UTTLESFORD DISTRICT COUNCIL GREENHOUSE GAS EMISSIONS ANNUAL REPORT – 2023/24

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Uttlesford District Council Greenhouse Gas Emissions Annual Report – 2023/24

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 and Biodiversity Action Plan.

Headline data

Emissions data	2023/24	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 CO₂e)	1,634	1,768	1,602	1,599	1,714	1,926	1,903	1,790	1795	1,972	2,311
Scope 2 (tonnes CO₂e)	255	205	188	185	328	285	273	348	417	458	797
Scope 3 (tonnes CO₂e)	28	29	24	21	73	80	132	90	97	58	163
Total gross emissions (tonnes CO₂e)	1,917	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 CO₂e)	-656	-765	-802	-676	0	0	0	0	0	0	0
Total annual net emissions (tonnes CO₂e)	1,261	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)	30.9kg	31.1 kg	26.0 kg	29 kg	55 kg	60 kg	61 kg	60 kg	66 kg	72 kg	
Households on Electoral Role	40,684	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 2023 to 31st March 2024.

3. Changes in Emissions
<u>Scope 1 Emissions - Vehicle Fleet</u> The closure of several waste services within the district, provided by Essex County Council, has meant that our waste fleet has had to continue to travel more miles to dispose of waste. This accounts for an increase in fuel purchased for fleet vehicles since 2021.

The total litres of Diesel purchased is slightly lower than expected which may be due to the disruption in waste collections experienced in February when the Council waste fleet were off the road for two weeks. During this period alternative providers carried out district waste collections, and it has not been possible to obtain data on fuel use. There has been an increase in the litres of Petrol used by our grounds team.

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

<u>Natural Gas</u> Our natural gas emissions are slightly less this year than previously.

<u>Scope 2 Emissions - Purchased Electricity</u> We switched to a green tariff in 2019, which accounts for the reduction in CO_2e. The report shows an increase in electricity usage. Our depot at Little Canfield is now fully operational and the report includes 12months of energy consumption data. For the first time energy consumption data is included from our Walpole Meadow Offices.

<u>Scope 3 Emissions - Business Travel</u> UDC's business mileage emissions remain significantly lower than they were pre-COVID-19 pandemic and total annual business mileage this year remains low.   In January 2024 we introduced a staff corporate account for the Saffron Walden EV car club vehicle, to further support a reduction in carbon emissions from business travel. We anticipate this impact will be even greater in the 2024/25 report, when the EV car club will have been operational for more than 12months.

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 <u>government conversion factors for company reporting guidance</u> 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 2023 are used for this report.

<u>2023 Government Greenhouse Gas Conversion Factors for Company Reporting: Methodology Paper for Conversion Factors</u> on GOV.UK. Section 5 has extensive narrative about uplift to create 'real world' impact data.

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, with a small number of staff working in a council office on a regular basis.

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.

UDC have commissioned a study to develop a detailed decarbonisation plan for its key buildings and will do the same for its 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 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 2023/24

Emissions Data 2023/2024	Unit of Measurement	Units	Conversion factor in CO₂e (Kilos)	Emissions CO₂e (Kilos)
Scope 1				
Natural Gas	kWh (Gross CV)	4,155,913	0.182928927	760236.706
Gas Oil	kWh (Gross CV)	0	n/a	0
Vehicle Fleet	Litres Diesel (average biofuel blend)	347,270	2.512063885	872364.425
	Litres Petrol (average biofuel blend)	1051.34	2.097473128	2205.1574
Total Scope 1 (Kilos)				1634806.29
Total Scope 1 (Tonnes)				**1634**
Scope 2				
Purchased Electricicty	kWh	1,229,097	0.207074	254514.032
Total Scope 2 (Kilos)				254514.032
Total Scope 2 (Tonnes)				**255**
Scope 3				
Business Travel	Miles traveled average Diesel car	42,378	0.273316	11582.5854
	Miles traveled average Petrol car	55,363	0.263787	14604.0397
	Miles traveled average Electric car	10,627	0.088186	937.152622
	Miles traveled average Hybrid car	3,236	0.191468	619.590448
Total scope 3 (Kilos)				27743.3682
Total scope 3 (Tonnes)				**28**
Gross annual net emissions tonnes				**1917**
Offsets (tonnes)				
Carbon Offsets				
Green tariff electricity	100% Offset			255
Green tariff gas	72% Offset			547.370428
Total offsett				**656**
Total annual net emissions tonnes				**1261**
Households on Electoral Role		40,684		

Conversion factor source: Greenhouse gas reporting: conversion factors 2023 on GOV.UK.