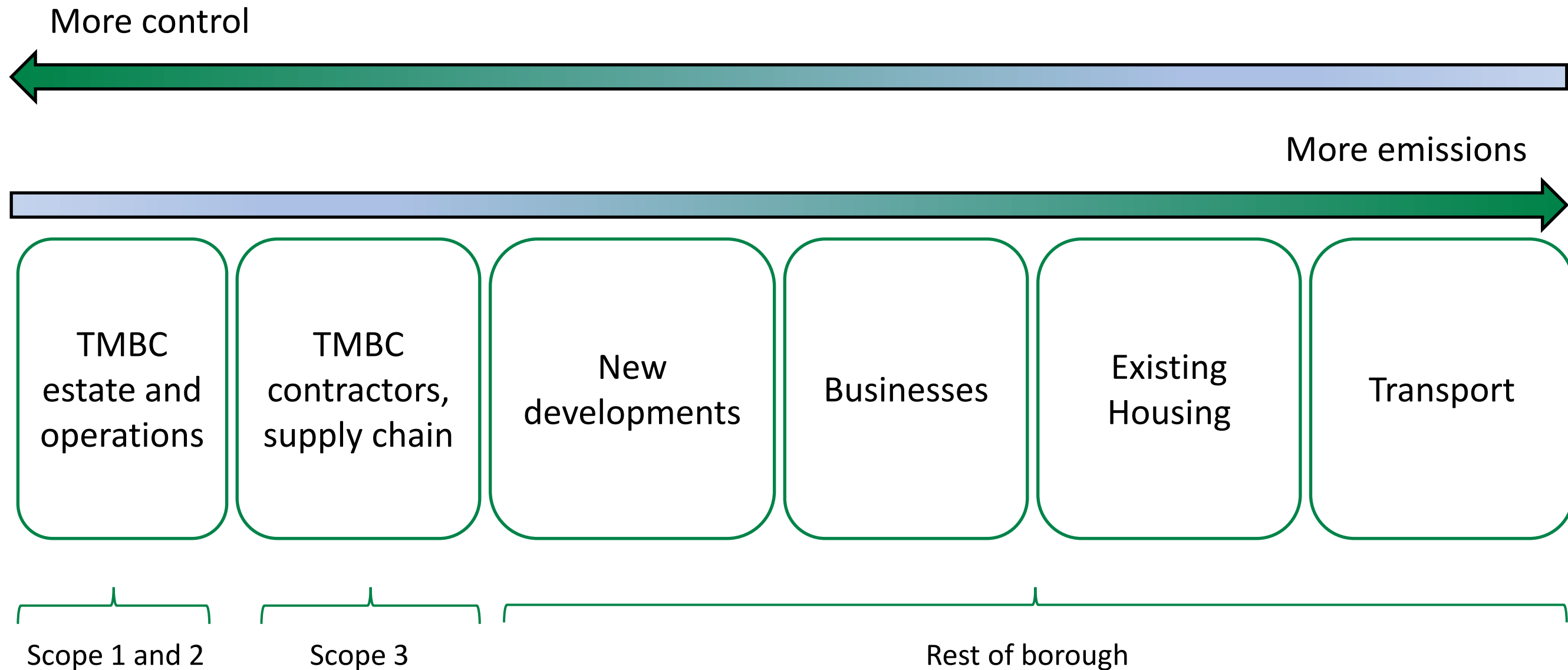
and monitored by annual **Carbon Audits**

TMBC emissions are below baseline following the Climate Change Strategy in 2020 and first three years of action plans



Emissions data for 2023-24 is currently being compiled

TMBC has more control over relatively small sources of emissions ... and less control over larger sources of emissions

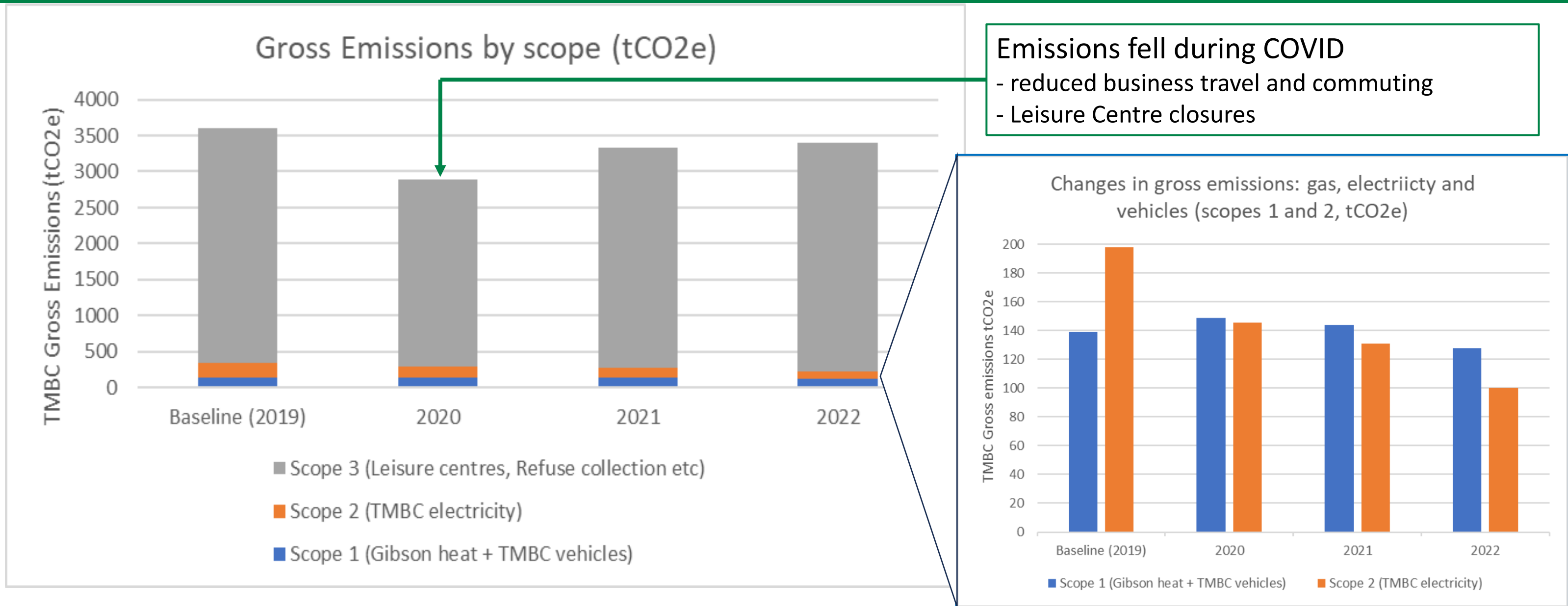


TMBC overview: changes in gross emissions and net emissions (i.e. less renewable electricity)

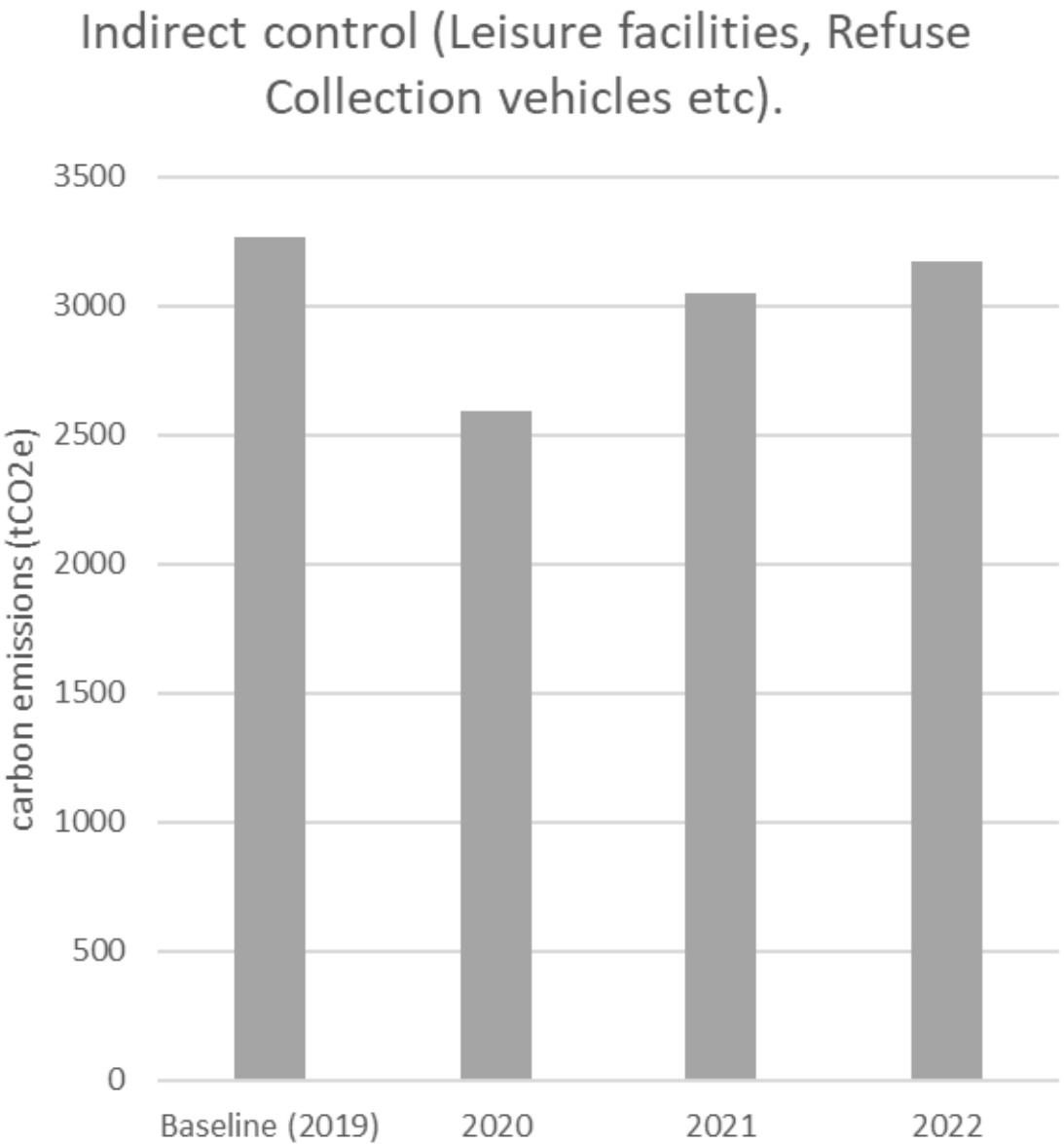
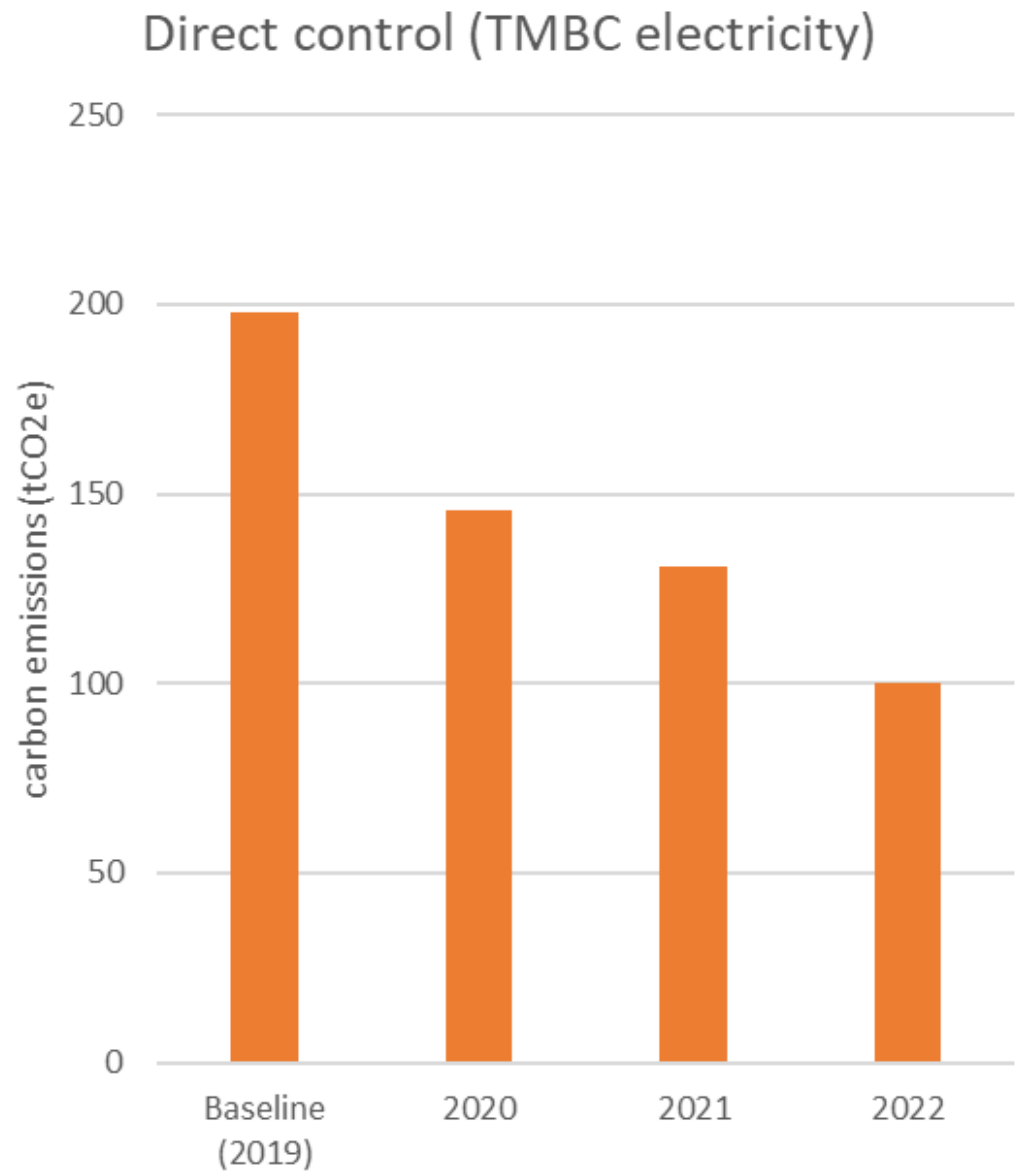
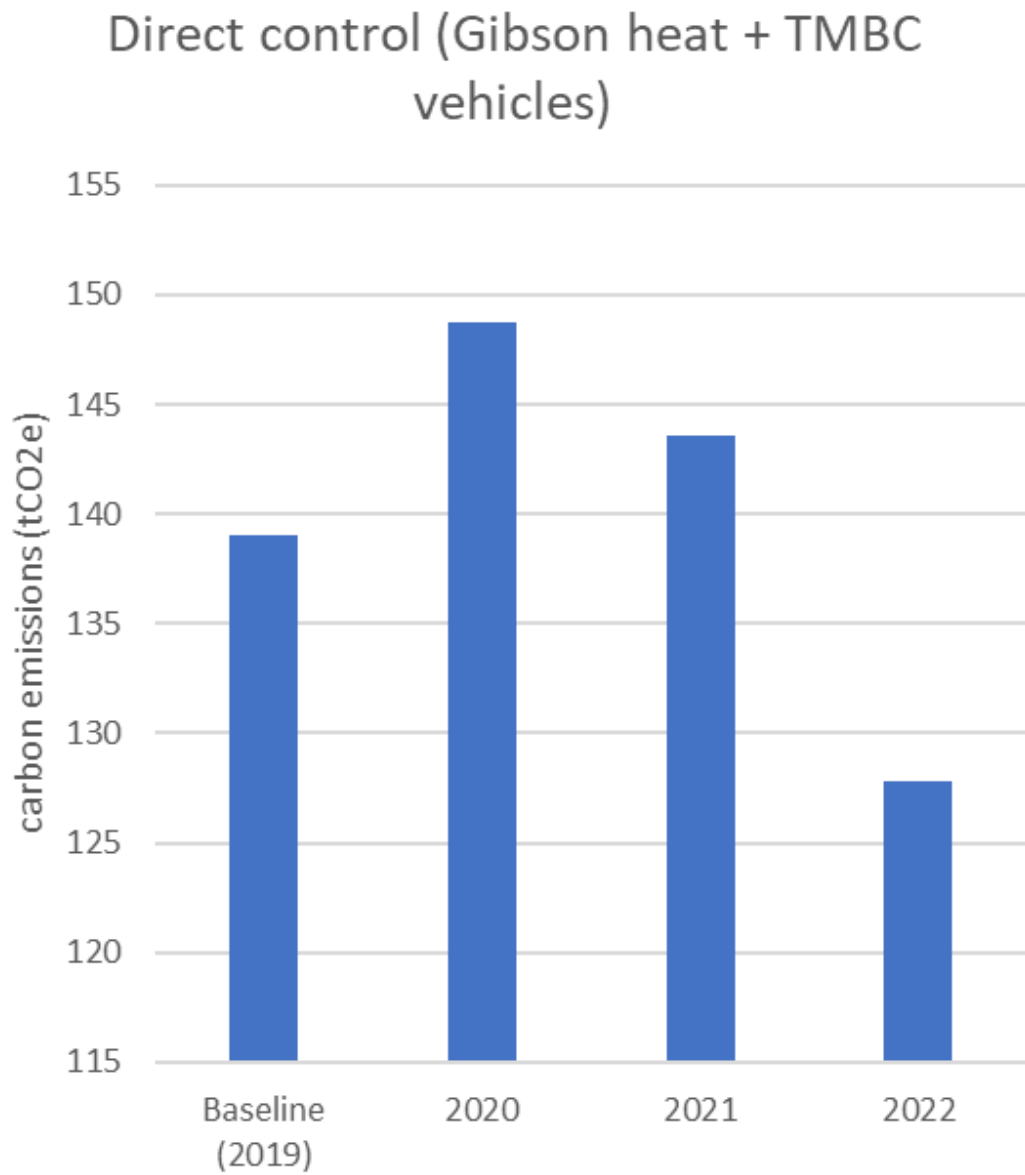
TMBC Emissions, tonnes CO2e					
	Baseline (2019)	2020	2021	2022	% change from baseline
Scope 1 (Gibson heat + TMBC vehicles)	139	149	144	128	-8%
Scope 2 (TMBC electricity)	198	146	131	100	-50%
Scope 3 (Leisure centres, Refuse collection etc)	3,267	2,592	3,049	3,169	-3%
Total gross emissions	3,604	2,887	3,324	3,397	-6%
Green tariff	0	0	133	101	
Total annual net emissions	3,604	2,887	3,190	3,296	-9%

Total emissions lower than baseline

Scope 3 produces the majority of emissions from TMBC's estate and operations



Sources of emissions under TMBC's direct control have fallen the most. Electricity emissions have been cut by half.



Tackling the major sources of emissions

Establishing commitments and initial climate action (2019 – 2023)

Bringing down emissions (2024 – 2026)

A pathway to 2030 (2027 – 2030)

2024- 2026 is an ambitious phase of investment and utilisation of grant funding to tackle the major sources of emissions

Emissions breakdown (tCO2e)	Baseline (2019)	2020	2021	2022	% change from baseline
Scope 1					
Gas consumption (Gibson)	122.8	129.5	125.1	118.5	-4%
TMBC vehicles	16.2	19.3	18.5	9.4	-42%
Scope 2					
Electricity use	198.0	145.6	131.0	99.9	-50%
Scope 3					
Leisure Trust	1,805.1	1,355.8	1,825.0	1,830.4	1%
Refuse Collection Vehicles	1,028.6	1,014.4	998.7	1,117.4	9%
Business travel and staff commuting	387.0	177.3	184.0	183.1	-53%
Grounds Maintenance contract	26.7	31.3	29.5	28.7	8%
Other (e.g. water, transmission losses)	19.3			9.7	-50%
Total gross emissions	3,603.7	2,886.6	3,323.6	3,397.1	-6%

Emissions increased over baseline

Tackling emissions from vehicle fuel use, and heating and electricity at leisure sites with pools will have a significant impact

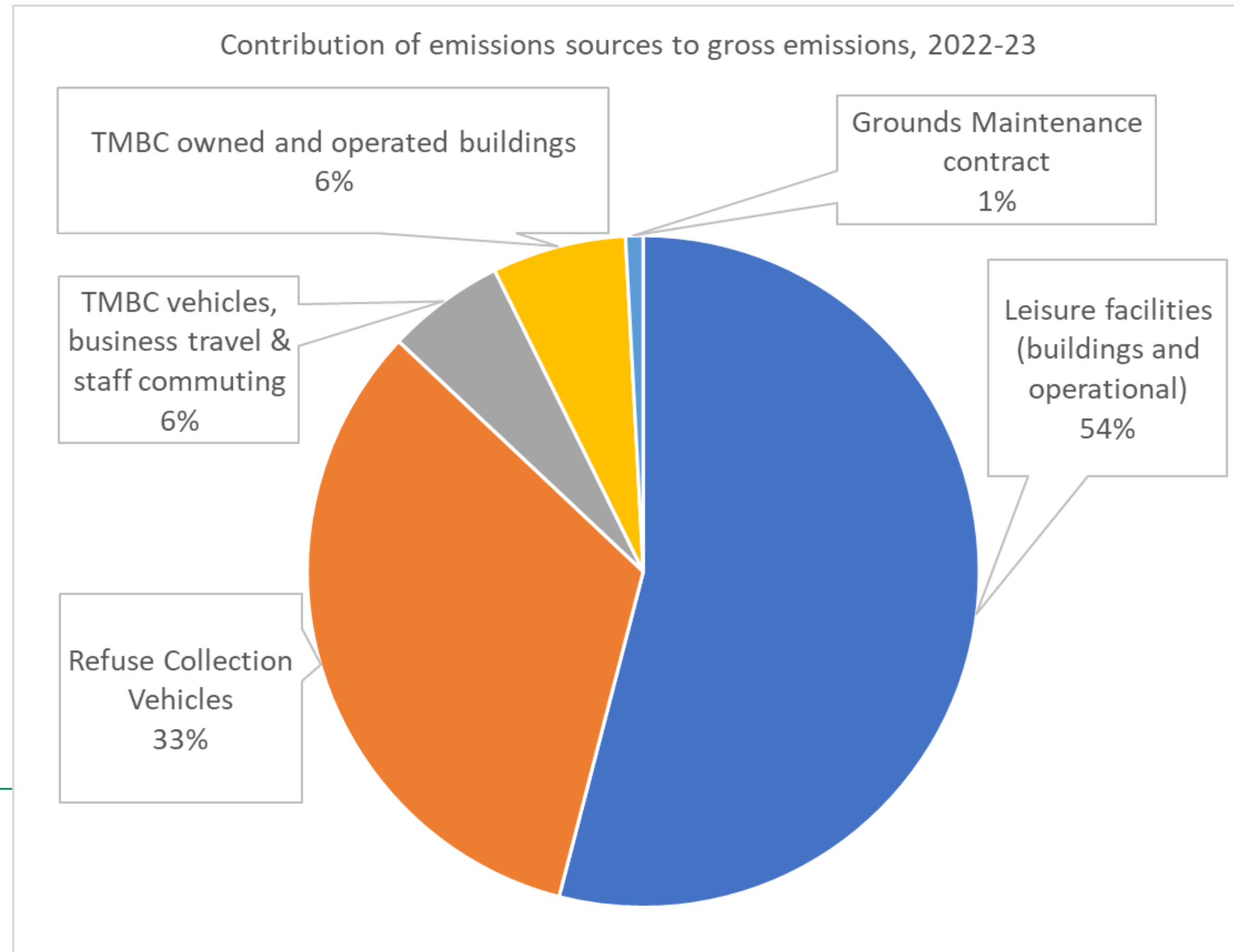
2022-23	tCO2e	% gross emissions
Leisure facilities with pools - gas	944	28%
Leisure facilities with pools - electricity	440	13%
Other Leisure Trust operated sites, gas	244	7%
Other Leisure Trust operated sites, electricity	160	5%
Refuse Collection Vehicles	1,117	33%
TMBC owned and operated buildings - gas	118	3%
TMBC owned and operated buildings - electricity	100	3%
TMBC business travel and commuting	183	5%
TMBC owned vehicles	9	0%
Grounds Maintenance contract	29	1%

Leisure centres with pools =
41% of total emissions

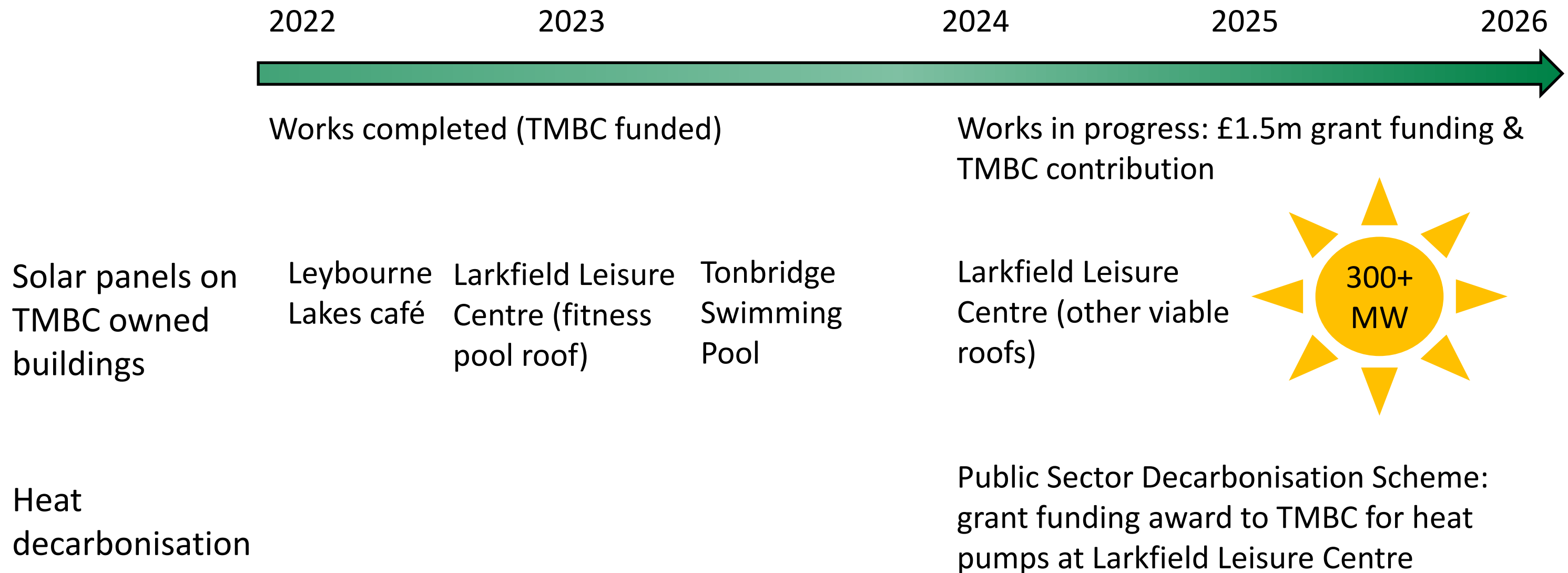
Funding is in place and projects are progressing to reduce leisure facility emissions by 2026

87% of TMBC emissions come from leisure facilities and Refuse Collection Vehicles

Leisure Trust climate change strategy and action plan 2024 - 2027 supports TMBC investments in decarbonising buildings.



Investments in solar generation and energy efficiency measures have already been made, with heat decarbonisation on the way



A pathway to 2030

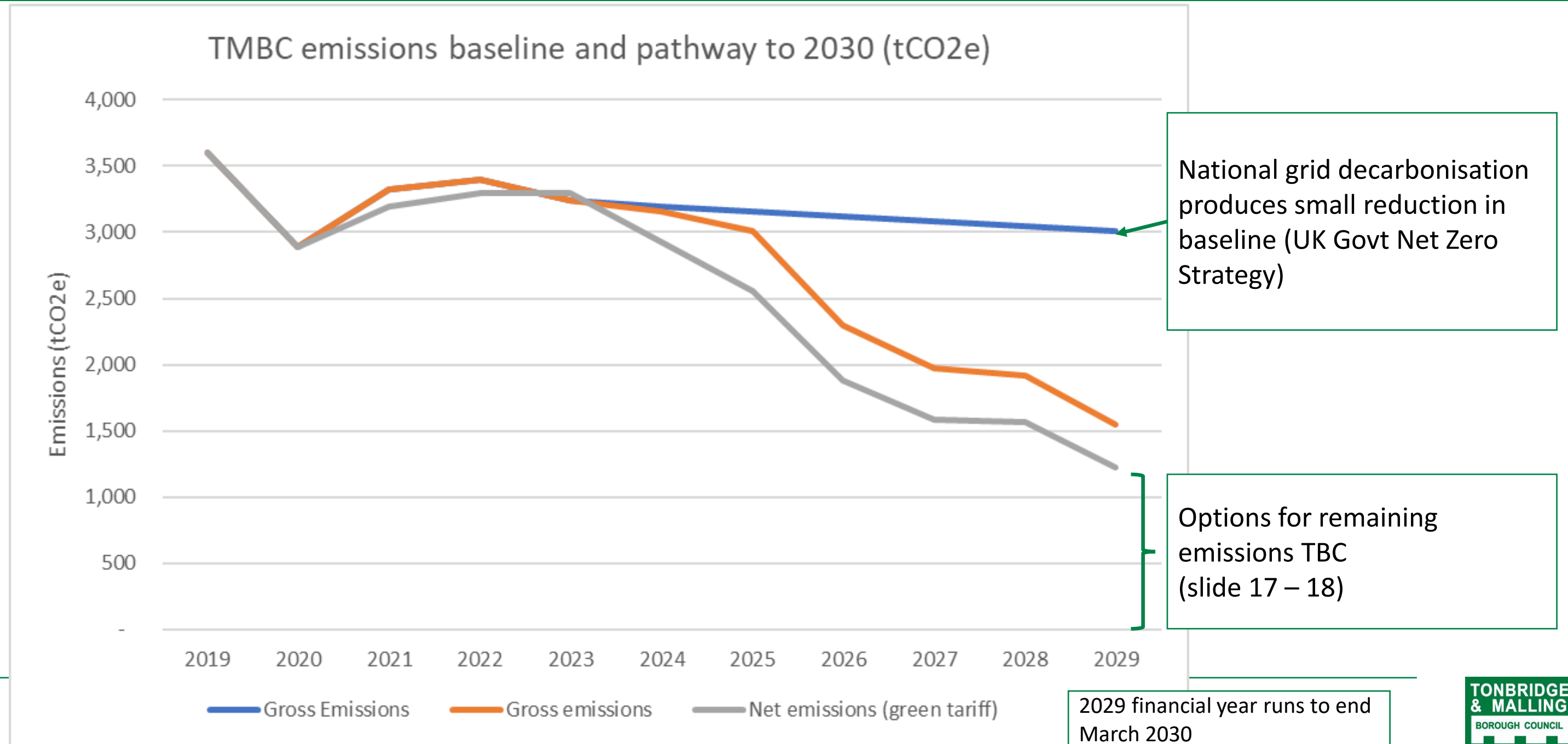
Establishing commitments and initial climate action (2019 – 2023)

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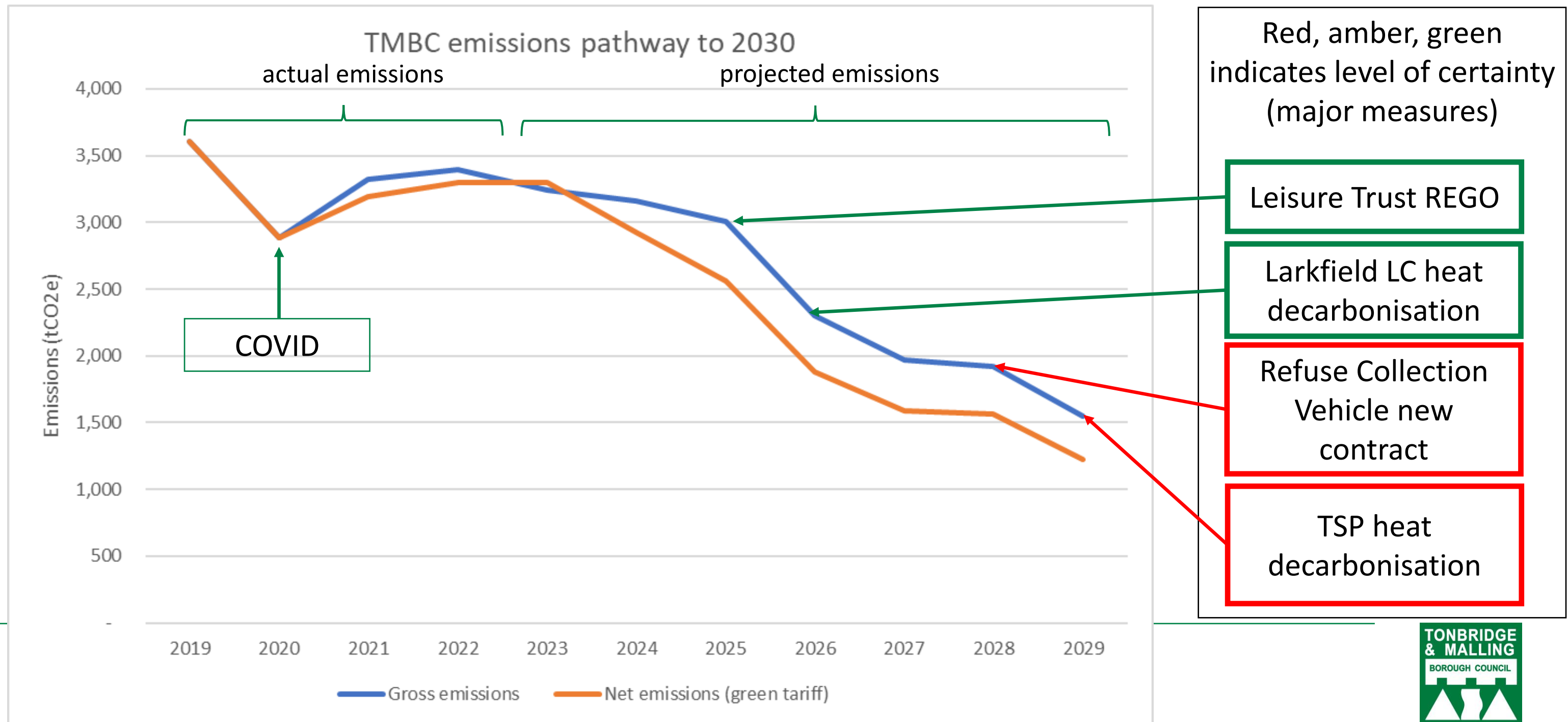
A pathway to 2030 (2027 – 2030)

Emissions reduction baseline and pathway to 2030

Draft: assumptions to be tested with services and costed



Decarbonisation to 2030: tackling indirect emissions that are high cost, technically challenging, or locked into contracts



Pathway assumptions: major sources of emissions

Emissions source	Measure	Current status	Level of confidence	'go further' option
Leisure sites with swimming pools	Heat decarbonisation	LLC – funded in place 2026 TSP – solution TBD	✓ ~	n/a Complete heat decarbonisation in 2027 or 28
	Renewable generation	LLC & TSP already in place and funded	✓ ✓	n/a
	Improved energy efficiency	LLC & TSP – funded in place by 2026 TMLT climate change action plan	✓ ✓	n/a
	REGO electricity contract	Service and TMLT to discuss	~	n/a
Other leisure facilities	REGO electricity contract	Service and TMLT to discuss	~	Renewables and heat decarbonisation at all tactive sites
Refuse Collection Vehicles	70/30 diesel / HVO (biodiesel) split from 2027	Service to investigate feasibility in due course	~	Technical feasibility and cost of higher biofuel and/or elec to be investigated

Pathway assumptions: other emissions reduction measures

Emissions source	Measure	Current status	Level of confidence	'go further' option
Gibson building	Rationalisation (Gibson E only from 2025-6) and heat decarbonisation	Agreement on covenant with KCC, Gibson project restarting	✓	Solar generation at Gibson
All TMBC buildings	10% p.a. improved energy efficiency		✓	Solar generation at Castle (not on gas)
TMBC business travel	EV car pool, 20% of site visits, rising to 50% by 2030	Services to discuss	~	More EV available so faster uptake / more than 50% uptake by 2030
TMBC commuting	EV salary sacrifice scheme (10% staff uptake p.a.)	Option in development	~	Higher uptake, or further incentives (e.g. free charging at office for staff)
Parking Vehicles	Replaced with EV as per capital plan by 2030	On track for EV replacements in 2024-25	✓	Faster than capital plan Switch to EV for non-parking vehicles if technically feasible
Grounds Maintenance contract	10% emissions reductions p.a.	Contract is currently out to tender	✓	Depends on responses to ITT

There are some remaining emissions and additional pressures to consider moving towards 2030

The draft pathway produces around 1,200tCO₂e net emissions in 2029 /30

Tackling these emissions could take place through a combination of:

- tree coverage
- ideas from services about tackling smaller sources that all add up
- 'go further' measures in the previous slides, although some of these may not be feasible, for example,
 - shifting to EV for some non-parking vehicles and machinery, where these do not exist on the market
 - HVO and electric refuse collection fleet costly and poses technical challenges

Major redevelopment and new-build projects will create short-term upward pressures on emissions, but longer-term reductions.

Some sources of emissions are not 'counted' in the carbon audit (e.g. procurement and staff working from home). If these were included, the baseline and pathway would need to be recalculated.

Summary

Reaching carbon neutral 2030 will require:

- **Major decarbonisation projects**, e.g.
 - Heat decarbonisation at swimming pool sites
 - Refuse Collection Vehicles emissions reductions
- **Steady emissions reductions**, e.g.
 - Energy efficiencies at all sites and operations
 - Heat decarbonisation at Gibson
 - Continued switching to EVs for business travel and staff commuting
 - Renewable energy contracts
 - Continuous innovations and new ideas to 2030

Pathway needs monitoring and updating as measures are developed, funded and delivered.
