

Confidential

**CampbellReith Carbon  
Reduction plan**

The Pathway to Net Zero

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Campbell Reith Hill LLP  
15 Bermondsey Square  
London SE1 3UN

T: +44 (0)20 7340 1700  
E: [london@campbellreith.com](mailto:london@campbellreith.com)  
W: [www.campbellreith.com](http://www.campbellreith.com)

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### Document Details

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## 1.0 OUR COMMITMENT TO ACHIEVING NET ZERO

As consulting engineers in the built environment we understand that we contribute to climate change and a range of other environmental impacts through our business activities. We know we're part of the problem, but we're working hard to also be part of the solution. The report below sets out our current carbon footprint for 2021-22 and outlines our commitment to meet the UK 2050 Net Zero Carbon target.

### 1.1 Our Emissions Reduction Targets

**1.1.1 By 2025:** Net zero for Scope 1 and 2 emissions.

**1.1.2 By 2030:** Net zero for Scope 3 emissions + Embodied carbon across projects to achieve 55% reduction on baseline, as a minimum.

**1.1.3 By 2035:** Embodied carbon across projects to achieve 65% reduction on baseline, as a minimum.

**1.1.4 By 2040:** Embodied carbon across projects to achieve 75% reduction on baseline, as a minimum and all CR designs to be Net Zero CarbonCover page styles.

**1.1.5** We have five offices occupied by the business, until 2023, with a total of 132 employees for the year reported. Our largest impact is expected to be through our primary business focus i.e. the design of building structures and supporting infrastructure and their embodied carbon. We see this as the key area where we can influence our clients' choices and help to move towards a low-carbon built environment. We are therefore concentrating on upskilling and moving towards full assessment and reporting of project embodied carbon. However, for the time being, as this is considered outside of the reporting requirements for PPN-0612 and as we have a limited and only shared contributory influence over the impact, we have excluded this from our emissions reporting.

### 1.2 Our Baseline Emissions and Current Emissions Reporting Year

#### 1.2.1 Scope 1 emissions = 48774 kg CO<sub>2</sub>e

Scope 1 emissions are those that we directly control including the burning of fossil fuels on site and emissions of F-Gasses from heating and cooling equipment.

#### 1.2.2 Scope 2 emissions = 16572 kg CO<sub>2</sub>e

Scope 2 emissions are from the energy or power we purchase in our case this is just electricity.

#### 1.2.3 PPN 0621 - Scope 3 emissions = 63418 kg CO<sub>2</sub>e

#### Full - Scope 3 emissions = 70218 kg CO<sub>2</sub>e

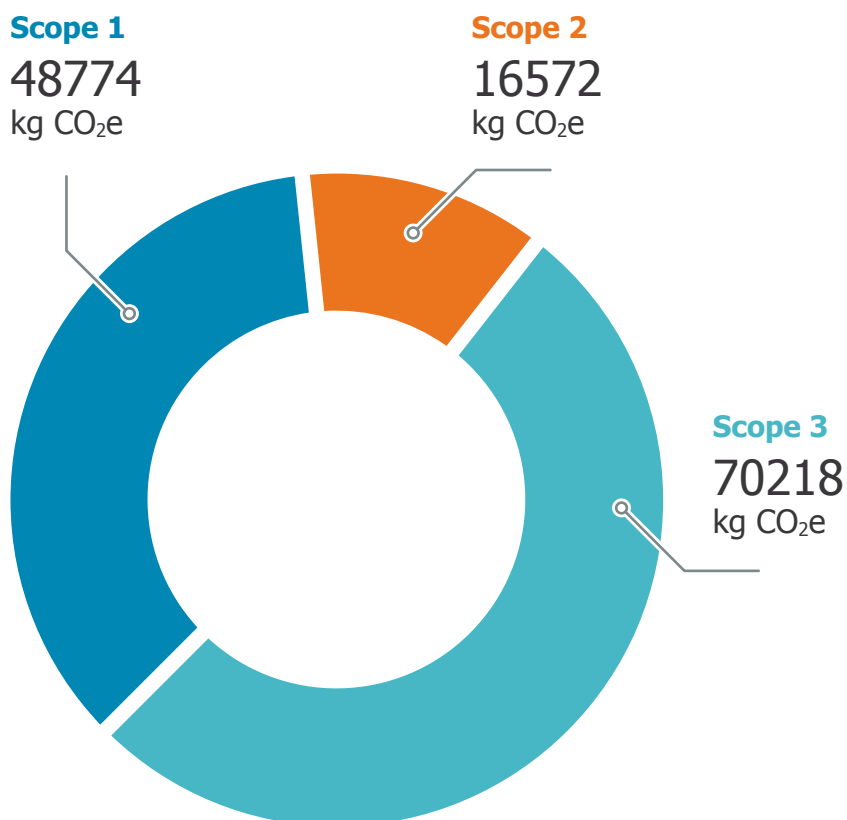
Scope 3 emissions are emissions in our value chain and the goods and services we purchase. These tend to be much larger than scopes one & two and we have less control over them. Our scope 3 emissions are other companies scope 1 & two emissions e.g. the CO<sub>2</sub>e arising from business rail travel is considered our scope 3 but if we travelled by rail it would be the rail companies scope 1 emissions.

For the purposes of PPN0621 reporting we have included the following sources of emissions:

- Upstream transport and distribution
- Waste
- Business travel
- Commuting
- Downstream transport

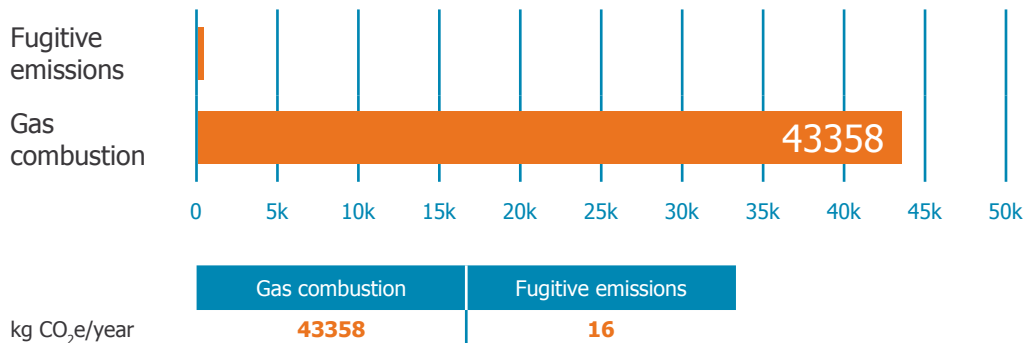
Our overall carbon footprint is as follows:

Overall CO<sub>2</sub> equivalent emissions for 2021-22  
**Total 130164 kg CO<sub>2</sub>e**



## 2.0 SCOPE 1 EMISSIONS

kg CO<sub>2</sub>e/year



### 2.1 Fuel Combustion

2.1.1 Gas is burnt for heating at all five of our offices.

2.1.2 All of our offices are leased and so we will consider moving to more energy efficient and low carbon offices as the lease terms end or when the business is restructured.

2.1.3 Burning natural gas is a carbon intensive way of heating a building and we will be looking at low carbon alternatives in the future such as air and ground source heat pumps and making improvements in building fabric and energy efficiency where possible within the terms of our lease agreements.

2.1.4 We have made the decision to close our Redhill office at the end of 2022 due to the effect of covid and the rise in home working and moved the staff to the more recently refurbished London office.

### 2.2 Company Vehicles

2.2.1 There are 10 company owned cars.

2.2.2 All Fossil fuel company owned or leased vehicles are being phased out and replaced with hybrid or fully electric vehicles with a maximum emission of 75g CO<sub>2</sub>e/km.

### 2.3 Fugitive Emissions

2.3.1 We have a total emissions of 16kg pa calculated by using the leakage rate assumption of 3g pa as per BREEAM guidance for hermetically sealed units.

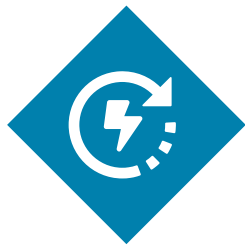
2.3.2 Whilst this is a small area of emissions compared with our use of gas, we are currently exploring ways to reduce or remove or switch to lower GWP F-gases in our heating and cooling systems.

### 3.0 SCOPE 2 EMISSIONS

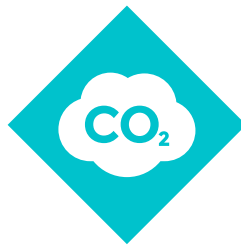
#### 3.1 Purchased Electricity

3.1.1 We purchased a total of 78047 kWh of electricity in 2021-2022 using the DEFRA conversion factor of 0.21233 this equates to 16572 kg of carbon.

3.1.2 We will be approaching all of our landlords for our leased properties to request we move to a zero carbon (100% renewables) tariff.



**78047**  
kWh Electricity



**16572**  
kg CO<sub>2</sub>e

4.0 SCOPE 3 EMISSIONS

4.1 Staff Travel to Work

4.1.1 Total CO<sub>2</sub>e footprint of 34578 kg CO<sub>2</sub>e

4.1.2 We surveyed all staff to determine the distance travelled and mode of transport when attending general place of work. The survey had 97 respondents out of 132 members of staff. And the results are extrapolated for all staff for the year.

4.1.3 As the charts show the dominant method of travel is by train. With significant distances being travelled by bus, cycling and walking. But in terms of carbon emissions travel by car (petrol and diesel) have the biggest impact by far outweighing the other modes of transport.

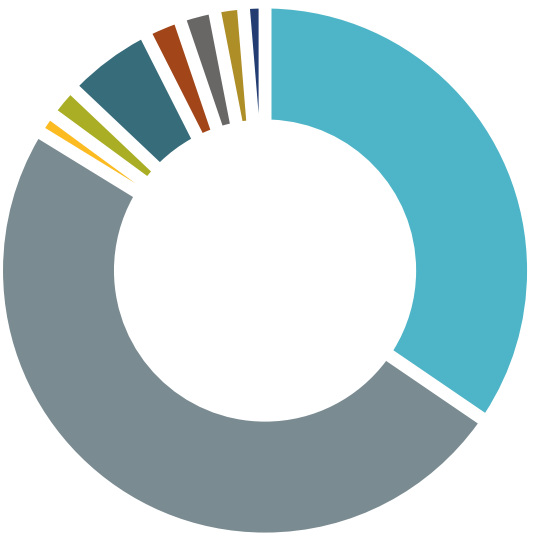
4.1.4 We are putting in place measures to promote low carbon forms of transport such as walking and cycling such as the cycle to work scheme and building staff awareness of the personal and environmental benefits of active travel.

Distance travelled (km) per year by commuting mode



|                |        |                    |        |
|----------------|--------|--------------------|--------|
| Walking        | 22584  | Train              |        |
| Cycling        | 30475  | National Rail      | 217622 |
|                |        | LR & Transit       | 32622  |
| Car            |        | London Underground | 15737  |
| Diesel         | 70989  | Local Bus          |        |
| Petrol         | 114523 | Outside London     | 2929   |
| Hybrid         | 496    | Inside London      | 4021   |
| Plug in Hybrid | 1986   |                    |        |

Global Warming potential (kg CO<sub>2</sub>e) per year by commuting mode



|                |       |                    |      |
|----------------|-------|--------------------|------|
| Walking        | 0     | Train              |      |
| Cycling        | 0     | National Rail      | 1941 |
|                |       | LR & Transit       | 243  |
| Car            |       | London Underground | 114  |
| Diesel         | 11957 | Local Bus          |      |
| Petrol         | 19963 | Outside London     | 84   |
| Hybrid         | 59    | Inside London      | 76   |
| Plug in Hybrid | 141   |                    |      |



## 4.2 Materials Produced

4.2.1 We bought approximately 27 kg of IT equipment (laptops, printers, screens etc) with a carbon footprint of 6801kg.

4.2.2 IT equipment has a very high level of embodied carbon due to the energy intensive processes needed to produce the equipment and component materials.

4.2.3 We send all our IT equipment for reuse or recycling.

## 4.3 Waste Disposal

4.3.1 We produced an estimated 42 tonnes of paper waste and 19 tonnes of general waste from our offices in the year.

4.3.2 This has a carbon footprint of 1284 kg CO<sub>2</sub>e.

4.3.3 The majority of the carbon is considered to be in the production of the material in question rather than the waste hence a relatively low carbon footprint per tonne of waste.

4.3.4 We will build staff awareness about recycling and waste minimisation.

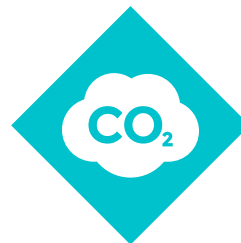
## Office Waste



**42000**  
kg paper waste



**19000**  
kg general waste



**1284**  
kg CO<sub>2</sub>e

#### 4.4 Business Travel

4.4.1 Total CO<sub>2</sub>e from the business travel is 27555 kg.

4.4.2 This equates to approximately 200 miles travelled per employee.

4.4.3 The rise in home working and online meetings is likely to decrease this figure.

4.4.4 We will encourage staff to use low carbon forms of business transport.

#### 4.5 Use of Sold Products i.e Project Designs

4.5.1 We are currently developing our project embodied carbon assessment capability and the database to enable future recording of baseline impact.

4.5.2 Future reporting will include this measure.

#### 4.6 Investments

4.6.1 Employees have self-invested personal pension plans (SIPP). Employees are able and encouraged to investigate and select sustainable funds.

## 5.0 CARBON REDUCTION PROJECTS

### 5.1 Completed Carbon Reduction Initiatives

5.1.1 In the future we hope to implement further measures such as:

- All of our offices are leased and so we will consider moving to more energy efficient and low carbon offices as the lease terms end or when the business is restructured.
- We will only procure battery electric or ULEV vehicles for the business in the future.
- We are currently exploring ways to reduce or remove or switch to lower GWP F-gases in our heating and cooling systems.
- We will be approaching all of our landlords for our leased properties to request we move to a zero carbon (100% renewables) tariff.
- We are putting in place measures to promote low carbon forms of transport such as walking and cycling such as the cycle to work scheme and building staff awareness of the personal and environmental benefits of active travel.
- We will build staff awareness about recycling and waste minimisation.
- We will encourage staff to use low carbon forms of business transport.

## 6.0 DECLARATION AND SIGN OFF

- 6.1 This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.
- 6.2 Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard and uses the appropriate Government emission conversion factors for greenhouse gas company reporting.
- 6.3 Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard.
- 6.4 This Carbon Reduction Plan has been reviewed and signed off by the LLP Members Board.
- 6.5 Signed on behalf of the Campbell Reith Hill LLP:



Jamie Siggers – LLP Member  
Date: 9th November 2022

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## London

15 Bermondsey Square  
London  
SE1 3UN

T: +44 (0)20 7340 1700  
E: [london@campbellreith.com](mailto:london@campbellreith.com)

## Birmingham

Chantry House  
High Street, Coleshill  
Birmingham B46 3BP

T: +44 (0)1675 467 484  
E: [birmingham@campbellreith.com](mailto:birmingham@campbellreith.com)

## Bristol

Unit 5.03,  
HERE,  
470 Bath Road,  
Bristol BS4 3AP

T: +44 (0)117 916 1066  
E: [bristol@campbellreith.com](mailto:bristol@campbellreith.com)

## Manchester

No. 1 Marsden Street  
Manchester  
M2 1HW

T: +44 (0)161 819 3060  
E: [manchester@campbellreith.com](mailto:manchester@campbellreith.com)

Campbell Reith Hill LLP. Registered in England & Wales. Limited Liability Partnership No OC300082  
A list of Members is available at our Registered Office at: 15 Bermondsey Square, London, SE1 3UN  
VAT No 974 8892 43