

Our Commitment
**To Carbon Zero
By 2050**

Introduction

Here at Linbrooke Services Ltd, we have set out to be the market leader in technology and connectivity integration across UK infrastructure and our people are at the heart of everything we do. Therefore, a key component to successful operations is ensuring we provide a healthy, happy and sustainable organisation for our employees to work within. At Linbrooke, we want our employees to be aware of the impact their work has on the environment, both positive and negative, and be aware that their work is contributing to a wider cause. This will ensure our projects will be delivered not only to a high standard for our clients, but sustainably and with minimal impact on the environment.

We understand the importance of working sustainably and with a low environmental impact, both for ourselves, the earth and our clients and customers. Our work directly and positively impacts both national and international infrastructure and therefore carbon reduction is a main component to operating sustainably.

Our Commitment To Net Zero By 2050

To achieve our Carbon Reduction Targets and deliver our carbon net zero strategy by 2050, we aim to work closely with our supply chain to significantly reduce the carbon emissions from our infrastructure and engineering activities. This includes the embodied carbon from our materials, our operational carbon from on-site activities and our emissions from maintaining the railway. It also includes moving to a circular economy where we keep materials and resources in circulation and waste to an absolute minimum.

Our Commitment to Net Zero is supported by our 3 year Planet Pillar Roadmap, which details actions and targets for achieving short term carbon reduction, and our commitment to reducing carbon in line with Science Based Targets.

To demonstrate our commitment to Carbon Reduction and achieving climate change mitigation, please find within this plan our strategy and evidence on our approach to reducing energy consumption, carbon emissions and waste.

Our Carbon Reduction Plan, which is supported by our Planet Pillar roadmap, is well aligned to the Procurement Policy Note 06/21. Within our action plan we ensure that our commitment to NetZero and our Science Based Targets are taken into account during the Procurement of relevant contracts. This is supported by our supplier PQQ, where suppliers are asked for information on their environmental management, alignment to ISO 14001 as well as their plans for carbon reduction.

Science Based Carbon Reduction Targets

In 2022 Linbrooke launched our Safety & Sustainability Strategy which is based on 6 pillars, one of which is "PLANET". Each pillar has a 3-year road map which demonstrates our ongoing commitment to reducing our negative environmental and social impacts and leaving a lasting positive legacy on all projects. One of our first actions is committing to Science Based Targets, which will contribute to the Network Rail Environmental Sustainability Strategy target of 75% of suppliers having Science Based Targets by 2025. Further targets will focus on culture, including our impact on local communities.

Therefore, In 2022, Linbrooke have committed to carbon reduction in line with Science Based Targets which will see our carbon emissions reduced by 42% by 2030 based on a 2021 baseline. We are confident in achieving this reduction as the past 2 years have seen significant improvements in our carbon monitoring program and environmental data collection, with monthly figures on all carbon, energy and waste outputs rigorously collected and analysed.

Our Science Based Target commits Linbrooke to aiming for an annual 5.25% annual reduction in carbon emissions until 2030.

2022 - 2030 Action Plan

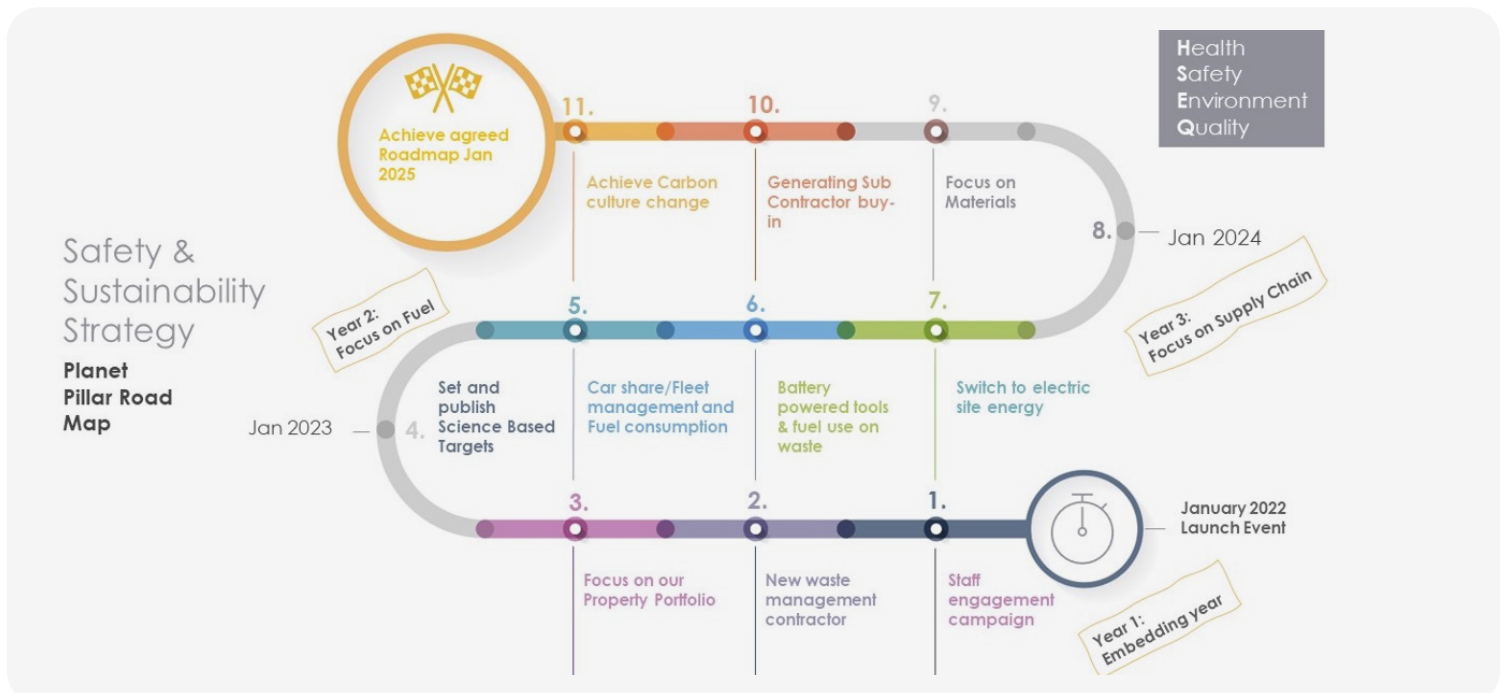
Linbrooke recognise that over 85% our carbon footprint is in relation to our transport-related fuel use. Due to the nature of many of our smaller projects, we have a significant number of smaller, transient sites that require daily travel. Therefore, a focus of our 3 year Planet Pillar roadmap is fuel use, including targeting improvement in the following areas:

- ✔ Establish baseline data
 - ✔ Implement high-quality data collection and monitoring
 - ✔ Implement staff training and briefings to increase engagement
 - ✔ Focus on property portfolio: roll out 100% renewable electricity contract
 - ✔ Commit to Science Based Targets
- 2022**
- ✔ Review fleet management and plans for future fleet e.g. electric vehicle uptake
 - ✔ Implement car sharing scheme
 - ✔ Review sustainable travel management
 - ✔ Reduce site fuel use including increasing use of hybrid/electric site generators
- 2023**
- ✔ Implement zero idling campaign
 - ✔ Pilot battery powered tools
- 2024**
- ✔ Begin acquisition of scope 3 data
 - ✔ Work with our procurement team and suppliers to obtain high quality carbon data for material
 - ✔ Review 3 year roadmap progress
- ✔ Update and publish Planet Pillar Roadmap for 2025-2030
 - ✔ Establish further short term targets to support 2030 carbon target
 - ✔ Establish company position on carbon offsetting
- 2025**
- ✔ Implement new roadmap to achieve Science Based Targets
 - ✔ Review and publish process on Science Based Targets
- 2025 - 2030**
- ✔ Achieve 40% ULEV/ZEV vehicles in fleet by 2028
 - ✔ Implement further targets if required
 - ✔ Create and publish 2030-2050 Net Zero Roadmap
- 2030 - 2050**
- ✔ Implement and continually review Roadmap to Net Zero

2023 Progress To Date

Linbrooke have already successfully implemented the following initiatives which have contributed to our overall reduction in carbon emissions:

- ✔ In 2023 LSL undertook a review of their fleet management and plans for future fleet e.g. electric vehicle uptake and decided to aim for a target of 40% ULEV/ZEV vehicles in the fleet by 2028
- ✔ The business briefed out and encouraged car sharing scheme on a wider scale across more projects
- ✔ The use of hybrid/electric site generators also increased with a preference on these over standard generators now given as standard when hiring new equipment



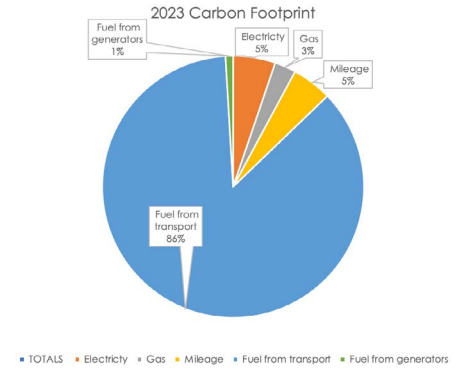
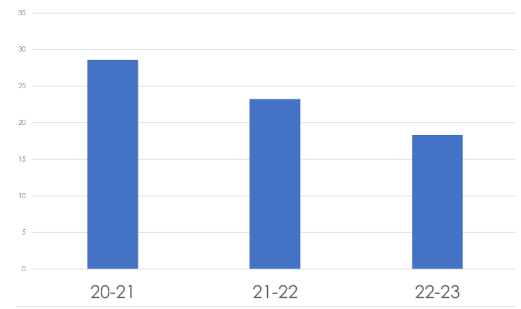
Our Carbon Footprint

In previous years, we have seen significant reduction in carbon emissions against our turnover, demonstrating the growth of the business whilst sustaining low environmental impact operations.

Between the financial year 20-21, and 22-23, we saw a 35% reduction in carbon per £1m turnover, despite a ramp-up in operations following the impact of the COVID-19 pandemic on 2020 operations. Furthermore, in 2023 we saw significant reduction in carbon emissions against our turnover, demonstrating low-impact sustainable business growth. In 2023, we achieved a 3.46% gross total reduction in carbon compared to 2021.

Although this is a positive reduction, more progress is required and therefore Linbrooke are going to implement a further focus on their fuel use from transport in the coming year to realise a larger reduction in carbon from transport.

Tonnes Carbon per £1m Turnover



Baseline Emissions Footprint

Baseline Year: 2021

Emissions	TOTAL (tCO ₂ e)
Scope 1	1,301.92
Scope 2	66.81
Total	1,368.73

In order for Linbrooke to achieve their Science Based Target for 2030, we aim to achieve a 5.25% reduction in carbon emissions every year until 2030. This will be followed by further annual reductions over 20 years, and the potential to offset residual carbon, in order to achieve Net Zero by 2050.

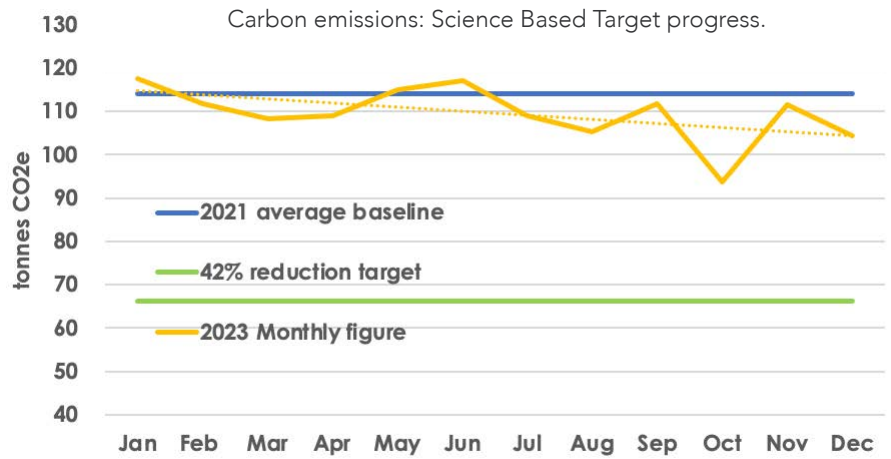
In 2023, we achieved a gross 4% reduction in our carbon footprint compared to our 2021 baseline. Linbrooke recognise this is shy of our 5.25% annual reduction target. This is due to the significant impact of our fuel use on our carbon reduction targets which is an area which requires significant focus and investment. However, we are undertaking a full review of this in 2024 and we are confident that given this focus we can implement a plan to ensure our ongoing carbon reduction targets can still be achieved.

Baseline Emissions Footprint

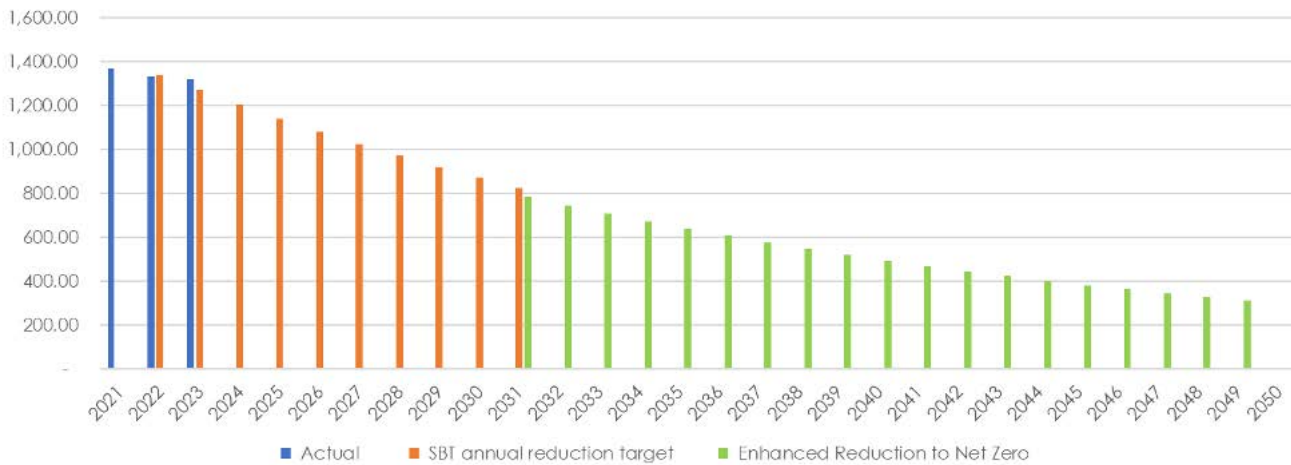
Reporting Year: 2023

Emissions	TOTAL (tCO ₂ e)
Scope 1	1252.45
Scope 2	68.98
Total	1,321.42

The below graph demonstrates our 2023 carbon emissions in comparison with our carbon targets and 2021 baseline.



Linbrooke Net-Zero Carbon Forecast



Circular Economy

Linbrooke are committed to implementing a waste management strategy that enables the connection between high-quality, on-site waste management and our projects. As such, material acquisition and disposal will implement methods that reflect a circular economy. This will include reviewing the potential to use recycled or surplus materials instead of purchasing virgin materials. Where this isn't possible, sustainably manufactured and locally sourced materials will be preferred.

Furthermore, where there are surplus materials at the end of the project, transferal of these materials to Network Rail's SUR+ program will be prioritised to allow the materials to be re-used again. If this is not a possibility, the materials and waste will be disposed of at an authorised recycling facility. This aims to promote a circular economy and ultimately reduce the amount of waste going to landfill and incineration, which emits the highest amounts of carbon.

As part of the recent Eastern Region MK1 Level Crossing Barrier Renewals Project 100% of the redundant barrier machines were fed back into Network Rail as strategic spares and care taken not to damage them during recovery.

Energy Management System

Included in our ISO 14001 accredited EMS is our energy management system, which includes monthly monitoring of energy consumption across all divisions. These are analysed for ongoing trends and linked to opportunities for energy reduction and improvements.

Carbon Reduction Performance Over The Last 5 Years

Linbrooke can demonstrate a reduction in tonnes of carbon per £1m turnover for the last three years in a row, with a near 35% reduction in tonnes of carbon per £1m turnover between the years 21-22 and 22-23. This demonstrates an overall increase in carbon efficiency with our increasing workload.

Example 1: Improving Energy Efficiency

Site welfare facilities are typically comprised of diesel generated self-contained cabins. However, low carbon solar powered hybrid welfare cabins are preferred on Linbrooke sites, which are backed up by a bespoke 12v super silent generator which stops and starts as required, to reduce operational risk as well as carbon emissions. The cabins are fitted with low voltage LED lighting throughout, to ensure that the renewable energy is used efficiently and welfare requirements are not sacrificed, as hot and cold running water is available in both the canteen and toilet area. Use of these types of cabins emits 16.28kg of carbon emissions on average over a 45 hour working week, in comparison to 450kg for the standard diesel powered cabins. Use of these welfare units save over 95% of carbon with benefits including:

- Lower operational cost and more efficient use of energy
- Low carbon footprint of project, in scope with Network Rail's net zero by 2050 target
- Lower noise, nuisance and complaints plus reputational benefits

Additionally, Linbrooke's office at Brent Cross is partially powered by solar energy and as part of the West Hampstead Life Extension Project we are trialling the use of an Electric Van which has the added benefit of not attracting London Emission Zone Charges.

Electric Vehicle Charging points are installed at Linbrooke's offices as the number of hybrid vehicles in the fleet is continually increasing.



Example 2: Reducing Material Consumption & Waste

West Hampstead Life Extension is a large-scale life extension project within the Eastern Region that involves upgrading location cases and associated cabling/route works. The scope requires interventions over long distances of railway, so efficiency and sustainability is a key factor to success.

Traditionally, when upgrading old assets, designing out waste may not be possible. Direct re-use of broken cable or redundant assets for example is not possible. Innovative waste solutions must therefore be sought to ensure zero waste to landfill. On the West Hampstead life extension project part of the renewals included the removal of large volumes of redundant cables. The project team worked in conjunction with SEVA Rail to utilise a system that converts redundant recovered cables into rubber compound and metal granules. These are both 100% recyclable and zero waste to landfill.

This same project also designed out waste through the use of an Anchor Foundation System as an alternative support system for Location cabinets. The PM team identified a new and innovative piling method for the foundation systems that provides an alternative to digging up vast areas of earth and filling with concrete. Instead, the latest screw anchor piles are used, that provide a support system for the location cabinets but do not require concrete. This reduces embodied carbon by 73%.

Furthermore, this design solution can be implemented without the need for RRVs. This combined with the reduced timescale for installation results in costs up to 40% lower than those of a conventional solution. On the 2nd of December 2021 this method was trialled as Linbrooke installed the piles for the first new location cases at Harlington as part of the Flitwick Interlocking Intervention. The trial was a success and despite freezing cold conditions, the team achieved the full scope of 4 piles installed in a single midweek rules of the route possession.

The West Hampstead Life Extension project team at Brent Cross, has reduced their material waste further by creating a break out seating area outside the office through the re-use of redundant cable drums, which also provides a secluded area for staff to have a break.

Low Cost / Low Carbon
Location Staging



Linbrooke Brent Cross
Depot



Declaration & Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

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.

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.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body)

Signed on behalf of the supplier:

Simon Noble
Director

Date: 4th April 2024

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