FALMOUTH TOWN COUNCIL

Minutes of a meeting of the Council held on Monday 11th October 2021 at 7 pm held virtually by Zoom.

Present: Councillors S D Eva (Town Mayor), K J Edwards (Deputy Mayor), G W Chin-Quee BEM, L D Coley, D V Evans BEM, G F Evans MBE, J S Kirkham CC, J C Robinson, B M A Ross, A J Rowe, D W Saunby CC, E E Seiler, J M Spargo and Z Young

In Attendance:		
	A M Williams	(Town Clerk)
	D Sharpe	(Communications Officer)
	S Walker	(Enviro. Education & Enforcement Officer)
	Councillor L Magowan	(Cornwall Council –Arwenack ED)

C5509 APOLOGIES

Apologies for absence were received and approved from Councillors Clegg (ill) and Jewell (family matter).

C5510 INTERESTS AND DISPENSATIONS

None received.

C5511 MINUTES

It was proposed by Councillor Ross seconded by Councillor Rowe and

RESOLVED that the minutes of the meeting held on 9th September 2021 be confirmed as a correct record and signed by the Chairman.

C5512 TOWN MAYOR'S REPORT

The Town Mayor reported he had attended the opening of Epic Gigability and the Rick Rescorla Memorial Day. As well as the funeral of Nigel Rutter and the Newquay Town Mayor's Civic Service. He had met with the Police Commissioner and the Chief Constable. He had also met with Rotary and was promoting the Kids Safe game and book.

He had met with Falmouth and Exeter in Cornwall Universities and discussed current community matters. He was pleased with the development of the Princess Pavilion event offer and a thank you event for Staff and Councillors had gone well. Planning for Falmouth Remembrance was underway.

C5513 DEPUTY MAYOR'S REPORT

The Deputy Mayor updated on her civic attendances and community water refills and environmental work. She had recently focussed on creating relationships with children and young people and appropriate agencies. She, with others, had attended the Police third party reporting training, and was pleased to see Falmouth had been successful in Safer Streets funding.

C5514 PUBLIC QUESTIONS

None received.

C5515 POLICE REPORT

None received.

C5516 FIRE RESCUE AND COMMUNITY SAFETY SERVICE REPORT

The Fire Rescue and Community Safety Service Report was duly noted and forms part of these minutes.

C5517 COMMUNITY LINK OFFICER'S REPORT

The Report of the Community Network Manager and the notes of the Community Network Panel held on 21st September 2021 were duly noted.

C5518 CORNWALL COUNCILLORS REPORTS

Penwerris

Councillor Kirkham reported that the Penwerris Tenants Association had restarted. The recent students accommodation development at the quarry had caused some issues with light and noise nuisance as well as exacerbating car parking. She updated on the national Labour Conference and the housing motion that the council had adopted.

Trescobeas and Budock

Councillor Saunby advised that an Acacia Road, Oakfield Road and Trescobeas Road traffic survey was being undertaken to inform road safety measures as well as speed restrictions off Hillhead Roundabout. Also, various Cornwall Housing issues he had had picked up for residents.

Arwenack

Councillor Magowan updated on the crossing patrol at Albany Road had been secured. The issue of people living in vehicles around the seafront was being reviewed. As well as discussions on the Cornwall Council leisure service review. He was concerned for adequate provision of Covid vaccination centres with infection rates rising and the Stithians site now shut. He was going to attend a patrol with the Town Council's Environment and Enforcement Officers.

Boslowick

Councillor Saunby reported for Councillor Jewell on Planning, Housing and Licensing matters and the protect by the climate Action Group. He was concerned regarding Cornwall Council's approach to the Farms' estate, grassland was a carbon sink. The footpath construction on the Linden Homes development and a dangerous tree had been felled at Faulkner Close.

C5519 CARBON AUDIT REPORT

The Council's Environment Education and Enforcement Officer presented her Carbon Audit Report which is attached a spart of these minutes.

It was proposed by Councillor Edwards, seconded by Councillor D Evans and

> **RESOLVED** that the report be noted and that the Council adopts the provisions and recommendations therein to work towards reducing its carbon output and improving sustainable practices. Appropriate provision be made within the 2021/22 draft budget and the recruitment of a dedicated officer role as recommended.

C5520 COMMUNICATIONS

The Communications Officer presented an update on the council's response to the Cornwall Council Leisure Consultation and on internal and external communications strategy proposals including branding requirements and the website upgrade progress.

C5521 COMMITTEE REPORTS

The Finance and General Purposes Committee Report dated 20th September 2021 was presented by Councillor Robinson, Chair of the Committee.

It was proposed by Councillor Robinson, seconded by Councillor Ross and

RESOLVED that the Report of the Committee dated 20th September 2021 be approved.

The Planning Committee Report dated 6th September 2021 was presented by Councillor Rowe, Chair of the Committee.

It was proposed by Councillor Rowe, seconded by Councillor Spargo and

RESOLVED that the Report of the Committee dated 6th September 2021 be approved.

The Planning Committee Report dated 27th September 2021 was presented by Councillor Rowe, Chair of the Committee.

It was proposed by Councillor Rowe, seconded by Councillor Spargo and

RESOLVED that the Report of the Committee dated 27th September 2021 be approved.

The Grounds and Facilities Committee Report dated 4th October 2021 was presented by Councillor Robinson, Chair of the Committee.

It was proposed by Councillor Robinson, seconded by Councillor Spargo and

RESOLVED that the Report of the Committee dated 4th October 2021 be approved.

The Princess Pavilion Working Group Reports dated 15th September 2021 was presented by Councillor Robinson, Chair of the Group.

It was proposed by Councillor Robinson, seconded by Councillor Spargo and

RESOLVED that the Report of the Group dated 15th September 2021 be approved.

The Princess Pavilion Working Group Reports dated 6th October 2021 was presented by Councillor Robinson, Chair of the Group.

It was proposed by Councillor Robinson, seconded by Councillor Spargo and

RESOLVED that the Report of the Group dated 6th October 2021 be approved.

The Cemetery Working Party Report dated 21st September 2021 was presented by Councillor Ross, Chair of the Working Party.

It was proposed by Councillor Ross, seconded by Councillor Eva and

RESOLVED that the Report of the Working party dated 21st September 2021 be approved.

C5522 MOTION BY COUNCILLOR D EVANS AND COUNCILLOR EDWARDS – ECOLOGY EMERGENCY CLIMATE BILL

Councillor D Evans requested that the Council notes that:

Many local authorities are playing an important role in the UK taking action to achieve net zero carbon emissions, and to protect and revitalise local wildlife and natural habitats.

Parliament in May 2019 declared an Environment and Climate Emergency and this Council declared a Climate Emergency. in January 2019, the 5th town in the UK to do so.

There is a Bill before Parliament—the Climate and Ecological Emergency Bill (published as the "Climate and Ecology Bill"), which, if it became law, would require the government to develop a strategy to address the emergency that would ensure:

the ecological emergency is tackled shoulder to shoulder with the climate crisis in a joined-up approach;

the Paris Agreement is enshrined into law to ensure that UK does its real fair share to limit global temperature rise to the most stringent end of the Paris agreement -1.5°C.

the Leaders Pledge for Nature is enshrined into law to ensure that the UK's ecosystems are protected and restored with a focus on biodiversity, soils and natural carbon sinks;

the UK takes full responsibility for our entire greenhouse gas footprint by accounting for all of the emissions that take place overseas to manufacture, transport and dispose of the goods and services we import and consume;

the UK takes full responsibility for our ecological footprint so that we protect health and resilience of ecosystems along both domestic and our global supply chains;

an independent, temporary Climate and Nature Assembly is set-up, representative of the UK's population, to engage with the UK Parliament and UK Government to help develop the emergency strategy.

It was proposed by Councillor D Evans, seconded by Councillor Edwards and

RESOLVED that the Council notes the report and declares an ecological emergency, it supports the Climate and Ecological Emergency Bill, and writes to Cherilyn Mackrory MP requesting that she supports the Bill.

C5523 TOWN MANAGEMENT REPORT

The Town Clerk presented the Town Management report that was duly noted and forms part of these minutes.

C5524 <u>TOWN CLERK'S REPORT_ PART I</u>

The Town Clerk's report that was duly noted and approved and is attached as part of these minutes. Also:

It was proposed by Councillor Edwards, seconded by Councillor Seiler and

> **RESOLVED** that the Council adopts the BT Telephone Box at Cliff Road and that it be repurposed as a beach toy exchange.

C5525 <u>EXCLUSION OF THE PRESS AND PUBLIC</u>

It was proposed by Councillor Eva, seconded by Councillor Edwards and

> **RESOLVED** that in view of the confidential nature of contractual matters and personal information it is advisable in the public interest that the press and public be excluded from the meeting.

COUNCIL MINUTES – PART II

C5526 TOWN CLERK'S REPORT – PART II

It was proposed by Councillor Edwards, seconded by Councillor Seiler and

> **RESOLVED** that the footpath at Tregonniggie Industrial Estate be transferred to the Town Council with a one-off maintenance payment of £20,000 from Cornwall Council

There being no further business to transact the Town Mayor declared the meeting closed at 8.40 pm.

Signed..... Date.....

CORNWALL FIRE & RESCUE SERVICE
A service of Cornwall Council

Cornwall Fire, Rescue and Community Safety Service

Falmouth Town Council Report (July to September 2021)

Working together to make Cornwall safer

BSI UKAS MANAGEMENT SYSTEMS HEALTH AND SAFETY 003

EXCELLENT FIRE & RESCUE SERVICE EQUALITY FRAMEWORK

SAFER CORNWALL
Kernow Salwa

one and all · onen hag oll
CORNWALL COUNCIL

Introduction

The data used for compiling this report has solely come from the Cornwall Council Resilient Cornwall Fire and Rescue Service reporting site. The tracker is used as a method of recording the service activities with regard to our Service delivery and core values covering Protection, Prevention and Response.

Protection

Site Specific Risk Information – for higher risk premises

The watches completed **2** visits this period.

A SSRI visit is an information gathering exercise where watches collate and check the data held about commercial premises.

Each Watch is now visiting two commercial premises a month gathering risk information, all information is collated and added to Fire Appliance MDT (Mobile Data Terminal)

An example of the sort of premises covered by a SSRI would be a large manufacturing company, or a medium-large hotel.

Operation Fire Safety Visits – for lower risk premises

With Covid-19 restrictions now being eased all watches have started carrying out low risk visit each watch must completed 2 visits a month also in addition we will be visiting farms giving fire safety advise.

An OFSV is a brief visit carried out on premises whose risk is deemed to be more generic. The aims are to identify the use and occupier of the building, and to inform and advise the occupier of their legal responsibility to protect from the risk of fire in line with the Regulatory Reform Fire Safety Order 2005.

Prevention

Home Fire Safety Checks

During this quarter, crews carried out **30 HFSCs**.

This is a free service we offer to all residents, be they homeowners or tenants. The crew base their advice around a booklet entitled Fire Safety in the Home, but tailor the information specifically to the hazards identified during their visit. The crew also carry free smoke detectors to fit if appropriate.

Activity has been limited due to COVID 19 restrictions; however, visits have been focussed on high-risk referrals made from our central support team along with local requests from members of the public.

Community Engagement

Watches are starting to get busy with Community Engagement-

Blue Watch have been visiting all student accommodation giving fire safety advise and welcome packs to newcomers. With Student week coming we are hoping to visit all premises again and use are chip pan unit to demonstrate the dangers of using a chip pan.

Black Watch are working in partnership with Cormac gardening services hoping to design a community/wellbeing garden at Falmouth Fire Station this should be completed by the Queen Jubilee. Also, we have entre into Britain in Bloom.

Red Watch are now arranging the annual firework display provision date 5th November.

Watches have been patrolling the benches most evening giving fire safety advise this will continue until the end of September hopefully you have seen an impact has a service, we have seen a reduction in calls. Because of recent incidents involving anti- social behaviour and reports of fires on the benches we will continue with routine patrols and engagement.

Response

The following list summarises only the types of incidents we attended during this period:

Summary	July	August	September		
Fire	25	25	12		
False Alarm	15	17	19		
Special Service	17	9	18		
Grand Total	57	51	49		

During this period incidents were divided 53.33% Day and 46.67% Night.

If you would like this information in another format or language, please contact:
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TR1 3AY

Telephone: **0300 1234 100**

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recycle for Cornwall

Falmouth Town Council

CARBON AUDIT REPORT

2018-2019, 2019-2021

ABSTRACT

This carbon audit report has been conducted by Falmouth Town Council to establish a baseline measure of the Council's carbon footprint for the financial years 2018-2019, and 2019-2020.

October 2021

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Part 1: Summary

Background

In accordance with National Indicator 185 guidance and aligning with local and national ambitions for net zero, Falmouth Town Council has developed this carbon audit for the 2018/2019 and 2019/2020 financial years.

The need to take action on climate change is globally recognised by businesses, government and the general population. The UK has ratified this via the Paris Climate Agreement to limit global temperature rise to below 2c.

The audit has been developed in accordance with the 'Environmental Reporting Guidelines' set by the Department of Business, Energy and Industrial Strategy (BEIS) and HM Government. The Carbon Accounting Tool produced by the Local Partnerships has been used to establish a baseline for greenhouse gas emissions. This audit does not account for any assets acquired after April 2020.

This report is authored by Sarah Walker, Environmental Education and Enforcement Officer for Falmouth Town Council.

Drivers

- The Climate Change Act makes it a duty of government to reduce carbon emissions by 100% in 2050 compared to 1990.

- Falmouth Town Council have aligned with Cornwall Council's ambitious targets for Net Zero by 2030, which requires local systems change that falls outside of the national legislation.

- The Committee on Climate Change reported that to reach Net Zero by 2050, the UK would have to quadruple low carbon electricity, along with carbon capture and storage solutions.

- Reductions in energy expenditure have a cost benefit for Falmouth Town Council.

- With increasing pressure on local councils to 'do their bit' for climate change, Falmouth Town Council is positioned to take a leadership role in the local community. Failure to act runs reputational risks and could affect the Council's public image.

Local Significance

- The Falmouth Neighbourhood Development Plan commits to reducing the town's carbon footprint through the use of renewable and low carbon energy sources, energy saving design, and encouraging integrated transport solutions.

- The National Planning Policy Framework (NPPF) and Cornwall Local Plans aim to help modal shift from private car to public transport, cycling and walking to help mitigate effects of climate change, meet carbon reduction targets, and improve health and wellbeing.

- Falmouth Town Council has a significant role in the Falmouth & Penryn Climate Change Working Group and must lead by example to provide leadership for parish councils, communities, and businesses.

- The results from this audit can inform future strategic planning to ensure Falmouth Town Council have sustainability, can reduce emissions, and take action on climate change.

Part 2: Carbon Footprint

Key Findings

A breakdown of the estimated annual carbon footprint of the Town Council is presented and discussed (Table 1; Appendix A).

Table 1- 2018-2019 & 2019-2020 overview of emissions measured in tonnes of CO2 (tCO2e) with percentages.

Scope	Emissions Type	2018/19 Emissions (tCO_2e)	2018/19 % of Total Emissions	2019/20 Emissions (tCO_2e)	2019/20 % of Total Emissions
Scope 1	Heating**	17.49	27.3%	17.47	25.3%
	Fugitive Emissions*	0.00	0.0%	0.00	0.0%
	Authority's Fleet	17.43	27.2%	19.16	27.7%
Scope 2	Electricity	25.83	40.3%	24.17	34.9%
Scope 3	Staff Travel* **	0.00	0.0%	3.78	5.5%
	Transmission & Distribution Losses	2.20	3.4%	2.05	3.0%
	Water	1.19	1.9%	2.54	3.7%
	Waste*	0.00	0.0%	0.00	0.0%
	Procurement*	0.00	0.0%	0.00	0.0%
Total Emissions		***64.14***	***100.0%***	***69.18***	***100.0%***

* data unavailable. Details available within this report.

** data estimated. Details available within this report.

Significance

Continued consumption trends will surpass targets for carbon neutrality by 2030.

Table 2- Headline emissions comparisons 2018-2019 and 2019-2020

Feature	2018-2019	2019-2020
Total emissions (tCO2e)*	64.14	69.18
Highest Co2 emissions*	Electricity- 25.83 (tCO2e)	Electricity- 24.17 (tCO2e)
2nd highest C02 emissions*	Heating (gas)- 17.49 (tCO2e)	Authority's fleet- 19.16 (tCO2e)

*Calculated from available data

Scope 1

Scope 1 emissions are direct emissions produced by company owned and controlled resources. These emissions are released as a direct result of our activities. Scope 1 emissions include stationary combustion (e.g. fuels and heating sources), mobile combustion (e.g. cars and vans), fugitive emissions (leakage from refrigeration and air conditioning units), and process emissions (produced from manufacturing).

Heating

According to the Department for Business, Energy and Industrial Strategy (2019), Businesses and industry are responsible for more than ¼ of UK emissions, with 52% used to heat buildings.

Falmouth Town Council's heating is largely fuelled by electricity and therefore heating is absorbed into both Scope 1 and Scope 2 consumption.

The Municipal Building was the only asset actively using gas at the time of the audit. Data indicates a significant portion of the Council's carbon footprint to be a direct result of gas emissions from this building.

Table 3- gas heating emission breakdown 2018-2019 and 2019-2020

Emissions Type	2018/19 Emissions (tCO_2e)	2018/19 % of Total Emissions	2019/20 Emissions (tCO_2e)	2019/20 % of Total Emissions
Heating**	17.49	27.3%	17.47	25.3%

Recommendations:

Short Term	Medium Term	Long Term
Install heating controls where appropriate.	Consider improvement to gas boilers using the UK government's Boiler Plus standards.	Future gas consumption should consider central government targets for net zero greenhouse gas emissions by 2050.
Monitor energy usage on a continual basis.		Consider provision using technologies with potential to contribute to these emissions targets, including heat networks, heat pumps, hydrogen, and biogas.

EPC Ratings

Carbon emissions related to heating of buildings can be better addressed by improvements to energy performance. This is measured using Energy Performance Certificate (EPC) ratings.

Table 4- Falmouth Town Council buildings EPC ratings. Lowest rated EPC is highlighted in red, with next most significant ratings in orange.

Property	ECP Available	EPC Rating
The Old Post Office	Yes	D
The Old Post Office (ground floor- BooKoos)	Yes	D
Municipal Buildings	Yes	D
Princess Pavillions	Yes	D
Cemetery	No	n/a
Pennance Rd House	Yes	E
Mortuary	No	n/a
Park Lodge	Yes	n/a
Webber St Toilets	Yes	G
Grove Place Toilets	No	n/a
Gyllyngvase Beach Toilets	No	n/a
Prince of Wales Pier Toilets	No	n/a
Kimberley Park Toilets	No	n/a
Swanpool Beach Toilets	No	n/a
Maenporth Beach Toilets	No	n/a

Relevant updates:

The Ministry of Housing, Communities and Local Government (MHCLG) requires that properties must have an (EPC) when constructed, sold, or let. Larger buildings over 250 square meters occupied by a public authority must display an energy certificate; in England and Wales this is a Display Energy Certificate (DEC).

For an EPC, DEC or ACIR to be valid, it must be lodged by an accredited energy assessor.

At present, the standards require an EPC rating above F or G for properties to be permitted to grant new tenancy. The Government's Minimum Energy Efficiency Standards 2018 aims to lift the minimum energy efficiency standard of non-domestic rented buildings to B by 2030.

This is estimated to cover around 85% of UK non-domestic rented properties and reduce UK emissions by the equivalent of half a million homes – roughly the size of Birmingham.

Opportunities:

Funding is available to improve buildings and facilities. For example, the Arts Council England Capital Investment Programme currently offers grants of between £100,000 and £750,000 for not-for-profit cultural organisations, including charities, Community Interest Companies and museums, to adapt buildings and equipment so that they can operate safely post-COVID-19, improve access, take advantage of technological opportunities and reduce their environmental impact.

Recommendations:

Short Term	Medium Term	Long Term
Prioritise larger buildings to ensure greater carbon reduction.	Use EPC rating recommendations to identify improvements to infostructure that may positively affect the energy performance of large buildings.	If the council wants to know how to improve the efficiency of smaller premises (except for unheated buildings) then EPC ratings will be useful.
The EPC ratings for the Old Post Office Building and Municipal Building can be updated, as these certificates are historic and may not represent recent improvements.	Explore funding opportunities to enable improvements.	
A DEC certificate renewal for Princess Pavilion is required as this is now expired.	Assess the energy performance of Park Lodge during redevelopments.	

Fugitive Emissions

Fugitive emissions account for the leakage of refrigerants from air-conditioning equipment. Emissions are calculated by the gasses used to 'top up' refrigerant units.

According to our contractor, no gasses have been topped up in our AC units during this audit period. Therefore, no emissions have been calculated. However, this does not mean that we do not create fugitive emissions, instead it means that we are unable to calculate the volume.

Recommendations:

Short Term	Medium Term	Long Term
Determine national averages for future calculation.	Conduct regular servicing and maintenance to protect from leakage.	
Maintain accurate records of F-gas top ups on all air conditioning and refrigerators.	Recruit professional contractors to advise on efficiency improvements.	

Fleet Vehicles

Falmouth Town Council's fleet vehicles represent a significant proportion of Scope 1 emissions. Data shows increased consumption trends between 2018 and 2020 (Tables 5 - 7).

Table 5- Fleet vehicle emission breakdown 2018-2019 and 2019-2020

Emissions Type	2018/19 Emissions (tCO_2e)	2018/19 % of Total Emissions	2019/20 Emissions (tCO_2e)	2019/20 % of Total Emissions
Authority's Fleet	17.43	27.2%	19.16	27.7%

Table 6- Total petrol and diesel consumption 2018-2019 & 2019-2020

Fuel Type	Litres 2018-2019	kgC02e 2018-2019	Litres 2019-2020	kgC02e 2019-2020
Petrol	995.9	2267	1031.2	2189
Diesel	5769.9	15003	6537.41	16998

Data indicates that CN17 CVF (Will's Van) and WK15 SZV (New Tipper) consume the most diesel. Consumption estimates are also high for miscellaneous purchases, which include topping up jerry cans to run grounds machinery (Table 7).

Table 7- Petrol and diesel consumption 2019-2020 by vehicle. Highest consumption highlighted in red, with significant volumes highlighted in orange

Vehicle	Diesel	Petrol
WK15 SZV Peugeot Partner (Will's van)	1353.16	
WK64 BWC Peugeot Boxer (Old tipper)	942.04	
AK07 SYW Peugeot Expert (Old Expert van)	628.44	
CN17 CVF Peugeot Boxer (New tipper)	1732.45	
(mower) WK61 CGV (Old Kubota)	188.13	
(mower) WK17 AUA (New Kubota)	29.83	
Citreon Berlingo KW67 FWZ (EEEO Van)	396.99	
Misc (inc. cans for machinery)	1266.37	995.9

Relevant updates:

- The UK government plans to accelerate greener transport by phasing out diesel and petrol cars. This two-phase contribution will cease the sale of new petrol and diesel cars by 2030 and ensure new cars and vans are zero emission at the tailpipe from 2035.

- The government is providing grants for businesses and local authorities to install charge points as part of a £1.3billion investment in green transport.

- Until 2017, petrol and diesel cars were taxed at the same rate based on emissions. Crucially, car tax for diesel engines have been pushed up by one tax band, meaning the cost of taxing a diesel engine is between £15 and £250 more than for a petrol car with identical emissions. This increase is only limited to the first year.

- Diesel vehicles are also affected by national Ultra Low Emission Zones (ULEZ), and diesel charges such as 'clean air zones', which penalise diesel engines with higher parking charges. Councils are expected to set up these zones to support anti-pollution efforts. They currently exist in Bath and Birmingham with further cities

implementing zones in 2021 and 2022.

- According to The Times (2021), road pricing charges may be confirmed in the future to balance the cost of green initiatives. These charges are still open to debate but may take the form of a pay-per-mile road-pricing system that incentivises electric and hydrogen vehicle ownership.

Recommendations:

Short Term	Medium Term	Long Term
Stay abreast of new technologies affecting market prices.	Consider the installation of electric charge points on Council buildings.	Operationalise a fleet-wide decarbonisation strategy.
Consider electric replacements for grounds machinery.	Replace older vehicle models with electric vehicles. (To maximise emissions reductions from the manufacturing process, vehicles should be retained for a minimum of 8 years.)	
Consider strategies to reduce the number of vehicle trips.	Achieve greater carbon emission reduction by replacing vehicles with the highest emissions outputs. These have been identified: CN17 CVF and WK15 SZV. **Diesel and electric model comparisons for CN17 CVF and WK15 SZV are shown in Appendix B.**	
Promote and encourage vehicle decarbonisation initiatives in Falmouth.		

Scope 2

Scope 2 emissions are indirect emissions produced by the generation of purchased energy from a utility provider. These emissions are calculated from the purchasing of electricity, steam, heat and cooling.

Electricity

Around 40% of global greenhouse gas emissions are the result of energy generation. Falmouth Town Council's electricity consumption is around 40% and represents the largest proportion of the organisation's overall emissions.

There is an observable reduction in CO2 emissions between 2018/2019 and 2019/2020 (table 8).

Table 8- Electricity emission breakdown 2018-2019 and 2019-2020

Emissions Type	2018/19 Emissions (tCO_2e)	2018/19 % of Total Emissions	2019/20 Emissions (tCO_2e)	2019/20 % of Total Emissions
Electricity	25.83	40.3%	24.17	34.9%

This reduction is affected by updates to government set conversion factors, which are reported differently each year due to datasets and national trends being updated (full details on conversion factor methodology can be found on the government website).

KWh energy consumption must therefore be viewed alongside CO2 emission production, as annual trends suggest that Falmouth Town Council's electricity usage is in fact increasing year-on-year (table 9).

Table 9- Total electricity consumption 2018-2019 and 2019-2020

Year	Consumption	Conversion Factor	Emissions (tCO_2e)
2018-19	91,250	0.283	25.83
2019-20	94,579	0.256	24.17

By breaking down consumption by building, it is possible to observe the sites where consumption is increasing most significantly (table 10).

Table 10- Greatest electricity consumption totals by site

Site	2018-2019 total (KWh)	2019-2020 total (KWh)
Falmouth Art Gallery	29593	33247
Grove Place Toilets	15448	15594
Cemetery Chapel (workshop)	10295	11515
Municipal Building	9311	9552

Key finding:

- Overall trends are for increased electricity consumption
- Falmouth Art Gallery/Library is the site with the highest electricity emissions output.
- Falmouth Art Gallery/Library is the site with the greatest increase in electricity emissions.

Relevant updates:

Coal and gas are rapidly being replaced by renewable energy sources. In 2011, renewable energy represented 4% of total UK electricity generation, and now accounts for 37%. Approximately 35% come from wind and solar.

Falmouth Town Council has already reduced its scope 2 emissions by installing solar panels on the Old Post Office Building. Each year these panels generate 9,339 kWh of energy. Since they were installed in 2017, the panels have created 34.35 MWh of energy and saved 8.641 tonnes of Co2.

Table 11- Energy generation (kWh) by solar panels in 2018-2019 and 2019-2020

Year	AC Energy (kWh)	Estimated saving
2018-2019	8469.50	£1,914.10**
2019-2020	7975.18	£1,802.38**

** Calculation estimated using 2018/2019 FIT inflation rates

The solar panels installed at the Old Post Office Building currently generate approximately 22.6p benefit for every kWh generated.*

* Calculations are made based on Feed-in Tarriff (FIT) rates, energy export rates, and offsets.

Recommendations:

Short Term	Medium Term	Long Term
Switch to green energy suppliers.	Review the energy performance of buildings with the highest emissions.	Consider additional renewable energy capture across FTC sites.
Review energy saving solutions and practices.	Consider energy efficiency when purchasing appliances.	Consider energy saving improvements in buildings with the highest emissions.
Install heating controls where appropriate.	Consider allocating/sourcing funding for such improvements.	
Monitor energy usage on a continual basis.		

Scope 3

Scope 3 emissions are the upstream and downstream emissions of the organisation. These include everything from source to end-of-life, including waste from operations, business travel, purchased goods and services, commuting and transportation and distribution.

The calculation of Scope 3 emissions is complex since CO2 production is largely controlled by the supply chains used by the organisation. However, these hard to manage emissions contribute a large amount to a businesses' carbon footprint and therefore must be recognised and mitigated against.

Staff travel

In the UK, commuting accounts for 25% of transport emissions and 5% of total emissions.

In 2020 a staff survey was conducted to establish an estimate for the environmental impact of staff and councillor commutes. The data collected was both quantitative and qualitative and includes suggestions for improvement from the staff and councillors themselves. Of 44 staff, 25 completed the survey. Estimates are based on their answers (table 11).

Table 11- Staff travel emission breakdown 2018-2019 and 2019-2020

Emissions Type	2018/19 Emissions (tCO_2e)	2018/19 % of Total Emissions	2019/20 Emissions (tCO_2e)	2019/20 % of Total Emissions
Staff Travel**	0.00	0.0%	3.78	5.5%

** This estimate is based on 2020 survey data, which is unavailable for years 2018-19

Key survey findings:

- 52% of respondents commute under 2 miles per day
- 60% of commutes are by car
- Average days travel to work: 3.45 days per week
- Total Ave CO2 emissions per vehicle per week: 2.9381184 Kilogram co2
- 76% of respondents reported travelling for business trips out of county less than a few times per year

Graphs of these findings are represented in Appendix C.

UK Trends

> *"Although today's new cars are more efficient than those bought in 1990, transport greenhouse emissions have fallen just 2% since 1990. As a result, transport is now the largest sector for UK greenhouse gas emissions (27%), of which road transport accounts for over 90%."*

The Road to Zero- Department for Transport

Findings indicate that Falmouth Town Council staff and councillors have a below average commute distance and greater than average emissions per vehicle (table 17).

Table 12- comparison between FTC and UK averages

Key Insights	Falmouth Town Council Average	UK Average
Distance	1.6 miles per day	10 miles per day
C02 (g/km) emission of personal vehicles	151.2g/km	141.8g/km

Source: survey data and RAC Foundation UK averages https://www.racfoundation.org/motoring-faqs/mobility#a25

A significant proportion of staff and councillors commute by car, despite 52% of respondents reporting that their commute is less than 2 miles. This indicates room for improvement.

Recent data from Mobilityways indicates that, in the UK:

- 42% of commuters could walk or cycle
- 46% could use public transport
- 92% have one or more colleagues they could lift share with

- Increasing car occupancy from 1.1 to 1.2 per car could take 1.2 million commuting cars off the road, saving 1.2Mt C02 emissions.

The Impact of COVID-19 on commutes

In 2020, COVID 19 dramatically affected UK transport demands, which dropped 28 per cent compared to 2019. This took us to levels last seen in the mid-1980s.

56% of respondents reported that COVID-19 had not affected their commute and 44% of respondents reported commuting less because of COVID-19.

Graphs of these findings are represented in Appendix C.

Staff Feedback

Staff and councillors were asked the following questions to inform improvements. These were:

- Do you think that you could make your commute to work at Falmouth Town Council more environmentally friendly?

- Could you please share your thoughts on how you might make your commute to work more environmentally friendly?

A summary of staff and councillor responses is represented in Table 13.

Table 13- barriers and opportunities to making commutes more environmentally friendly, as identified by staff and councillors in the 2020 survey.

Barriers	Opportunities
Bad weather	Cycling to work
Distance of commute	Walking to work
Family commitments	Flexible working
Falmouth not being 'cycle friendly'	Remote working
Lack of secure storage	Electric vehicles
Health concerns	Car Sharing

The following are direct quotes from respondents, which detail the logic behind their commutes and suggest areas for improvement.

Quotes:

"I would like to make my travel more environmentally friendly, but I may have to wait two more years until my youngest will walk to school independently. I won't need to be in two places at once then!"

"I would like the option of the cycle to work scheme."

"Time and other commitments mean it isn't practical to walk and lack of secure storage means cycling is not an option."

"Work from home more or car share."

"Continue to work from home at least 1 day a week."

Recommendations:

Short Term	Medium Term	Long Term
Consult with organisations offering commuter decarbonation advice, such as Mobilityways.	Invest in sustainable travel improvements, such as cycle to work schemes and bicycle storage.	Encourage a culture of sustainable travel.
Conduct annual staff surveys to continuously review travel culture and identify travel improvements.	Ensure these improvements are regularly promoted within the organisation.	Continuously review working arrangements to improve the carbon impact of staff commutes.

Transmission & Distribution Losses

Transmission and distribution losses represents the power 'lost' when transferring power across the UK Transmission System, a high voltage electricity network connecting power stations to distribution networks.

The losses reported here are calculated from overall Scope 2 electricity emissions (table 14)

Table 14- Transmission & distribution loss emission breakdown 2018-2019 and 2019-2020

Emissions Type	2018/19 Emissions (tCO_2e)	2018/19 % of Total Emissions	2019/20 Emissions (tCO_2e)	2019/20 % of Total Emissions
Transmission & Distribution Losses	2.20	3.4%	2.05	3.0%

Improvements can be made to these figures by upgrades to existing infrastructure, for both long-distance transmission and distribution at local level.

Renewable energy experts have identified problems with the deployment of large-scale renewable energy schemes due to the current grid structure and recommend investment in initiatives designed to decentralise the grid.

Recommendations:

Short Term	Medium Term	Long Term
Support vital upgrades to local and national infrastructure.	Back initiatives designed to enhance local electricity generation through grid decentralisation.	Integrate local generation initiatives into the Neighbourhood Development Plan.
Cooperate with local renewable energy groups.	Support green energy opportunity assessment in the local area.	

Water supply and treatment

Emissions from water come from the treatment prior to its use and before it returns to the environment, and the pumping and pressurisation of water to buildings. The water industry contributes 0.8% of annual UK greenhouse gas emissions, whilst heating water increases this to 5.5%.

Significantly, emissions associated with Falmouth Town Council's water usage are increasing (table 15).

Table 15- Water supply and treatment emission breakdown 2018-2019 and 2019-2020

Emissions Type	2018/19 Emissions (tCO_2e)	2018/19 % of Total Emissions	2019/20 Emissions (tCO_2e)	2019/20 % of Total Emissions
Water	1.19	1.9%	2.54	3.7%

Despite representing a low proportion of overall carbon emissions, water management is a serious environmental problem. **The Environment Agency predict that England will not have enough freshwater to meet demand in 25 years.** Water usage measurement for water saving strategies requires a different approach to this audit.

Recommendations:

Short Term	Medium Term	Long Term
Continuously monitor water usage trends.	Develop a council-wide water saving strategy.	Deploy water saving strategies.
Engage with organisations focused on water saving initiatives.		Support the community to save water.

Procurement

In 2020-2021, analysis was conducted to understand the carbon impact of FTC's procurement processes. Accurate carbon calculations have not been established, due to the difficulties associated with establishing the carbon footprint of supply chains. However, analysis has identified the location of suppliers, and their commitment to sustainability.

Analysis was conducted on 224 suppliers using the location and sustainability commitment of each supplier to determine:

- How far goods and services travel from our direct suppliers
- Whether those suppliers display sustainability commitments

Estimates are based on a sample of data and may not be representative of the full suppliers list. This analysis represents suppliers only, and therefore does not include one-off online and card purchases on websites such as Amazon.

Location

Choosing local suppliers can help to reduce Co2 emissions by reducing the transport of goods and services. To establish the locality of procurement, suppliers have been assessed based on their distance from Falmouth Town Council. This analysis is represented in the map and graphs below (figure 2; Table 16).

Figure 2- Mapped location of suppliers

Table 16- Suppliers by distance in 100s miles

Distance	Number of suppliers
0-200 miles	95
200-300 miles	23
300-400 miles	14
400-500 miles	5
500 + miles	1

Data analysis indicates that the majority of registered suppliers have their head offices based less than 200 miles away from Falmouth Town Council (table 16 & Appendix D).

However, as the procurement sample represents the first 225 suppliers from an alphabetised list, further analysis is important to truly understand trends.

Sustainability Commitments

Sustainability commitments may indicate whether a supplier is committed to reducing Co2 within their own supply chain. These commitments are therefore a key indicator of the sustainability of onward chains since it is very difficult to establish the carbon impact of external suppliers.

Review of suppliers websites has revealed that only 7% of our supply chain display clear sustainability commitments (Table 17).

Table 17- Suppliers by sustainability commitment (on website)

Sustainability commitment	Number	Percentage
No	100	44%
Yes	15	7%
Unknown	109	49%
Total	224	

Relevant updates:

The Finance and General purposes committee have request that, wherever possible, Amazon should only be used if the goods are not available locally.

The Committee recognise that this may result in the Council paying a higher price for the goods and it considers that the benefit to the local economy outweighs this.

Recommendations:

Short Term	Medium Term	Long Term
Conduct analysis using the full suppliers list	Create a sustainable procurement policy designed to improve efficiency and work towards net-zero and promote the circular economy.	Generate positive supply chain impact by collaborating and influencing suppliers to work towards positive environmental and social values.

Waste

In 2020-2021, FTC's waste contracts were centralised to estimate:

- Total annual waste volumes
- The disposal processes associated with waste contracts

Accurate carbon calculations have not been established, due to the difficulties associated with establishing emissions from waste disposal. These are largely associated with Methane (CH4) and Nitrous Oxide (N2O) emissions from solid waste disposal sites, such as landfills and other treatment facilities. Emissions are also created by the production of this waste by the organisation, which can be reduced through reducing, reusing, and recycling.

Data shows that Falmouth Town Council use a range of external contractors who transport our waste to different locations to process using a range of methods (Appendix E). Additionally, Falmouth Town Council has on-site waste composting facility with opportunity for development.

A full breakdown of 2019-2020 data is in Appendix E.

Relevant Updates:

- Currently, UK businesses are not required to recycle food waste. However, stricter legislation is being considered for 2023 will introduce mandatory separate food waste collections for recycling. Non-compliance could land heavy fines.

Recommendations:

Short Term	Medium Term	Long Term
Centralise waste contract information for ease of access	Optimise and improve carbon friendly waste cycling solutions, such as on-site composting	Conduct a waste lifecycle assessment to determine the effectiveness of waste management strategies and minimise waste to landfill/incinerator
Identify circular solutions to reduce, reuse and recycle	Become aware, as an organisation, of the impact of local and national waste structures	Consider initiatives to maximise recycling in FTC managed public spaces
Consider ways to reduce raw material purchasing to cut waste production	Consult with CC regarding the waste generated in Falmouth by the residents	Create a Zero Waste Supply Chain Charter, to encourage suppliers to eliminate

	to understand wider waste generation trends.	packaging or supply goods in reusable containers

Falmouth

As a leader within the community, Falmouth Town Council has responsibility to provide support to Falmouth residents to reduce their own carbon footprint.

A community carbon calculator has been developed to support town and parish councils to identify areas where the local community can make the biggest reductions to their carbon footprint. This is called the IMPACT Tool.

This tool uses two approaches to calculate carbon footprints. These are as follows:

Territorial approach

This quantifies emissions based on the country in which goods and services are produced. By applying this in England, all emissions produced in England would be counted, but emissions from goods consumed or disposed of in England but produced in other countries would be omitted.

A graphic breakdown of Falmouth's territorial emissions is represented in Appendix F.

Key findings:

- Falmouth's largest emissions area is housing (32% of total footprint)
- Falmouth's second greatest emissions area is industrial and commercial (31% of total footprint)

Consumption-based approach

This approach allocates production emissions to the country that consumes them, by assessing production emissions from goods and services produced overseas. This means that the goods and services consumed in England would have production emissions allocated to England, regardless of the country of origin.

A graphic breakdown of Falmouth's consumption-based emissions is represented in Appendix F.

Key findings:

- Falmouth's largest emissions area- consumption of goods and services (37% of total footprint)
- Falmouth's second greatest emissions area- Food and diet (24% of total footprint)

UK comparison

Falmouth's consumption footprint can be compared against UK averages using the tool (appendix F). The findings of this comparison are affected by factors such territorial infostructure (e.g. roads, airports, industry, waste processing and agricultural land).

A graphic comparative breakdown is represented in Appendix F.

Key findings:

- Falmouth has below UK average per-household territorial emissions.
- Falmouth has above average territorial emissions from housing, aviation, shipping, and F-gasses.
- Falmouth has below average territorial emissions from road transport, industrial and commercial, agriculture, waste management and 'other' transport.
- Falmouth has diesel fuelled railway emissions at UK average.

Recommendations:

Short Term	Medium Term	Long Term
Engage with community-based carbon reduction initiatives.	Employ these findings to develop and encourage community initiatives aimed at reducing the carbon footprint of Falmouth residents. These might include: Promoting and encouraging initiatives designed to lower household carbon emissions. Encouraging the sourcing of local produce wherever possible.	Use these findings to inform the Falmouth Neighbourhood Plan.

	Encouraging the purchasing of UK manufactured goods and services wherever possible. Encouraging low carbon diets. Encouraging ethic of reduce, reuse, and recycle. Encourage low-carbon travel options.	

Part 3: Recommendations

Progress Update

Falmouth Town Council is engaged with the climate debate and is committed to carbon neutrality targets in line with Cornwall Council.

As this is the first carbon audit conducted by Falmouth Town Council, these findings serve as a measure for future progress updates. To meet carbon neutrality ambitions, this audit process will need to be repeated to recognise improvements and ensure continued success.

Next Steps

This auditing process has highlighted the following overarching areas for improvement to facilitate carbon neutrality ambitions:

Data storage

Data collection was challenging due to the decentralised nature of storage. The author of this audit recognises that to this date, officer time has not been committed to carbon auditing. However, centralisation of relevant data will be important to accurately measure success in the future.

Dedicated officer

Due to the proactive and dynamic approach of Falmouth Town Council, there is little available staff resource to oversee the implementation of carbon neutral strategies. However, a lot of work is still to be done to meet carbon neutrality by 2030.

By creating a dedicated strategic sustainability officer role, Falmouth Town Council can ensure that ambitions for carbon neutrality targets are met by incremental improvements made year-on-year.

Carbon offsetting

Carbon offsetting may contribute towards carbon neutrality targets. For instance, the trees planted on Falmouth Town Council land will already be contributing to carbon reduction.

To fully utilise offsetting strategies, the existing carbon offsetting potential of Falmouth Town Council resources must be established, and strategies developed for further carbon offsetting on Falmouth Town Council land.

Follow leadership

By following Cornwall Council's Climate Emergency Action Plan, Falmouth Town Council can utilise relevant information and focus on areas for improvement already identified within the report.

Enact recommendations

The recommendations identified within this audit may serve as action-points to work towards carbon neutrality. New recommendations will be developed within each new audit to ensure continued improvement.

Overview of Recommendations

Below is a summary of the short-, medium- and long-term recommendations identified through this report.

Area	Short Term	Medium Term	Long Term
General	Create dedicated officer role	Centralise relevant data	
	Follow Cornwall Council's leadership	Understand FTC carbon offsetting potential	Develop strategies for carbon offsetting
Heating	Install heating controls where appropriate.	Consider improvement to gas boilers using the UK government's Boiler Plus standards.	Factor in central government targets for net zero greenhouse gas emissions by 2050.
	Monitor energy usage on a continual basis.		Consider provision using technologies with potential to contribute to these emissions targets, including heat networks, heat pumps, hydrogen, and biogas.
EPC Ratings	Prioritise larger buildings to ensure greater carbon reduction.	Use EPC rating recommendations to identify improvements to infostructure that may positively affect the energy performance of large buildings.	If the council wants to know how to improve the efficiency of smaller premises (except for unheated buildings) then EPC ratings will be useful.
	The EPC ratings for the Old Post Office Building and Municipal Building can be updated, as these certificates are historic and may not represent recent improvements.	Explore funding opportunities to enable improvements.	
	A DEC certificate renewal for Princess Pavilion is required as this is now expired.	Assess the energy performance of Park Lodge during redevelopments.	
Fugitive Emissions	Determine national averages for future calculation.	Conduct regular servicing and maintenance to protect from leakage.	

	Maintain accurate records of F-gas top ups on all air conditioning and refrigerators.	Recruit professional contractors to advise on efficiency improvements.	
Fleet Vehicles	Stay abreast of new technologies affecting market prices.	Consider the installation of electric charge points on Council buildings.	Operationalise a fleet-wide decarbonisation strategy.
	Consider electric replacements for grounds machinery.	Replace older vehicle models with electric vehicles. (To maximise emissions reductions from the manufacturing process, vehicles should be retained for a minimum of 8 years.)	
	Consider strategies to reduce the number of vehicle trips.	Achieve greater carbon emission reduction by replacing vehicles with the highest emissions outputs. These have been identified: CN17 CVF and WK15 SZV. **Diesel and electric model comparisons for CN17 CVF and WK15 SZV are shown in Appendix B.**	
	Promote and encourage vehicle decarbonisation initiatives in Falmouth.		
Electricity	Switch to green energy suppliers.	Review the energy performance of buildings with the highest emissions.	Consider additional renewable energy capture across FTC sites.
	Review energy saving solutions and practices.	Consider energy efficiency when purchasing appliances.	Consider energy saving improvements in

			buildings with the highest emissions.
	Install heating controls where appropriate.	Consider allocating/sourcing funding for such improvements.	
	Monitor energy usage on a continual basis.		
Staff Travel	Consult with organisations offering commuter decarbonation advice, such as Mobilityways.	Invest in sustainable travel improvements, such as cycle to work schemes and bicycle storage.	Encourage a culture of sustainable travel.
	Conduct annual staff surveys to continuously review travel culture and identify travel improvements.	Ensure these improvements are regularly promoted within the organisation.	Continuously review working arrangements to improve the carbon impact of staff commutes.
Transmission & Distribution losses	Support vital upgrades to local and national infrastructure	Back initiatives designed to enhance local electricity generation through grid decentralisation	Integrate local generation initiatives into the Neighbourhood Development Plan
	Cooperate with local renewable energy groups	Support green energy opportunity assessment in the local area	
Water supply & treatment	Continuously monitor water usage trends	Develop a council-wide water saving strategy	Deploy water saving strategies
	Engage with organisations focused on water saving initiatives		Support the community to save water
Procurement	Conduct analysis using the full suppliers list	Create a sustainable procurement policy designed to improve efficiency and work towards net-zero and promote the circular economy.	Generate positive supply chain impact by collaborating and influencing suppliers to work towards positive environmental and social values.

Waste	Centralise waste contract information for ease of access	Optimise and improve carbon friendly waste cycling solutions, such as on-site composting	Conduct a waste lifecycle assessment to determine the effectiveness of waste management strategies and minimise waste to landfill/incinerator
	Identify circular solutions to reduce, reuse and recycle	Become aware, as an organisation, of the impact of local and national waste structures	Consider initiatives to maximise recycling in FTC managed public spaces
	Consider ways to reduce raw material purchasing to cut waste production	Consult with CC regarding the waste generated in Falmouth by the residents to understand wider waste generation trends.	Create a Zero Waste Supply Chain Charter, to encourage suppliers to eliminate packaging or supply goods in reusable containers
Falmouth	Engage with community-based carbon reduction initiatives	Employ these findings to develop and encourage community initiatives aimed at reducing the carbon footprint of Falmouth residents.	Use these findings to inform the Falmouth Neighbourhood Plan

Methodologies

This report has been conducted using the Carbon Emissions Accounting Tool produced by Local Partnerships LLP, 2020. The LLP tool uses the Green House Gas Protocol (Corporate Standard) methodology and latest UK Government guidelines.

This report uses operational control boundary methodology. This methodology means that the authority reports on all sources of carbon emissions over which it has operational control. The authority has operational control over a service if it has full authority to introduce and implement its operating policies.

The kWh consumption (electricity, gas and/or other fuels plus any steam, heat or cooling purchased) was calculated for all types of buildings in the authority portfolio that it has direct control of within the audit period.

As the Council has taken on new services year on year, supply contracts have been inherited. The Library/Art Gallery was recently transferred; therefore, data is unavailable for the years 2018-2019 and 2019-2020. Estimates based on 2020-2021 data have been represented in emissions breakdown and assume similar consumption year-on-year.

The CO2 emissions of Council fleet vehicles was calculated via fuel consumption and vehicle type.

Staff travel was estimated via an online survey, and CO2 estimates were established by milage calculations based on the answers provided within this survey. Future accounting may be able to calculate emissions more accurately via a combination of mileage recorded and vehicle type or number plate

This report accounts for all Falmouth Town Council assets owned and operated within the audit period, financial years 2018-2019 and 2019-2020. Assets incorporated after April 2020 are therefore not included.

Any data missing from this report will factor into the final calculation.

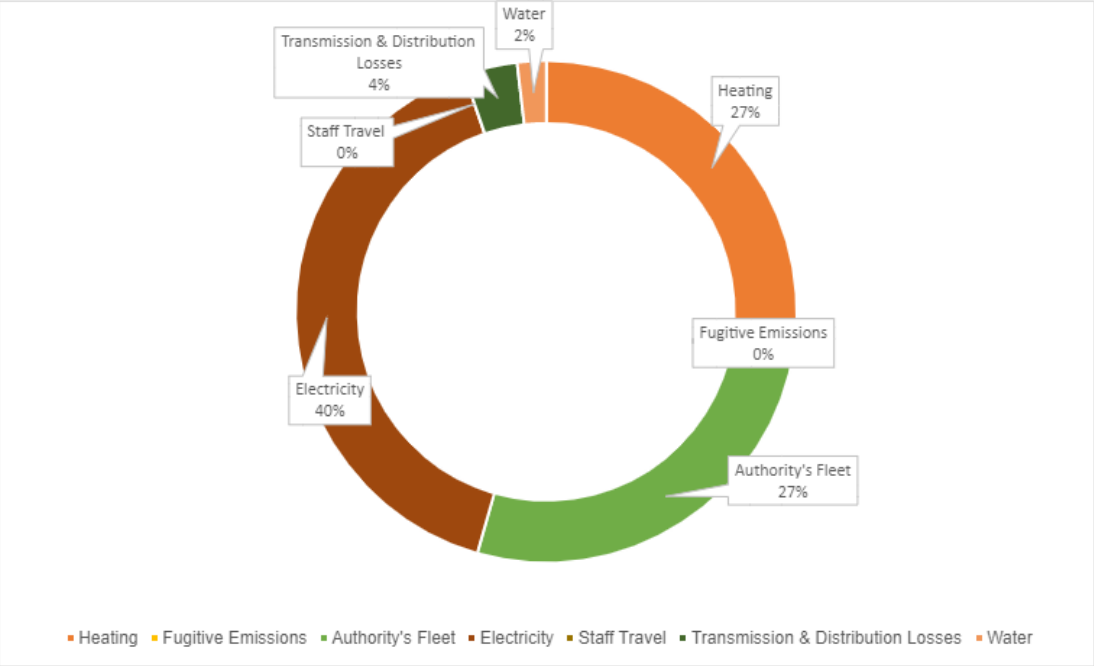
Appendix

Appendix A

Overall Emissions Breakdowns in Charts

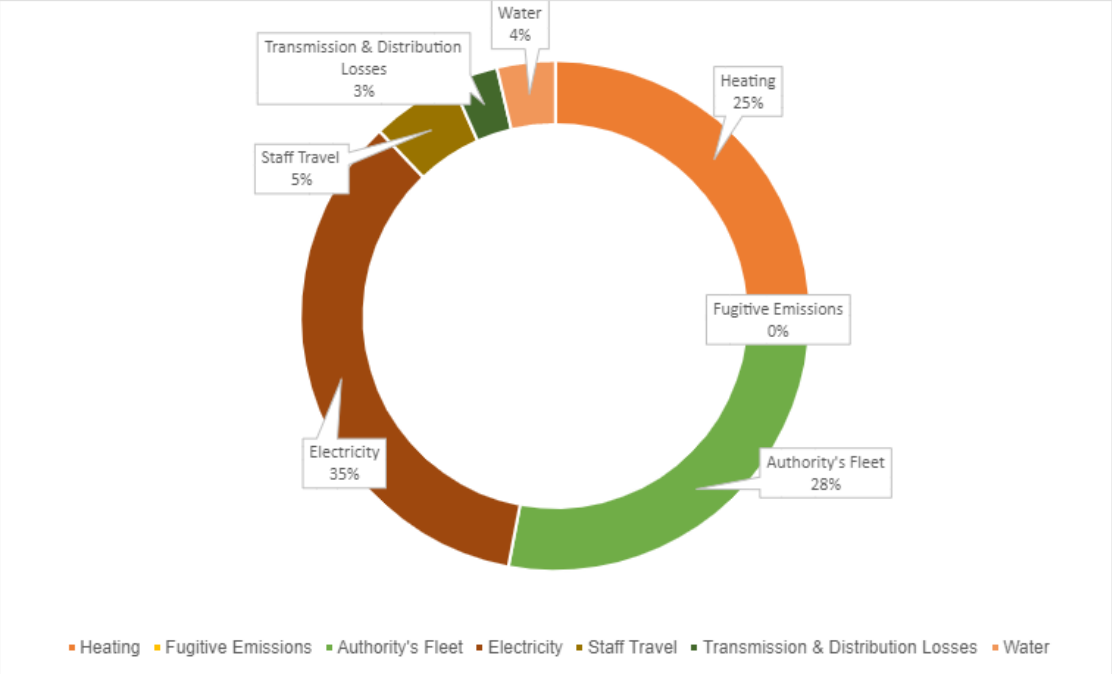
2018-2019

Percentile breakdown of 2018-2019 emissions by type. Only available data is represented; therefore Scope 3 emissions are underrepresented.



2019-2020

Percentile breakdown of 2018-2019 emissions by type. Only available data is represented; therefore Scope 3 emissions are underrepresented.



Appendix B

Fleet vehicle comparison between current and electric models

New Tipper breakdown

Make	Model	Power	Co2g/km	Fuel Type	Year	Price (new)
Peugeot	Boxer	2198hp	229	Diesel	2017	£30-40K depending on model

Closest electric equivalent comparison breakdown for New Tipper

Make	Model	Power	Co2g/km	Fuel Type	Year	Range	Price (new)
Peugeot	e-Boxer (standard)	90kw	0	E	2020 on	73 miles	£49k +
Peugeot	e-Boxer (bigger models)	90kw +	0	E	2020 on	139 miles	£55k +

Wills Van comparison breakdown

Make	Model	Power	Co2g/km	Fuel Type	Year	Price (new)
Peugeot	Partner	150	132	Diesel	2015	£22-30k

Closest electric equivalent comparison breakdown for Wills Van

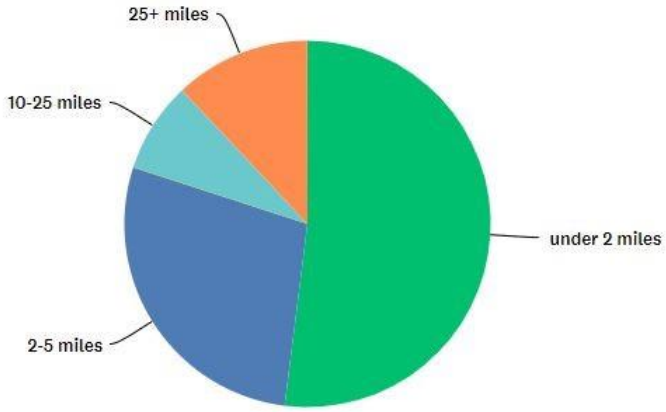
Make	Model	Power	Co2g/km	Fuel Type	Year	Range	Price
Peugeot	e-Expert	50 or 75Kw	0	Electric	2021	unknown	£32-40k
Citeron	e-Dispatch	50 or 70kw	0	Electric	2021	unknown	£32-40k

Pros and cons of electrifying fleet vehicles

Pros	Cons
- Battery can be charged 80% in an hour at rapid charge points - Cheaper per mile to run - Lower servicing costs - 0% emissions	- Less power - Less range than diesel model - Currently more expensive

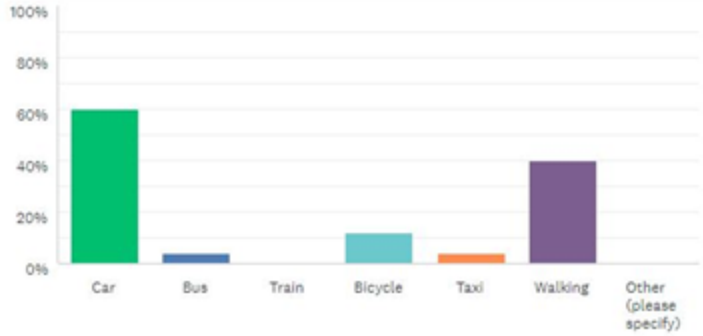
Appendix C

Percentage breakdown of the distance of staff commutes in 2020



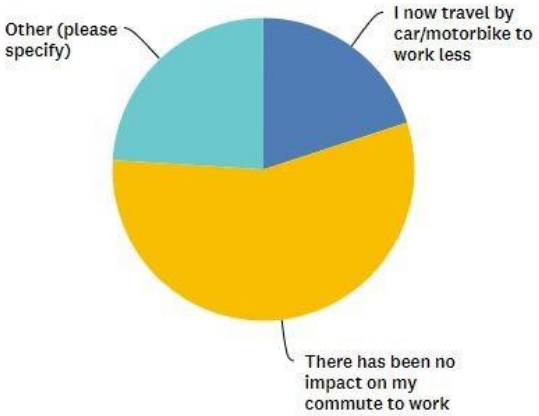
ANSWER CHOICES	RESPONSES	
under 2 miles	52.00%	13
2-5 miles	28.00%	7
5-10 miles	0.00%	0
10-25 miles	8.00%	2
25+ miles	12.00%	3
TOTAL		25

Breakdown of modes of transport reported in 2020



ANSWER CHOICES		RESPONSES	
Car		60.00%	15
Bus		4.00%	1
Train		0.00%	0
Bicycle		12.00%	3
Taxi		4.00%	1
Walking		40.00%	10
Other (please specify)	Responses	0.00%	0
Total Respondents: 25			

Reported impact of COVID-19 pandemic on staff travel



ANSWER CHOICES		RESPONSES	
I now travel by car/motorbike to work more		0.00%	0
I now travel by car/motorbike to work less		20.00%	5
There has been no impact on my commute to work		56.00%	14
Other (please specify)	Responses	24.00%	6
TOTAL			25

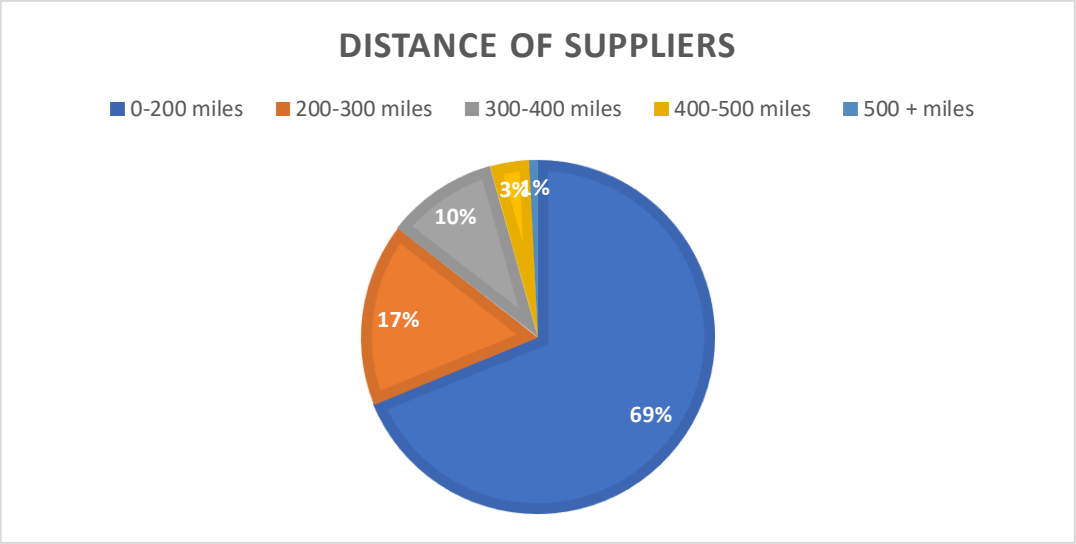
'Other' answers:

- I go to FTC less often
- Work from home
- Council meetings suspended so don't attend Council offices
- All meetings online so near zero physical meetings

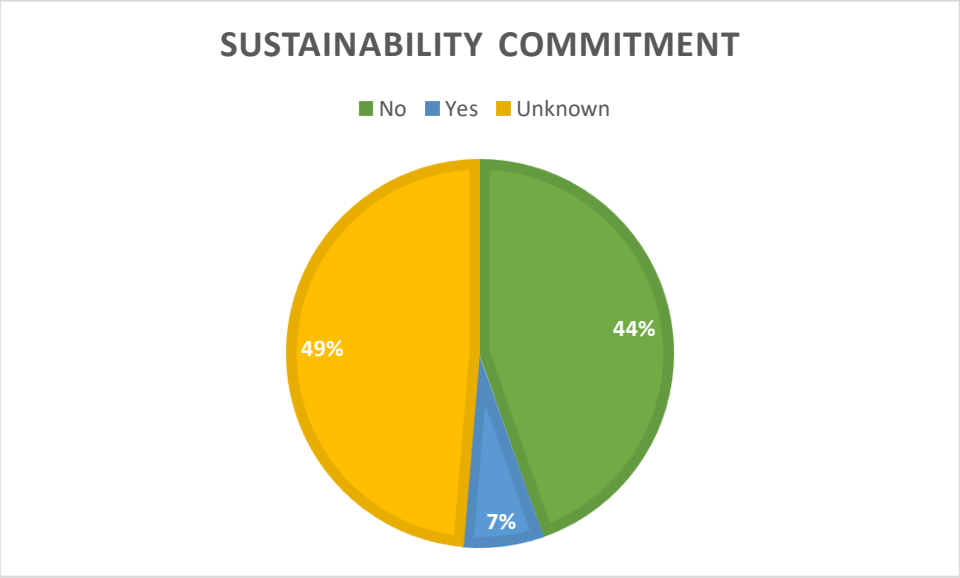
- I stay away from the town as much as possible
- No impact, although currently attending less days per week

Appendix D

Percentile breakdown of suppliers by distance in 100s miles.



Percentile breakdown of suppliers by sustainability commitment.



Appendix E

Waste contract breakdown 2019-2020

Contract site**	Material	Estimated annual volume	Collector	Disposal
Post Office Building	Glass	14,560kg	BIFFA	Sorted in Redruth depot. Destination unknown.
	Card, cans, plastic, paper	5,200kg	BIFFA	Sorted in Redruth depot. Destination unknown.
	Food scraps, packaging, sweepings	24,700kg	BIFFA	Sorted in Redruth depot. Destination unknown.
	Confidential waste	520kg	BIFFA	Sorted in Redruth depot. Destination unknown.
	Feminine Hygiene, nappies, incontinence, clinical waste	unknown	Canon Hygiene	unknown

	Oil	234 Litres	Pellows	Refined in Falmouth and resold.
	Paper, card, plastic, tins, cans	1,300kg	BIFFA	Sorted in Redruth depot. Destination unknown.
Cemetery	Chemical containers	No-mix G (Glyphosate) 22 containers (5L each; 110l total)	Wastecare	Transferred to Taunton, then sent to EU for 'waste to energy' cycling.
	Green waste procured from various sites, including cemetery, Dracaena Avenue, Falmouth bowling green	655.2 Cubic foot	FTC	On-site composting.
	Green waste procured from various sites, including cemetery, Dracaena Avenue, Falmouth bowling green	5085.31 cubic foot	Greenspot	On-site composting and resale in Cornwall.
	Oil	229 Litres	Pellows	Refined in Falmouth and resold.
Trescobaes	Public bins	Unknown	Cornwall Council (BIFFA)	Sorted in Redruth and Newham depots. Destination unknown.

*Calculated from available data

** May represent combined waste collected across multiple sites

Additional Waste Processes

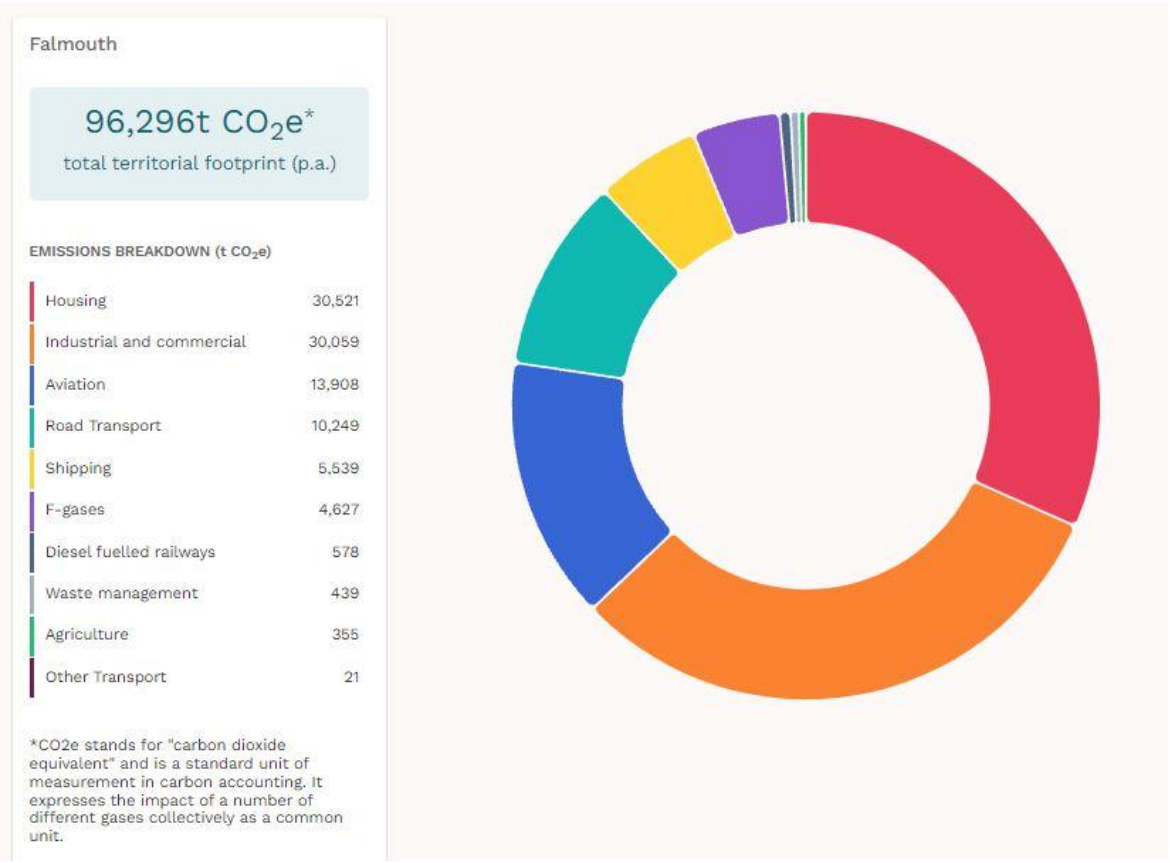
Additional waste contract breakdowns (undated)

Contract site	Material	Estimated annual volume	Collector	Disposal
N/A	Electronic Waste	Unknown	D&L IT Recycling Ltd	Unknown.

Kimberley Park	Compost Bays- split into 3 bays: new compost, useable compost, brown autumn leaves mulch	Unknown	FTC	On-site composting.

Appendix F

Territorial emissions for Falmouth. Source: Impact tool.



Consumption-based emissions for Falmouth. Source: Impact tool.

Falmouth

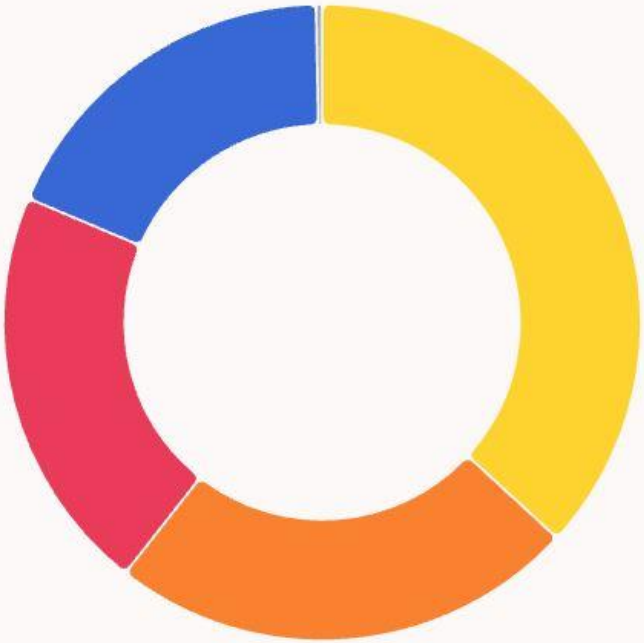
146,828t CO_2e*

total consumption footprint (p.a.)

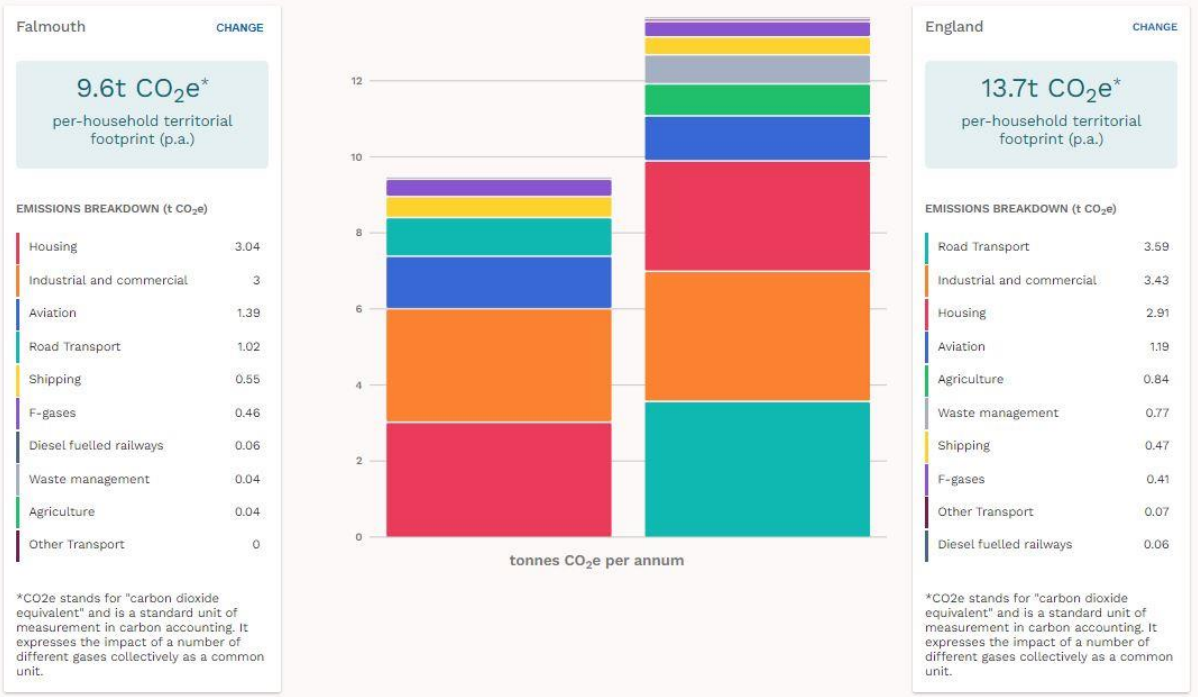
EMISSIONS BREAKDOWN (t CO_2e)

Consumption of goods and services	54,079
Food and diet	34,874
Housing	30,521
Travel	26,902
Waste	451

*CO2e stands for "carbon dioxide equivalent" and is a standard unit of measurement in carbon accounting. It expresses the impact of a number of different gases collectively as a common unit.



Falmouth per-household territorial footprint, versus average English per-household territorial footprint. Source: impact tool.



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Town Management Report to Falmouth Town Council 11/10/21

Covid cases and impact

- I am pleased to confirm that in the Falmouth and wider area we have seen a significant drop in cases recently in comparison to the last few months. This is probably not a huge surprise due to the time of year as well as all the various initiatives that have been put in place. We are not sitting still on this though with universities back as well as a change in demographic due to term time. What is certainly helping is the greater degree of vaccinations levels across the various age groups.
- We will be looking to do more walk-in vaccines clinics as soon as resource is available with NHS and Public Health.
- And there are plenty of stock of Lateral Flow Kits in our reception.

Sea Sunday

- The road closure side of this event was all processed by the Town Team with help from 4x4 response and security and all went smoothly.

Remembrance Sunday

- This will follow on from the trial Sea Sunday event above. We will look at a few tweaks to the normal event depending on numbers attending but essentially it will follow a similar process to previous Remembrance Sunday's.

Christmas planning

- This is coming together well but as with all events there are always activities that are to be confirmed from a Covid perspective at this stage.
- I can confirm at present that the Christmas Lights Switch On will take place on Thurs 25th November.
- The Live Nativity will not be taking place this year.
- I can confirm that Falmouth's Festive Weekend will be going ahead on the Sat 11th & Sun 12th Dec. This will involve snow machines, land train, heltor skelter, artificial ice rink, street entertainment and more. There will further detail at the next Full Council meeting closer to the time and via the weekly updates.

2022

- CCTV upgrades

Of the town cameras we have across the town six are the old cameras, the clarity both during the day and evening is much lower that the newer versions. We had a very short time scale (a few days) to turn around a possible funding opportunity and I am pleased to say that this has been granted. A big thank you to Olly Bayliss, Cornwall Council Community Safety Officer and the team at SSE for pulling everything together very quickly. It is over £16000 of funding to upgrade these cameras and a bit step forward.

- Planning in 2022 will be challenging for many things. An example will be events where supply businesses may not exist any more after the pandemic and this will take some time to settle down. This will mean that activities will have to be planned even further in advance and also awareness that some activities that have taken place before may not go ahead or more likely evolve.

Emma Webster

- Finally, I just wanted to say a big thank you to Emma Webster who is moving on to another marketing role. Recruitment will be taking place for this post during this month/early next. Emma has been an asset to the team and her skill and experience has developed well during her time working for the council.

FALMOUTH TOWN COUNCIL
11th OCTOBER 2021
TOWN CLERK'S REPORT PART I

1. MEETINGS

In May 2021 the Council resolved to continue its scheme of delegated powers post the cessation of the Covid Regulations, and that individual Committee Chairs would decide on whether to have either physical meetings of their committees or hold virtual sessions and that the Council use the delegated powers as required.

Whilst Covid infection rates remain high it is recommended that the Council maintain this provision and Committee Chairs continue to make individual sessions regarding meeting venues and appropriate risk assessment measures.

Virtual sessions have made council business more accessible to councillors and officers and residents but would require legislative change to continue.

2. CODE COMPLAINT: CCN16/21/22

The Monitoring Officer has advised that he has found a breach of the Members Code of Conduct. This was Councillor Young's posting of an inappropriate comment online about local company Trago Mills and making an inaccurate statement about the timing of the posting. The Monitoring Officer has recommended that Councillor Young should make an apology on her Facebook Councillor social media page with regards to the comments made about the local business.

3. 2021 CENSUS ENGAGEMENT

Attached is correspondence from the Census Partnership Team thanking the Council for assisting the 2021 census work and advising how to access census outputs in due course.

4. ACTIVE TRAVEL AND 20 IS PLENTY

Below is the response to the Council's recent correspondence on these matters from Ian Findler, Principal Transport Officer (Road Safety) at Cornwall Council.

Cornwall Council have recently completed a review of our existing 20mph policy and are developing an approach to rolling out 20mph's to align it with national guidance & best practice principles demonstrated in similar rural counties. Representatives from Devon & Cornwall Police, Public Health, Air Quality, Strategy and Design teams fed into early workshops to help shape this work. One of the outputs will be an assessment tool setting the criteria for both urban and rural applications in order to provide an effective and coordinated approach to 20mph limits. This will help to regulate

how we review sites consistently and define future delivery programmes based on available funding resource.

While our approach isn't based on setting 20mph as a default speed limit for residential and urban streets (keeping 30mph only by exception) it focuses on delivering the same objectives to create safer streets for non-motorised users. We want our streets to be greener, safer, healthier, and more accessible to our communities, especially where we expect to see vulnerable road users.

We are aware of rising calls from many Cornish communities towards setting area wide/default 20mph with many passing motions of support for this to happen. There is also growing support globally, there was a UN Global Road Safety Week in May 2021 called 'Streetsforlife' that was calling on policy-makers to limit speeds to 20 mph where people live, work and play. The focus was trying to garner policy commitments at national and local levels to deliver 20mph. The default approach is advocated by 20s Plenty but is not currently a national policy position.

The intention is for Cornwall Council's Economic Growth and Development Overview and Scrutiny Committee (EGD OSC) to scrutinise our proposed approach at their meeting on 5 October.

In the interim we will continue working on 20mph schemes that already have funding secured and the request for Falmouth & Penryn has been logged. We appreciate that this is as important for our communities as it is for Cornwall Council, and we ask for patience whilst we go through the necessary stages of development. Further information will be available once we are in a position to start assessing sites.

5. COMPREHENSIVE SPENDING REVIEW

The National Association of local Councils have urged the government to use the Comprehensive Spending Review and forthcoming levelling up and recovery white paper to help unlock and support parish power to level up and rebuild communities. The NALC sector submission argues that with the right support and collaboration – and by working together with NALC – the government has an opportunity to help local councils to do more and "provide the important local leadership needed to level up communities and ensure a social, as well as economic, recovery from the coronavirus pandemic".

6. 2022/23 BUDGET SETTING

Councillors are reminded to engage with the Chair of the Finance and General Purposes Committee and the Responsible Financial Officer regarding draft budget aspirations for 2022/23. The Council will look to agree its budget and make its precept call (the level of tax to be collected) by December 2021.

Mark Williams
Town Clerk
October 2021

cyfrifiad
census
2021

Dear Census Champion,

Now that the Census 2021 collection operation is coming to a close, the Office for National Statistics (ONS), who run the census in England and Wales, would like to take this opportunity to thank you and your organisation for your contribution to its success.

The response to Census 2021 has exceeded all expectations with households across England and Wales making sure they count when it comes to local services like school places, GP surgeries and hospital beds. As Jason Zawadzki, Deputy Director of 2021 Census Operations acknowledged: "I would like to thank you for your support over the last few months; it has been invaluable to us and contributed to the high response rates we have achieved. Your support in the lead-up to Census 2021 and in the period around Census Day has helped boost return rates. We're committed to making sure that the census includes everybody, and your work with us has been a crucial part of the picture".

What happens next?

ONS call the anonymised information it releases, *census outputs*. It plans to release the first set of census outputs to the public in spring 2022. More detailed outputs will be published over the following year. All of the information and analysis will be made available on a specially designed website. Click this link to learn more about the progress and development of the Census 2021 outputs.

Keeping in touch

As you know, the Census Engagement Manager role has come to an end, but ONS would like to keep in touch with you about how you can use census outputs and the future of the census. We need your permission to retain your details.

ONS would like to keep your contact details: name, organisation, email address/telephone, geographic region you operate in and type of community you work with. ONS will keep these details until the end of the current census programme which is in 2024. We will then contact you again to see if you would like to continue hearing from us. We will store your details in a secure database and not share them outside ONS and only use them to contact you about census related matters.

If you are happy for us to retain your details please email our Engagement team at 2021census.engagement@ons.gov.uk to give your confirmation. If you do not contact us, we will remove your details from our systems by the end of September 2021.
You can also request the removal of your details at any time through the same email address.

Thanks again for your invaluable support of Census 2021. Your efforts will help us produce outputs about your community and local area.

Best wishes

Census Partnerships team