

Carbon Reduction Plan

South Lincs Surveyors Ltd | UK operations | Right to Buy valuation tender

Plan information	Details
Supplier	South Lincs Surveyors Ltd
Reporting period and first baseline	1 October 2025 – 30 September 2026
Preparation date	23 October 2026
Reporting approach	First-year estimated inventory; operational control; UK activities only
Staffing and premises	Three staff; entirely home-based; no separate commercial office

1. Commitment to Net Zero

South Lincs Surveyors Ltd commits to achieving Net Zero greenhouse gas emissions from its UK operations by 2050 at the latest. The business will measure, review and reduce its emissions annually, prioritising avoidance and reduction of emissions over any future treatment of residual emissions.

In delivering valuations for Nottingham City Council, the business will support the Council's stated 2038 Net Zero ambition through efficient route planning, digital administration and the reduction of avoidable travel and waste. This is a commitment to support that Council target, rather than a representation that the company has already achieved or separately committed to Net Zero by 2038.

2. Organisational boundary and approach

The reporting entity is South Lincs Surveyors Ltd only. All three members of staff work from home, without a central office or regular home-to-office commute. No commercial heating supply is separately contracted. Vehicle travel is the principal identifiable carbon source: management expects approximately 24,000 business miles per annum in total, 16,000 in privately owned diesel cars and 8,000 in company-owned diesel vans. The mileage covers the entire company, including any work secured under this tender, and is not increased separately for Nottingham.

Company diesel vans fall within Scope 1 (direct emissions); business journeys in privately owned diesel cars fall within Scope 3 category 6 (business travel). Scope 2 covers electricity or other purchased energy within the company reporting boundary. Scope 3 includes the five specified categories set out below. Emissions are expressed as tonnes of carbon dioxide equivalent (tCO₂e), capturing the greenhouse gases represented by the relevant government factors.

Sources: Nottingham City Council, Appendix 1 (tender); Cabinet Office PPN 006 Technical Standard (2025); UK DESNZ GHG conversion factors 2026 (gov.uk).

3. Baseline and current emissions reporting

This is the business's first Carbon Reduction Plan. The first baseline and current reporting periods are therefore the same twelve months: 1 October 2025 to 30 September 2026. Because complete contemporaneous fuel, mileage, courier, waste and utility records have not been supplied for those months, the first-year inventory is reconstructed using management's annual business-mileage expectation and clearly stated proxy assumptions. The figures below are estimates, not claimed readings from actual historical records, and will be refined when an annual activity-data log is available.

Emissions source	Baseline 2025/26 (tCO ₂ e)	Current 2025/26 (tCO ₂ e)
Scope 1 — diesel company vans	3.311	3.311
Scope 2 — directly purchased electricity/energy ¹	0.000	0.000
Scope 3 — category 4: upstream transport/distribution ²	0.001	0.001
Scope 3 — category 5: waste in operations ³	0.026	0.026
Scope 3 — category 6: private-car business travel	4.446	4.446
Scope 3 — category 7: employee commuting ⁴	0.000	0.000
Scope 3 — category 9: downstream transport/distribution ⁵	0.000	0.000
Total mandatory Scope 3 categories	4.473	4.473
TOTAL REPORTED EMISSIONS (ESTIMATED)	7.784	7.784

Totals are calculated from the unrounded component values and may differ by 0.001 tCO₂e from sums of displayed rounded figures. The baseline and current columns intentionally match in this first-year CRP; this does not imply emissions have already fallen.

4. Basis of calculation and transparent assumptions

Category	Inputs, factor and method
Scope 1 — company diesel vans	8,000 business miles × 0.41386 kgCO ₂ e/mile (2026 UK average diesel van, up to 3.5 tonnes) ÷ 1,000 = 3.31088 tCO ₂ e.
Scope 2 — purchased energy ¹	Assumed nil: no separately metered commercial premises and, for this estimate, no utility supply purchased directly by the company. Electricity used in staff members' private homes is not automatically classified as company-purchased Scope 2 energy. Director to confirm the energy-purchase boundary.
Scope 3 category 4 — inbound goods ²	Illustrative allowance of 12 small deliveries of approximately 1 kg each, assumed to travel 100 km by diesel van: 1.2 tonne-km × 0.63511 kgCO ₂ e/tonne-km ÷ 1,000 = 0.000762 tCO ₂ e (reported 0.001). This is a modelling assumption, not a count from delivery records.
Scope 3 category 5 — operational waste ³	Illustrative allowance: 50 kg general waste to landfill × 520.58 kgCO ₂ e/tonne, plus 25 kg mixed paper/card recycling × 4.6536 kgCO ₂ e/tonne = 0.026145 tCO ₂ e (reported 0.026). Quantities and routes are provisional assumptions for home-based activity.
Scope 3 category 6 — business travel	16,000 miles in staff-owned diesel cars × 0.27786 kgCO ₂ e/mile (2026 UK average diesel car) ÷ 1,000 = 4.44576 tCO ₂ e.
Scope 3 category 7 — commuting ⁴	0.000: the three staff always work from home; no central workplace exists. Journeys to inspections are business trips, classified in Scope 1 or category 6. Optional emissions for domestic homeworking energy are not quantified.
Scope 3 category 9 — downstream distribution ⁵	0.000 provisionally, on the assumption reports are delivered electronically and no customer-paid physical distribution of products is carried out. Company-paid outbound courier activity, if identified, is captured in category 4.

5. Emissions reduction targets

The company intends to monitor emissions on a like-for-like UK organisational basis and sets the following targets against the first-year estimate of 7.784 tCO₂e. These are management targets, not a claim of reductions already delivered.

- By 2031: achieve at least a 15% reduction in absolute reported emissions, targeting 6.616 tCO₂e or below on the present boundary.
- By 2040: aim for at least a 40% reduction, targeting 4.670 tCO₂e or below on the present boundary.
- By 2050: achieve Net Zero UK greenhouse gas emissions, prioritising elimination and reduction of avoidable emissions.

Actual performance will be tracked annually against the baseline using recorded vehicle mileage and fuel, together with updated data for relevant utilities, waste and distribution. A material change in staffing, operations or accounting boundary will be explained in the annual update.

6. Measures to be used during delivery of the contract

Measure	How it will be applied and monitored
Home-based operation	Retain remote working where appropriate, avoiding a separate office and routine commuting emissions.
Journey planning	Group surveys and valuations geographically where possible, avoiding unnecessary revisits and duplicate journeys; record miles per instruction.
Efficient vehicle use	Maintain company diesel vans in accordance with servicing schedules and monitor fuel consumption; encourage efficient driving and tyre maintenance.
Digital-first administration	Use electronic reporting, appointment communications and secure document delivery where appropriate to reduce printing, postage and travel.
Waste reduction	Limit printing and consumables, favour reuse and recycling, and keep a simple annual estimate of business-generated waste.
Fleet replacement review	Consider fuel efficiency and suitable lower-emission vehicles when vans and cars are replaced, taking account of survey travel requirements.
Management oversight	Review mileage quarterly where practicable, retain underlying calculations and update the public Carbon Reduction Plan at least annually.

No ISO 14001, PAS 2060 or other environmental certification is asserted by this plan. Its actions are practical commitments proportionate to a small home-based valuation practice.

7. Director declaration and publication

The undersigned, on behalf of South Lincs Surveyors Ltd, confirms the organisational commitment to Net Zero by 2050, the use of the stated assumptions and methods to prepare this first-year estimate, and the intention to apply the listed measures during contract performance. The director is responsible for confirming that the home-energy, waste and distribution assumptions are reasonable for the business before signing and publishing this plan.

Following approval, the plan will be made publicly available on the company website and reviewed at least annually. Actual activity records will be used to improve the accuracy of the emissions inventory in subsequent reporting periods.

Approved on behalf of South Lincs Surveyors Ltd	
Name of director	__Jacqueline Allen__
Signature	 _____
Date approved	__23/10/2026__
Published on company website	__23/10/2026__