

AVON FIRE AUTHORITY

MEETING:	Policy and Resources Committee
MEETING DATE:	Wednesday, 1 October 2025
REPORT OF:	Chief Fire Officer /Chief Executive
SUBJECT:	Annual Environmental Report 2024/2025

1. SUMMARY

- Each year Avon Fire & Rescue Service (AF&RS) produces a report on the Service's environmental performance, initiative and plans.
- This report seeks to update the Committee on progress within the 2024/2025 financial year.

2. RECOMMENDATIONS

2.1 The Committee is asked to:

- a) Scrutinise the contents of this report.

3. BACKGROUND

- 3.1 In the 2024/2025 financial year positive improvements have continued to be made to the Service's environmental impact.
- 3.2 The Service is currently meeting the carbon emissions reduction target of 55% compared to the 2019/2020 baseline.
- 3.3 Progress continues in many areas to continue to manage the Service's environmental impact and further improve this.
- 3.4 It should however be noted that during the 2024/2025 year there were resource challenges within the Environmental team, and therefore some actions that had been planned for the year were unable to be progressed. As of the start of the 2025/2026 year the team is back up to full resource once again.

4. **FINANCIAL IMPLICATIONS**

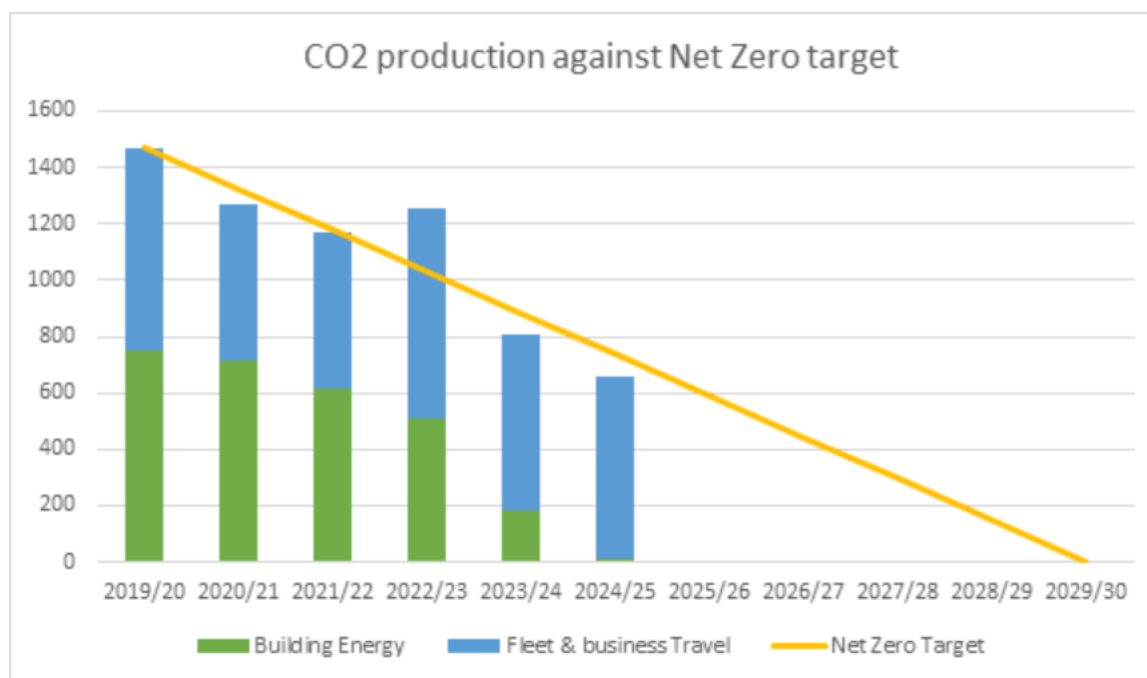
4.1 This report has no financial implications.

5. **KEY CONSIDERATIONS**

Net Zero Carbon by 2030 – Commitment progress

Performance Indicator	Target 2023/24	Actual 2023/24	Trend	Target 2024/25	Actual 2024/25	Trend
Carbon Emissions reduction from 2019/2020 baseline towards Net Zero by 2030	40%	54%	↑	55%	55%	↑

5.1 By the end of 2024/2025 emission reductions were on target, achieving a 55% reduction against the 55% target, based on a non-linear target per year from the 2019/2020 baseline.



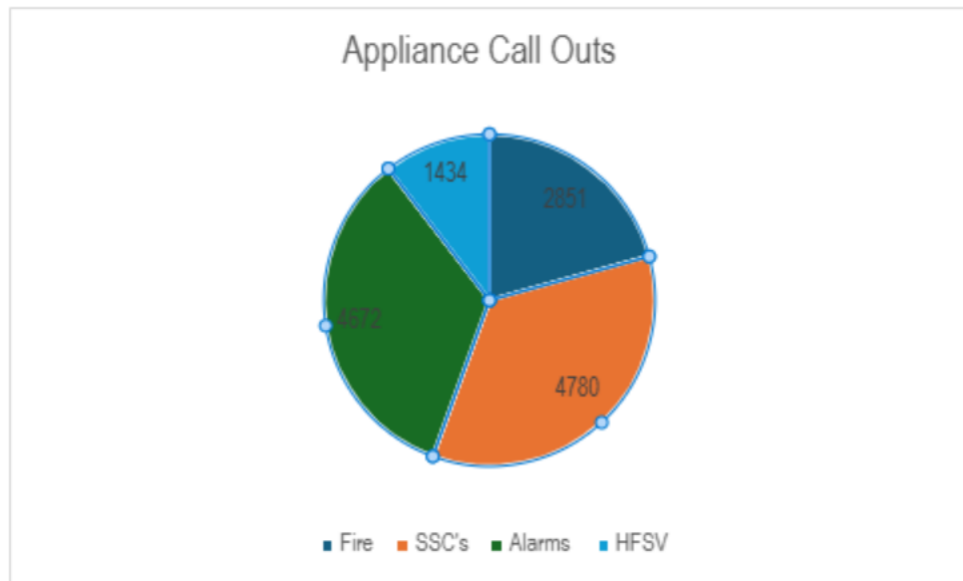
5.2 In 2024/2025, fleet emissions accounted for 98% of emissions and buildings accounted for 2%. Even though emissions have fallen in both areas, the carbon emissions for energy use across the estate is largely offset through renewable energy certification.

Estate performance

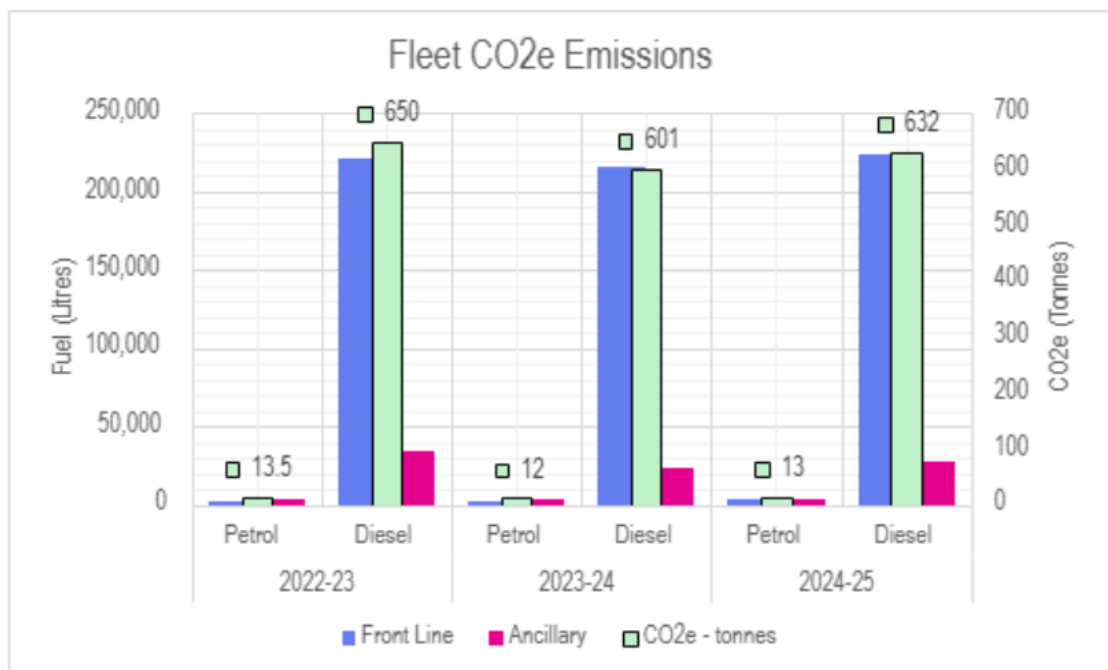
- 5.3 The emissions of the Service's estate continues to reduce significantly due to the continued investment in renewable energy generation and the capital programme of building improvements. Additionally, the Service has engaged further with Bristol City Council to secure energy providers who can certify that the electricity and gas utilised by the estate is produced via renewable means. The Service now has the requisite certificates to prove this. Due to this, the only reported Scope 1 and 2 emissions from the estate in 2024/2025 are attributed to heating oil usage at Lansdown and district heating at Temple, totalling 11 tonnes of CO₂. Heating oil usage is up on previous years due to a power surge in December 2024, temporarily taking the Air Source Heat Pumps offline, meaning the oil was needed for the first time since 2022.
- 5.4 Estate initiatives will continue to reduce energy consumption, through behavioural change, fabric improvements, the installation of renewable energy measures on sites and new technologies to unlock the lowest environmental impact during operation as possible.

Fleet performance

- 5.5 The carbon emissions of the fleet continue to fall due to a range of factors such as:
- i. Further introduction of low emission vehicles within the fleet.
 - ii. Reduction in mileage continuing due to embracing new ways of remote working.
- 5.6 However, the fleet continues to be faced with technological blockers to progress at significant pace. Electric appliances are currently being trialled within other Services with mixed results. Due to the costs involved in the research and development of such technologies the Service is not currently directly trialling any such technologies on front line appliances but continues to monitor progress within the market to identify opportunities when possible.
- 5.7 One such opportunity that the Service is looking to implement is the introduction of Hydrogenated Vegetable Oil (HVO) in place of diesel within the fleet. This is currently being adopted successfully within North Wales Fire Service. HVO utilises a waste product from the agricultural industry to fuel vehicles. The HVO can be used as a direct swap, with no need to modify any vehicles. As the fuel is a waste product it carries a much lower carbon factor on the carbon emissions calculation and will reduce emissions in those vehicles that can use HVO by up to 80%. During the 2024/2025 financial year, fleet have successfully trialled HVO in a training appliance with a Euro 6 engine and have begun trials in an older vehicle to establish the viability and scale of a potential roll out.



- 5.8 The majority of appliance movements are shown in the above graph, however this does not include community events, site specific risk information (SSRI) visits or school visits.
- 5.9 The below graph displays the amount of fuel used split between petrol and diesel, and split between front line and ancillary fleet. This results in the displayed CO2 emissions.



Demonstrating environmental leadership in the fire and rescue sector – Progress

- 5.10 The Service has continued to demonstrate environmental leadership in the sector over the past year, such as being pro-active in managing and reducing potential risks associated with the use of fluorinated firefighting foams ahead of legislative changes in July 2025.
- 5.11 Implementing new 'Simpler Recycling' legislation across the Service and supporting a community composting project by liaising with supplies and station crews to establish food waste collection at Bedminster station to support the project and strengthen community links.
- 5.12 As part of managing the historical risks associated with the fluorinated firefighting foam, a number of initial ground investigations have been completed at our highest risk sites. The results and recommendations of these reports will be considered and an action plan implemented within the 2025/2026 year.
- 5.13 Consistent environmental communications have kept staff informed of progress and initiatives that they can be involved in. This includes articles in the Shout and on the intranet sharing knowledge, litter picks, and updates in the sustainable travel initiatives.
- 5.14 Regular involvement with national and regional environmental and sustainability groups have ensured that the environment team have kept abreast of best practice and innovation in the sector.

Environmental performance

- 5.15 Other achievements against each of the Environmental Strategy's Strategic Aims include:
- 5.16 **Efficient and effective estate**
 - i. Biodiversity initiatives have included a 'No Mow May' approach across the estate, introduction of outdoor well-being areas in most stations with a focus on promoting nature, and an increased partnership with environmentally focused community groups in Pill who help to manage the outside space, promoting biodiversity.
 - ii. Pollution prevention measures taken include, Trade Effluent Consents present in all except three stations. The remaining stations are required to travel to local stations with consents in place to carry out washing, this reduces the risk of pollutants entering local water sources.
- 5.17 **Renewable energy**
 - i. The proportion of electricity demand met by on-site renewable sources in 2024/2025 was 21%.

- ii. Supply with 100% renewable electricity and 100% green gas in 2024/2025.
- iii. Within the 2024/2025 year the Feed in Tariff generated an income of £12,729.96 from solar installations.

5.18 **Cleaner transport and travel**

- i. The fleet team continues to procure lower emission vehicles with both electric and hybrid vehicles in Service replacing fossil fuel reliant vehicles.
- ii. Trials of HVO continue for operational vehicles.
- iii. Sustainable travel initiatives have continued to be promoted to staff, with both the cycle to work and electric vehicle (EV) salary sacrifice scheme being offered
- iv. The Electric Vehicle Salary Sacrifice Scheme review started toward the end of the 2024/2025 financial year and a staff survey completed to help inform options as part of a review of the scheme.

5.19 **Sustainable procurement in practice**

- i. Impact assessments are embedded throughout the Service, enabling environmental measures, concerns and opportunities to be considered throughout the procurement and tender processes.

5.20 **Ambitious environmental management**

- i. The environmental management system is now in place and being implemented as planned. Due to the Environmental Manager post being vacant, the 2024 annual Environmental Management System (EMS) Review was not completed. This is now scheduled for September 2025 to review the EMS and set new targets as appropriate.

5.21 **Environmental Strategy 2020/2030: Strategic aims**

- i. Due to the Environmental Manager post being vacant, and reduced team capacity in 2024/2025, the Strategic Aims were last updated in February 2024, however the progress and status were reviewed in March 2025. The aims tie into the Environmental Strategy (2020/2030), which is currently under review. Updates against each aim can be seen below.

Key Principle / Strategic Aim	Progress	Status
1. An efficient & effective estate		
Average Display Energy Certificate (DEC) rating of our estate to be B by 2030 (from C in 2020)	Average DEC rating B (46) – achieved ahead of target 2023	Achieved
Meet industry best practice benchmarks at all sites by 2025 (for water consumption)	Industry benchmarks not yet published. 24/25 6784 m3 water consumption, 13% saving vs 21/22	On track

Zero waste to landfill by 2025 (across all waste streams)	Aim embedded in main waste contract. No general waste going to landfill.	On track
To develop an organisational Biodiversity Strategy & action plan by 2023	Some measures taken e.g. tree planting; site plans to be integrated into Grounds Maintenance contract	Planned
All AF&RS new build projects from 2020 to be Net Zero carbon in operation	Embedded in original Bath & Weston Briefs - Bath redevelopment aligned with BREAM	In Progress
2. Renewable energy generation		
20% AF&RS' energy demand to be met from on-site generation by 2025	21% AFRS energy generated from solar PV & solar thermal systems (up from 11% in 2023)	Complete
Continued mains supply of 100% renewable electricity and 100% green gas	100% renewable electricity & green gas.	Complete
3. Cleaner transport & travel		
Estate-wide electric vehicle infrastructure network by 2023	EVCPs at all AF&RS sites	Complete
Over 30% of fleet vehicles to be low/ultra-low emissions by 2026	To be reviewed with Fleet Manager	Planned
4. Best practice in environmental protection		
100% alignment with Environmental Protection NatOG by 2022/23	Environmental Protection OINs complete	Complete
5. Sustainable procurement in practice		
Integrate sustainability risks and opportunities into all contracts by 2025	Work programme in progress, based on self-assessment Public Sector Flexible Framework – update required	On track
6. Ambitious environmental management		
Environmental Management System in place and certified to ISO14001 by 2022	EMS launched April 2023. 1st stage certification audit Sept 2023. On Hold from 2024 due to budget constraints.	Not Completed

6. RISKS

- 6.1 The activities undertaken in the 2024/2025 year continue to work towards managing CR21 on the corporate risk register.

7. LEGAL / POLICY IMPLICATIONS

- 7.1 The work carried out in 2024/2025 continued to ensure that the Service was compliant with all relevant environmental legislation.
- 7.2 Further investigation into the presence of fluorinated fire fighting foams in the environment around our stations continued, to ensure that the Service stays ahead of any legislative changes.

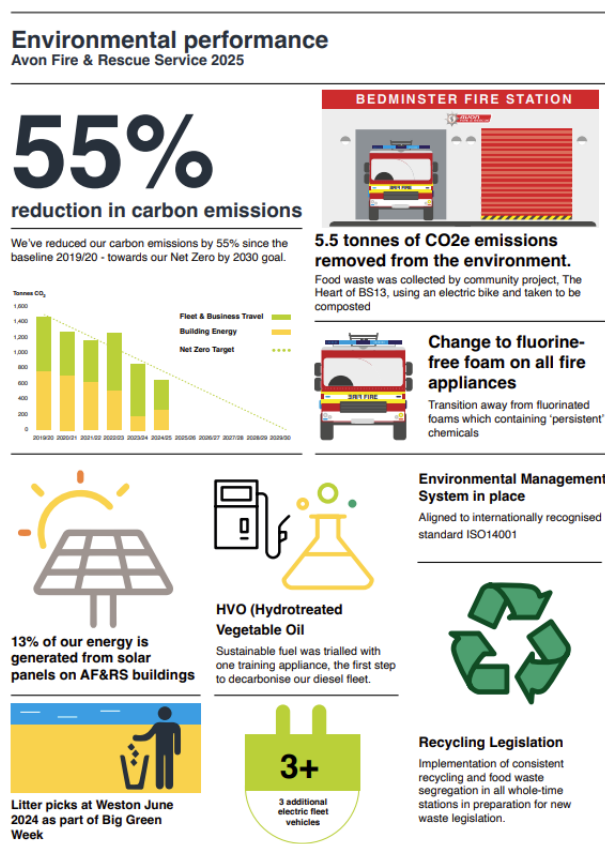
8. BACKGROUND PAPERS

- 8.1 [Policy and Resources Committee – October 2024 – Item 13](#)

9. APPENDICES

9.1 Updated Service infographic

- i. Each year the Service produces a summary infographic relating to environmental performance, this can be seen below.



10. REPORT CONTACT

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