UTTLESFORD DISTRICT COUNCIL GREENHOUSE GAS EMISSIONS ANNUAL REPORT – 2022/23

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Uttlesford District Council Greenhouse Gas Emissions Annual Report – 2022/23

Uttlesford District Council declared a climate emergency in 2019 and has pledged to take local action to prevent a climate and ecological catastrophe through the development of practices and policies,with an aim to achieving net-zero carbon status by 2030 and to protect and enhance biodiversity in the district.

Details on the projects and policies in place to achieve these goals can be found in the Climate Change Action Plan.

Headline data

Emissions data	2022/23	2021/22	2020/21	2019/20	2018/19	2017/18	2016/17	2015/16	2014/15	Baseline year 2006/2007
Scope 1 (tonnes CO_2e)	1,768	1,602	1,599	1,714	1,926	1,903	1,790	1795	1,972	2,311
Scope 2 (tonnes CO_2e)	205	188	185	328	285	273	348	417	458	797
Scope 3 (tonnes CO_2e)	29	24	21	73	80	132	90	97	58	163
Total gross emissions (tonnes CO_2e)	**2,002**	**1,814**	**1,805**	**2,115**	**2,291**	**2,308**	**2,228**	**2,309**	**2,488**	**3,271**
Carbon offsets/ green tariffs (tonnes CO_2e)	-765	-802	-676	0	0	0	0	0	0	0
Total annual net emissions (tonnes CO_2e)	**1,237**	**1,013**	**1,129**	**2,115**	**2,291**	**2,308**	**2,228**	**2,309**	**2,488**	**3,271**
UDC emissions per household (Kilos)	31.1 kg	26.0 kg	29 kg	55 kg	60 kg	61 kg	60 kg	66 kg	72 kg	
Households on Electoral Role	39,743	38,965	38,956	38,567	38,350	37,934	36,991	35,110	34, 610	

Supporting explanations

1. Company Information
Uttlesford District Council, Council Offices, London Road, Saffron Walden, Essex CB11 4ER

2. Reporting Period
The reporting period is 1st April 2022 to 31st March 2023.

3. Changes in Emissions
Scope 1 Emissions - Vehicle Fleet Our Housing Repairs services were outsourced to Uttlesford Norse Limited in 2019 and from April 2020 Norse were made responsible for the purchase of vehicle fuels. In addition to this several waste services within the district, provided by Essex County Council, have closed which has meant that our waste fleet now has to travel more miles to dispose of waste. This accounts for an increase in fuel purchased for fleet vehicles.

Taking account of the updated fuel emissions for waste services, we have made a commitment to developing a detailed vehicle fleet decarbonization plan, identifying both short and long term actions, and the investment needed to decarbonize the fleet by 2030.

Purchased Electricity We switched to a green tariff in 2019, which accounts for the reduction in CO_2e. Our new depot site at Little Canfield has now come into operational use but no electricity usage data has been made available yet. Once this is set up this will be included in next year's report.

Natural Gas Our Little Canfield site has recently become fully operational which has resulted in a slight increase in gas usage due to heating and operations within our in-house workshop.

Scope 3 Emissions - Business Travel Our business mileage emissions remain significantly lower than they were pre-COVID-19 pandemic. However, this trend is slowly reversing and there is a noticeable increase in business travel. This increase may be attributable to the return of council services and operations post-COVID. We will be taking further action to fully understand this trend and what additional measures or interventions can be introduced to mitigate carbon impacts from business travel.

4. Approach

We have followed the government's guidance on how to measure and report greenhouse gas emissions. Conversion factors are used for the appropriate financial year as set out in the government conversion factors for company reporting guidance published on GOV.UK.

In line with guidance, the factors from the calendar year in which the greatest portion of your data falls are applied, accordingly the conversion factors for 2022 are used for this report.

5. Organisational boundary
We have used the financial control approach.

6. Operational scopes
We have measured our scope 1, 2 and significant scope 3 emissions. Since March 2020 almost all staff have worked from home.

7. Base Year
Our base year is 2005/06.

8. Targets

Our emissions reduction target is to reduce our global GHG emissions, scopes 1, 2, and 3 (for scope 3 only those emissions which relate to business travel) to net zero by 2030.

Peter Holt, Chief Executive is responsible for the achievement of the target.

We have committed to developing a detailed decarbonization plan for buildings and fleet to understand the critical path to achieving net zero by 2030 and the investment needed to deliver this.

9. Intensity measurement

Although our emissions target is an absolute target, we believe that including a measurement which is relative to our operations will help us to assess our performance and trajectory in reaching our target.

We have chosen the number of households within the district as the normalising factor since this variable is most relevant to the scale of our operations. For instance, the more homes there are in the district, the more miles our refuse vehicles must travel. This metric should not be confused with data available elsewhere that reports household consumption emissions.

The data on property count is sourced from the electoral roll and is submitted to government on December 1st each year. We calculate the emissions per household by dividing total the total carbon footprint of the district council by the total number of households in the district.

10. Carbon offsets

We have not purchased carbon credits. This is an option of last resort as we are seeking to focus on the decarbonisation of our own operations rather than offsetting our emissions. We will be reviewing this in future years.

11. Green tariffs

We have purchased a green tariff which reduces our GHG emissions by 100% (electricity) and by 72% (gas). We purchased all our electricity from NPower. We use their REGO backed tariff for electricity.

Calculation details: Detailed data 2022/23

Emissions Data 2022/2023	Unit of Measurement	Units	Conversion factor in CO_2e (Kilos)	Emissions CO_2e (Kilos)
Scope 1				
Natural Gas	kWh (Gross CV)	4,267,929	0.18254	779067.76
Gas Oil	kWh (Gross CV)	0	n/a	0
Vehicle Fleet	Litres Diesel (average biofuel blend)	386,654	2.55784	988999.067
	Litres Petrol (average biofuel blend)	991.22	0.24115	239.032703
Total Scope 1 (Kilos)				1768305.86
Total Scope 1 (Tonnes)				**1768**
Scope 2				
Purchased Electricicty	kWh	1,058,575	0.19338	204707.234
Total Scope 2 (Kilos)				204707.234
Total Scope 2 (Tonnes)				**205**
Scope 3				
Business Travel	Miles traveled average Diesel car	44607	0.27492	12263.3564
	Miles traveled average Petrol car	54246	0.27436	14882.9326
	Miles traveled average Electric car	10242	0.07578	776.13876
	Miles traveled average Hybrid car	3477	0.19318	671.68686
	Miles traveled average Ethanol car	184	0.27465	50.5356
Total scope 3 (Kilos)				28644.6502
Total scope 3 (Tonnes)				**29**
Gross annual net emissions tonnes				**2002**
Offsets (tonnes)				
Carbon Offsets				
Green tariff electricity	100% Offset			205
Green tariff gas	72% Offset			560.928787
Total offsett				**765**
Total annual net emissions tonnes				**1237**
Households on Electoral Role		39,743		

Conversion factor source: [Government conversion factors for company reporting guidance](#) on GOV.UK.