Greenhouse Gas Emissions Report 2024-25

Leicestershire County Council

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Introduction

Leicestershire County Council ('the Council') is committed to measuring and reporting its environmental performance in order to better understand its impacts and to monitor progress towards the targets in its 2018-2030 Environment Strategy.

This report focusses on the Council's own operational greenhouse gas (GHG) emissions for the 2024-25 reporting period and the Council's 2035 net zero policy, which includes emissions from council buildings, fleet vehicles, streetlighting and traffic signals, business travel, water and waste. The full scope of emissions included in this report are provided in Appendix 1.

The Council has followed the Government's Environmental Reporting Guidelines, published by BEIS and DEFRA (2019), alongside international best practice guidance from the Greenhouse Gas Protocol.

In accordance with Government recommendations, this report is published on the Council's website.

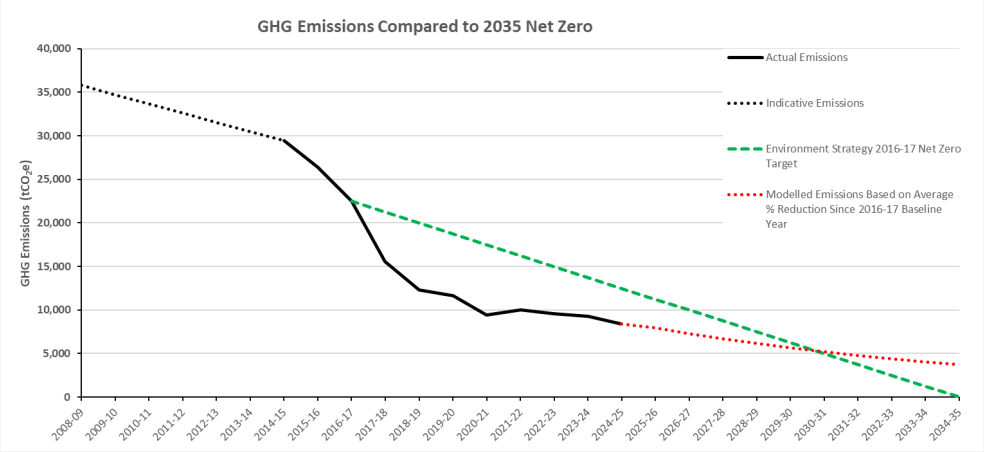
2. Headline Figures

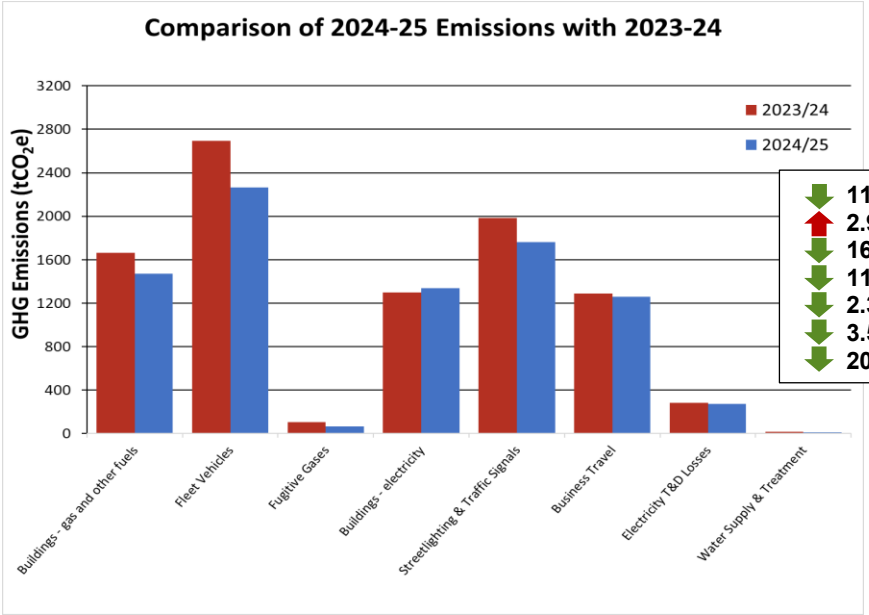
Total net 2024-2025 GHG Emissions
8,404 tCO_2e

76.5% reduction since 2008-09 baseline

9.5% decrease compared to 2023-24

- ✓ **871 tCO_2e** reduction since 2023-24
- ✓ Reductions across buildings gas, business travel, streetlighting & traffic signals and fleet.
- ✓ Emissions from fleet vehicles reduced by **16%,** mainly due to the use of hydrotreated vegetable oil (HVO) fuel.
- ✓ **595 tCO_2e** emissions avoidance through the use of on-site renewable energy.
- ✓ **3,406 tCO_2e** below net zero target for 2024-25





- **11.7%** Building - Gas and other fuels
- **2.9%** Building - Electricity
- **16%** Fleet Vehicles
- **11.3%** Streetlighting & Traffic Signals
- **2.3%** Business Travel
- **3.5%** Electricity T&D Losses
- **20.5%** Water Supply and Treatment

3. Organisation Information

Leicestershire County Council is the local government authority that provides council services within the Leicestershire area.

Registered address is:
County Hall
Glenfield
Leicestershire
LE3 8RA.

Leicestershire County Council does not operate outside the UK, all emissions are UK based.

Reporting Period

1 April 2024 to 31 March 2025

Organisational Boundary and Operational Scope

The organisational boundary for reporting the Council's GHG emissions, for its own operations and activities, is operational control.

The operational scope includes direct emissions resulting from owned and leased assets such as buildings and fleet vehicles where the Council is in operational control and is responsible for the purchase of energy or fuel (scope 1). The scope also includes indirect emissions from purchased electricity for buildings, streetlighting and traffic signals (scope 2), as well as emissions from business mileage (grey fleet), transmission and distribution losses for electricity consumption, water supply and treatment, and waste (scope 3).

The Council has excluded GHG emissions from schools (all scopes) and contracted services such as waste disposal and business travel by public transport (scope 3), due to the cost of data collection and/or its availability. The Council has also excluded the emissions resulting from activities undertaken by contractors, due to the limited requirements for contractors to annually monitor energy and fuel usage within existing contracts.

All greenhouse gas emissions are expressed as tonnes of carbon dioxide equivalent (tCO_2e).

See Appendix 1 for more information about scopes and sources of emissions, alongside commentary describing the basis for inclusion or exclusion within the Council's GHG footprint.

Baseline Emissions Year and Targets

The adopted baseline year is 2008-09, which the Council set in its 2011 Environment Strategy using a fixed base year approach.

Where there are relevant significant changes in the factors that informed the calculation of the base year emissions that result in a greater than 5% cumulative change in the total base year emissions, then the emissions for the base year and the year prior to the reporting year will be recalculated.

The Environment Strategy 2018-2030 includes a commitment to reduce carbon emissions from the Council's own operations to net zero.

Joanna Guyll, Assistant Director for Environment and Waste, Environment and Transport Department, is responsible for the achievement of the target.

Calculation Method

The Council has followed the Government's Environmental Reporting Guidelines, published by BEIS and DEFRA (2019), alongside international best practice guidance from the Greenhouse Gas Protocol.

Following this guidance, activity data has been collected for energy, resource and fuel consumption in buildings and vehicles under the Council's operational control. Wherever possible, this has been actual consumption based on bills, invoices, and receipts. Activity data by volume or mass, e.g., kWh of electricity or litres of fuel, have been prioritised as they can be measured directly and used to quantify emissions more accurately. Where this is not available, other methods have been employed, for example miles travelled have been used for some transport sources. Estimated activity data represents a minor portion of emissions from building energy consumption and is derived from extrapolating known historical activity data.

The appropriate emissions factors for each year are drawn from the DESNZ Greenhouse Gas Conversion Factor Repository.

Emissions factors published in 2024 have been used for the purpose of this report, as the majority of the period covered by this report fell within the 2024 calendar year.

The Council has adopted 'full time equivalent (FTE) employee' as the intensity measure across the organisation. From 2014-15 onwards, the intensity measure has only been applied to the Council's emissions, excluding schools, as employee and energy data for schools are no longer held by the Council.

Leicestershire County Council has not sought independent external assurance of the Greenhouse Gas Report.

2024-25 Greenhouse Gas Emissions

GHG emissions data for period 1 April 2024 to 31 March 2025 (tonnes of CO2e)						
	Sector	**2024-25**	**2023-24**	**% change**	**Base Year 2008-09**	**% change**
Scope 1 – Direct emissions e.g. boilers, owned transport, air conditioning gases	Buildings	1,469	1,663	-11.6%	4,317	-66.0%
	Fleet vehicles	2,263	2,694	-16.0%	4,358	-48.1%
	Fugitive gases	68	108	-37.1%	n/a	n/a
	Sub-total	**3,800**	**4,471**	**-15.0%**	**8,675**	**-56.2%**
Scope 2 – Energy Indirect e.g. purchased electricity	Buildings	1,336	1,299	2.8%	6,562	-79.6%
	Streetlighting & traffic signals	1,760	1,985	-11.3%	15,581	-88.7%
	Sub-total	**3,096**	**3,284**	**-5.7%**	**22,143**	**-86.0%**
Scope 3 – Other Indirect e.g. business travel	Business Travel	1,259	1,289	-2.3%	3,237	-61.1%
	Electricity Transmission & Distribution losses	274	284	-3.5%	1,722	-84.1%
	Water supply & treatment	12.8	16.1	-20.5%		
	Waste	2.4	5.7	-57.9%		
	Sub-total	**1,547**	**1,595**	**-3.0%**	**4,959**	**-68.8%**
Total Gross Emissions		**8,444**	**9,351**	**-9.7%**	**35,778**	**-76.4%**
	Carbon offsets	0	0	0%	0	
	Renewable energy exports	-40	-69	-42.3%	0	
Total Location-Based Net Emissions		**8,404**	**9,282**	**-9.5%**	**35,778**	**-76.5%**
Intensity measure: Tonnes of CO2e per Full Time Equivalent (FTE) employee (location-based)*	FTE	4,903	4,830	1.5%	6,880	
	tCO2e/FTE	**1.71**	**1.92**	-10.9%	**5.20**	
	Renewable grid electricity tariff	**1,158**	**3,284**	-64.7%	-	
Total Market-Based Net Emissions		**7,286**	**6,060**	**-20.2%**	(n/a)	(n/a)
	Petrol and diesel (Out of Scope)	634.95	219.44	189.3%	(n/a)	(n/a)
	Woodchip (Out of Scope)	1,639	717	128.5%	(n/a)	(n/a)

Table 1: Council 2024-25 GHG emissions, with a comparison to 2023-24 and the baseline year

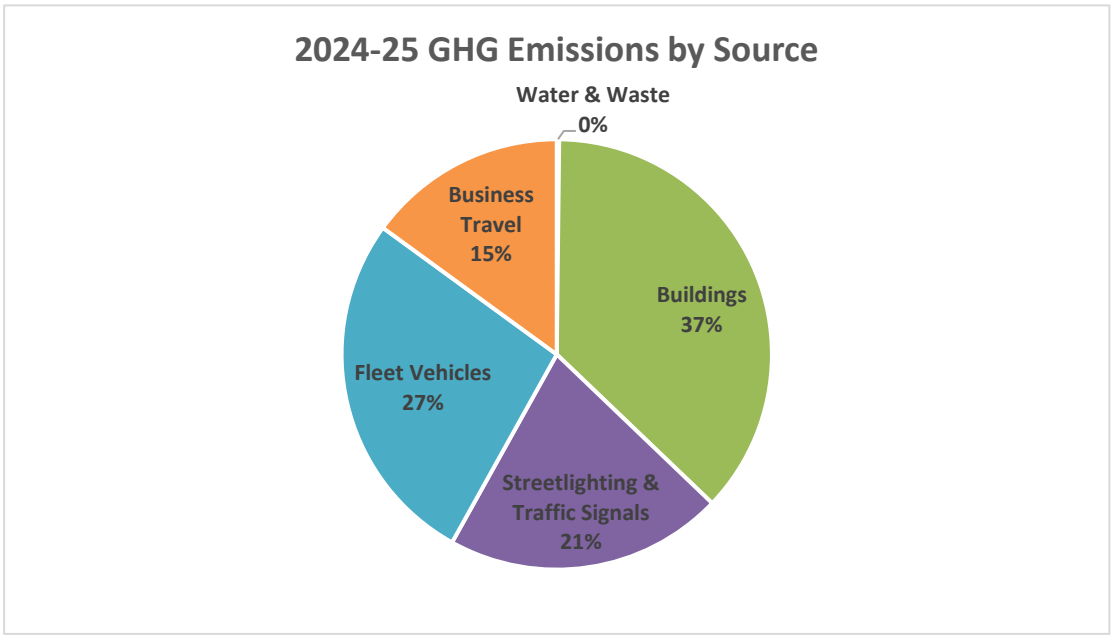


Figure 1: *Council 2024-25 GHG emissions by source.*

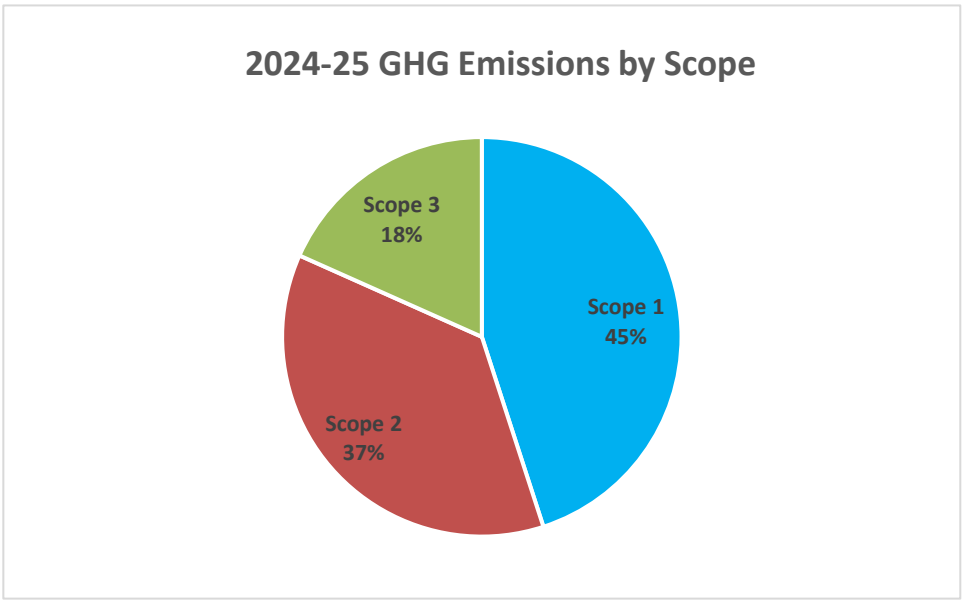


Figure 2: *Council 2024-25 GHG emissions by source according to scope of the assessment.*

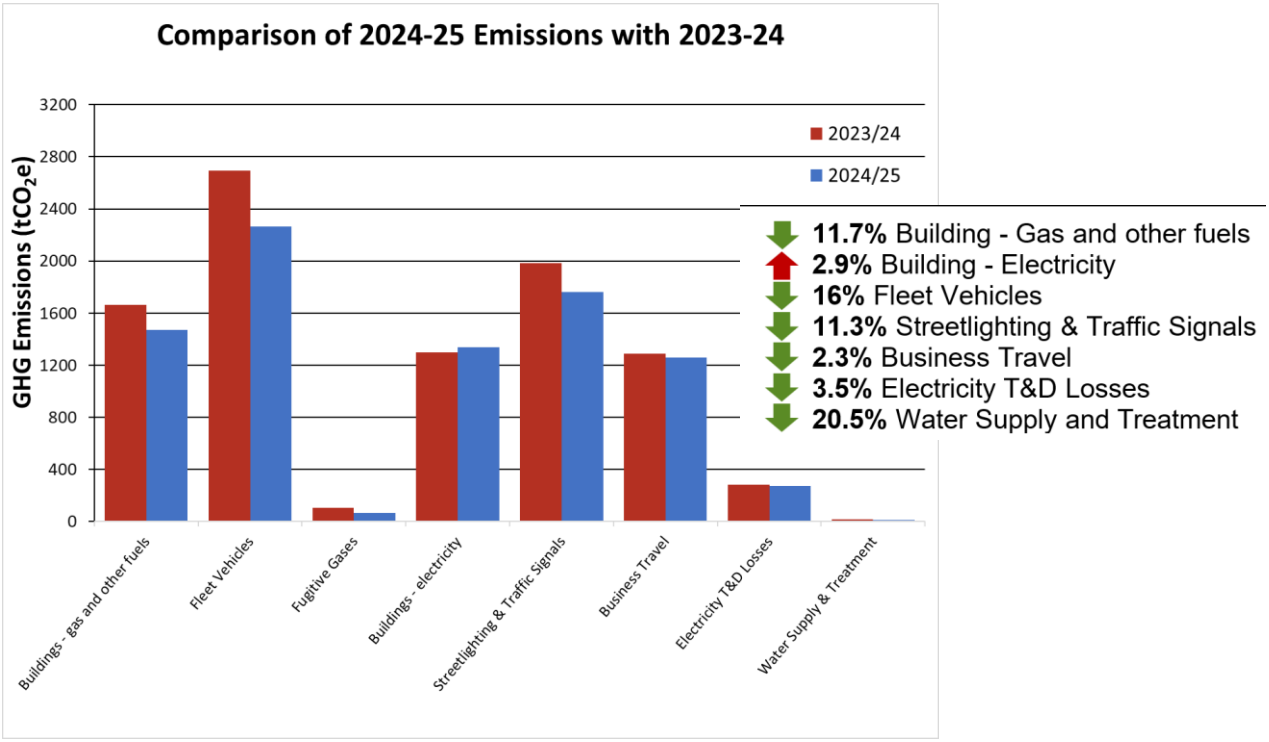


Figure 3: Council 2024-25 GHG emissions by source, compared to 2023-24.

Performance Against Baseline and 2023-24

Leicestershire County Council's net greenhouse gas emissions decreased by **9.5% (871 tCO_2e)** in 2024-25 to **8,404 tCO_2e** compared to the previous financial year. This put greenhouse gas emissions at **1.71 tCO_2e** per FTE employee. This is a **0.21 tCO_2e** decrease per FTE employee compared to 2023-24.

Overall, the Council's emissions have now reduced by **76.5% (27,370 tCO_2e)** since the 2008-09 baseline year. The below sections explain what caused this year's reduction in emissions in further detail.

Scope 1 Emissions

Buildings (Heating and Fugitive Emissions)

Emissions from gas and other fuels used in corporate buildings decreased by **11.67% (194 tCO_2e)** compared to 2023-24 levels.

The vast majority of this decrease was due to reduced gas use in corporate buildings, which was almost entirely due to a significant decrease in the use of gas to heat County Hall. At two-thirds of sites, gas usage actually increased, due to slightly cooler weather compared to the last few years. However, this was more than offset by the very significant reduction in gas usage at County Hall of 1.73 GWh (by far the largest of any corporate building).

This reduction was primarily due to increased utilisation of the County Hall biomass boiler, made possible by organisational and physical improvements over recent years. Total annual biomass heat generation rose to a record **2.9 GWh** (non-weather corrected), up from **1.6 GWh** in 2023-2024. This contributed **81%** of County Hall's total heating energy requirement. The increase in biomass boiler output was the result of investments in the system and organisational improvements (including biomass delivery procedures and boiler management) over the last few years.

Propane use was only recorded at one site (Tithe Barn) for the last two years. Usage increased by **2,231 litres (31%)** from **7,195** litres in 2023-24 to **9,426** litres in 2024-25. This may reflect greater visitor demand, but these are bulk delivery figures, which may not accurately reflect actual usage in any given year.

Fugitive emissions decreased by **37.1% (40 tCO_2e)** from **108 tCO_2e** in 2023-24 to **68 tCO_2e** in 2024-25. These emissions are calculated from information the Council maintains on refrigeration and air conditioning equipment to ensure compliance with F-gas regulations. The data experiences large annual variations due to the varying nature of leaks in systems and subsequent maintenance to top up F-gases.

The quantity of leaks is inherently volatile between years and due to the high global warming potential of fluorinated refrigerant gases modest leaks can have a significant impact. In 2024-25 there was minor F-gas leakage with the highest amount of leakage recorded at Wigston Magna Library and Barwell Academy (both 4kg respectively). F-gas leaks are minimised through regular maintenance and system upgrades driven by legal requirements. Currently the Environment Team monitors performance, but efforts are hampered by delays in receiving the necessary data from contractors.

Fleet Vehicles

Council fleet vehicle emissions reduced by 16% (431 tCO_2e) to 2,263 tCO_2e from 2,694 tCO_2e in 2023-24. This was overwhelmingly due to a shift from diesel to hydrotreated vegetable oil (HVO) fuel for Waste Management vehicles.

Fleet vehicles include emissions from vehicles used within Highways Maintenance, Passenger Transport, Waste Management, Property Services & Country Parks, Library Services and

Regulatory Services and ICT. The majority of vehicles are conventional-engined, with only a handful of electric vehicles located mainly at County Hall.

The total volume of fuel used across the fleet remained almost unchanged at just over 1.1 million litres (negligible decrease of **0.04%** to **1,104,526 litres**). However, the usage of diesel fell by **163,730 litres** (16%), due to a **583%** increase in the use of HVO fuel from **29,692** litres in 2023-24 to **202,853** litres in 2024-25.

HVO is a renewable, low-emission fuel that has been trialled since 2022 at LCC fuel depots serving the Highways Operations and Waste Management fleets. It significantly reduces nitrogen oxide (NOx), particulate matter (PM), and carbon monoxide (CO) emissions, improving air quality. The reduced particulate matter also helps keep engines cleaner and promotes longevity. HVO has a longer shelf life than diesel and can be used without modifying existing infrastructure or engines. In 2023–24, HVO usage by the Waste Management fleet increased by 90% or 179,904 litres when compared to last year. The use of HVO by Highways Operations fell by 6,700 litres.

The total HVO usage avoided 503 tCO_2e of tailpipe emissions compared to using diesel. .

The other major vehicle fleet, Passenger Transport, maintained effectively stable diesel use at **271,325 litres** (slight reduction of **0.7%**), with no switch to HVO. The smaller fleets from other service areas maintained broadly stable levels of fuel usage.

Propane is used by Highways for heating asphalt. The **11,699 litres** used in 2024-25 was very similar to the amount used last year.

The carbon factors for gas oil and propane remained the same as the previous year, with the carbon factors for diesel and petrol seeing slight decreases. The changes in carbon factors are largely due to updates in methodology and improved data on refining emissions and biofuel content.

In summary, the total litres of fuel used by LCC fleet vehicles hardly changed compared to 2023-24. However, the significant shift to HVO fuel usage, in addition to a reduction in the usage of gas oil, petrol and diesel, has resulted in an overall reduction in carbon emissions.

Scope 2 Emissions

Building (Electricity)

The emissions generated through the electricity supply to council operated buildings increased by **2.8 % (37 tCO_2e)** from **1,299 tCO_2e** in 2023-24 to **1,336 tCO_2e** in 2024-25.

The electricity consumption per unit floor area in corporate buildings increased by **2%** from **57.9 kWh per m2** in 2023-24 to **59.1 kWh per m2** in 2024-25. This is believed to reflect a gradual increase in building occupancy (which, at County Hall, has increased by an average of 39% per calendar year since 2020). However, the figure is still **9.5%** below target. Total grid electricity usage in baseline buildings is now **1.7 GWh** lower than before the pandemic due to a combination of reduced building occupancy compared to pre-pandemic (despite the gradual increase), energy efficiency measures and increased solar PV output.

The largest increase in electricity usage (an extra 7.1% or 166,881 kWh) occurred at County Hall, likely due to increased occupancy (up 25% in 2025 so far).

Beaumanor Hall, by contrast, experienced a 34,573 kWh (5.6%) reduction in electricity consumption in 2024-25 compared to 2023-24, despite the fact that this building is electrically heated, and the weather was slightly cooler than the previous year. This reflects improvements in energy management including a new heating management system.

Streetlighting and Traffic Signals

Emissions produced by streetlighting, traffic signals and road signs decreased by **225 tCO_2e (11.3%)** from **1,985 tCO_2e** in 2023-24 to **1,760 CO_2e** in 2024-25.

The total number of street lighting units increased by **326 (0.4%)** to a total of **86,413** across Leicestershire. Despite this, electricity usage for streetlights and traffic signals fell from **9,588 MWh** in 2023-24 to **8,502 MWh** in 2024-25, a very significant reduction of **1,086 MWh (11.3%)**.

This reduction was achieved through an ongoing programme of "trimming and dimming" streetlights, including an 18-month pilot project with most streetlights being dimmed to 30% intensity between 8pm and 7am from January 2024 to June 2025. This applied to most of the Council's **70,671** centrally managed lighting units, except where an exemption was made relating to road safety or crime risk.

The UK electricity factor is prone to fluctuate from year to year as the fuel mix consumed in UK power stations (and auto-generators) and the proportion of net imported electricity changes. Despite this, in 2024-25 the carbon conversion factor for electricity remained stable when comparing to last year's figure.

Scope 3 Emissions

Business Travel

Council business travel emissions decreased by **30 tCO_2e (2.3%)** from **1,289 tCO_2e** in 2023-24 to **1,259 tCO_2e** in 2024-25.

Business travel emissions cover all travel undertaken by staff in personal vehicles while on council business for which mileage claims are submitted. Regular commuting and business mileage journeys undertaken by motorcycles and bicycles are not included in this figure.

Overall, mileage decreased by **122,812 miles (2.6%)** from **4,808,527 miles** in 2023-24 to **4,685,715 miles** in 2024-25. The carbon conversion factor for the average vehicle (average is used because vehicle size used by staff is unknown) remained stable since last year. Overall, there was a net decrease in business mileage emissions by 2.4%.

Electricity Transmission and Distribution Losses

Electricity transmission and distribution (T&D) loss emissions decreased by **10 tCO_2e (3.5%)** from **284 tCO_2e** in 2023-24 to **274 tCO_2e** in 2024-25.

These emissions are made up of the energy losses incurred during the transmission and distribution of electricity from the points of production to the points of use.

These emissions are determined by the Council's electricity usage along with national grid factors. In 2024-25 the Council's total electricity usage for all purposes, including buildings, street lighting and traffic signals, fell **5.7%** from **15,859,405** kWh in 2023-24 to **14,952,840** kWh. At the same time, the T&D loss conversion factor increased by **2%** in 2024-25 compared to 2023-24. This conversion figure is outside of the Council's influence and is prone to year-to-year fluctuation. The combination of these two changes produced the net decrease in T&D loss emissions.

Water Supply and Treatment

Water supply and treatment emissions decreased by **3.3 tCO_2e (20.5%)** from **16.1 tCO_2e** in 2022-23 to **12.8 tCO_2e**. These emissions relate to the water supplied to buildings for use in domestic hot and cold-water systems, heating systems, cleaning and grounds maintenance.

Emissions for water supply and treatment are largely dependent on water usage and are therefore mainly under the Council's influence. Water usage decreased by **5,028m^3 (11%)** from **40,875m^3** in 2023-24 to **38,847m^3** in 2024-25.

Emissions are also dependant on the conversion factors for water supply and treatment. In 2024-25, the conversion factor for supply decreased by **13%,** the conversion factor for treatment also decreased by **8%.**

This year's decrease in water supply and treatment emissions was primarily caused by the fall in the water conversion factor alongside the fall in water consumption in offices.

Waste

Emissions produced by 'non-operational' waste (recycling and residual waste produced indirectly in offices and other corporate buildings) decreased by **3.3 tCO_2e (57.9%)** from **5.7 tCO_2e** in 2023-24 to **2.4 tCO_2e** in 2024-25. These emissions cover the removal and disposal of 'non-operational' waste materials from council operated buildings. This decrease in emissions is despite a **35% increase** in waste to **372 tonnes** and reflects a significant downward correction in the UK's carbon conversion factors for waste, arising from a re-evaluation of transport emissions in waste management.

The amount of residual waste increased to **154 tonnes** and recycling to **218 tonnes.** These increases were dominated by County Hall and Beaumanor Hall and may reflect greater occupancy at County Hall and more activity at Beaumanor.

The percentage of waste recycled fell to **58.6%** compared to **62%** in 2023-24, because residual waste increased proportionally more than recycling. The reasons for this drop in the

recycling rate are not fully understood but one factor is believed to be increased building occupancy leading to a rise in non-recyclable waste generation.

Performance Against 2035 Net Zero Target

Leicestershire County Council's net GHG emissions in 2024-25 are **76.5%** lower than the 2008-09 baseline. This is a **2.4%** improvement compared to the previous reduction of **74.1%** up to 2023-24 from the 2008-09 baseline. Figure 4 below demonstrates that the Council's emissions are now at their lowest ever levels.

Based on the 2016-17 baseline year, specified within the 2018-2030 Environment Strategy, the target level of emissions for 2024-25 was **11,810 tCO_2e** assuming a linear reduction in emissions to 2035. With an actual emissions figure of **8,404 tCO_2e** in 2024-25, we are ahead of the target in year.

From 2016-17 an average annual reduction in emissions of **5.6%** is required to meet net zero by 2035. The Council's average annual reduction in emissions since over the past 5 years is **5.93%** which, although higher than the required average, is not expected to remain so in future years. The Council achieved significant early progress since 2008-09 by capitalising on 'quick wins' to reduce emissions substantially and this continues to have a large positive impact on the average rate of annual decarbonisation since monitoring began. However, the rate of reduction has slowed over recent years, as expected, due to fewer opportunities for substantial cuts, which are now smaller in scale and often require significant financial investment. This trend is expected to continue.

If annual rates of reduction of more recent years were to continue then it is estimated that the Council would not achieve net zero carbon emissions for its operations by 2035, and calculations show the Council would still be emitting approximately **3,737 tCO_2e** in that year. This would mean that the Council will fall behind the targeted annual reduction rate in 2031. Therefore, some form of carbon offsetting will be required to achieve the target if this same trajectory is followed.

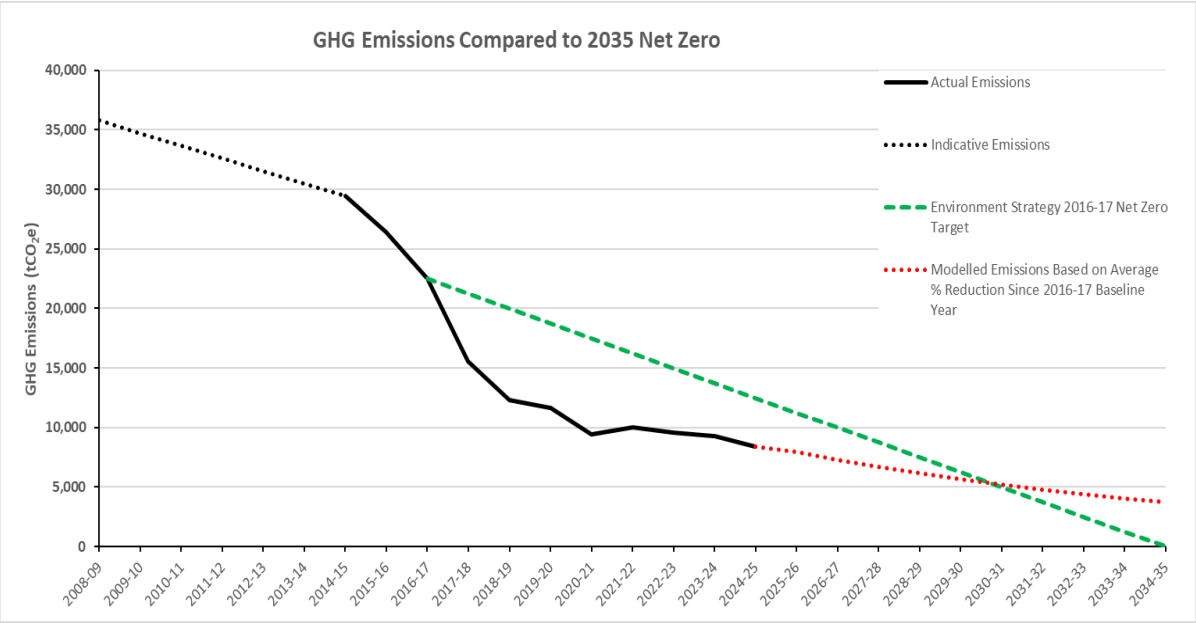


Figure 4: Council net GHG emissions compared to 2035 Net Zero target

Renewable Energy and Emissions Avoidance

Solar PV Panels & Biomass

The Council has invested in solar photo-voltaic (PV) panels on many of its buildings. It is estimated that 25% of the electricity generated is not used directly in these buildings and is instead exported to the national grid for use by others outside the council.

PV generation from County Hall has been excluded from the calculation as due to the high energy consumption present on site, it is likely that no energy is exported to the grid.

In 2024-25 the Council is estimated to have exported 192,215 kWh of electricity to the grid accounting for 39.4 tCO_2e (0.5% of the Council's total gross emissions). This is a decrease of 140,749 kWh from 332,964 kWh in 2023/24 (68.9 tCO_2e).

The second highest annual output was recorded for solar generation at corporate sites in the year 2024-25 with 621,000kWh of energy being generated. This is a 5.4% reduction when compared to 2023-24. Age related equipment failure reduced the output from a few systems. Another contributing factor to this reduction in output was the lower sunshine hours in 2024. Across the UK during April to September 2024 there were 10% fewer hours of sunshine when compared to the 20-year average.

Leicestershire County Council also uses biomass to provide heat to most buildings on the County Hall campus. The biomass heating system generated over 80% of total corporate renewable energy and 81% of County Hall's total heating energy input in 2024-25. Annual biomass heat output rose to a record of 2.9GWh, up from 1.6 GWh last year. This increase in generation can be attributed to efforts by the Property team to improve system management and minimise outages.

When combined with local solar PV generation on the council's corporate buildings, the proportion of total energy consumption provided by on site renewables rose to the highest ever recorded at **20.9%.** However, this figure is still below target, which is **34%.**

The Council continues to source biomass from a local supplier, Milner's Forestry, based in Markfield, which provides benefits of cost savings, carbon reduction, and biodiversity improvement, as well as local economy and woodland management benefits. 90% of the material used is sourced within The National Forest under management plans and felling licences. The remaining 10% of material is sourced from local arboricultural waste. The distance travelled to transport biomass to County Hall is reduced through this contract, whilst supporting local sustainable forestry management and reinforcing green jobs across the county.

Market-Based Emissions and Green Tariff

From October 2019 to Sept 2024, the Council purchased its electricity under a green tariff, meaning that all grid electricity came from renewable energy sources. This tariff supported decarbonisation of the national electricity grid by increasing demand for low-carbon energy and reduced the council's "market-based" carbon emissions measure. This contract came to an end in September 2024.

In line with DEFRA/ DESNZ guidance and the Greenhouse Gas Protocol, the Council's main, headline emissions figure (reported above) focuses on "location-based" emissions. This approach uses the national average grid electricity carbon intensity factor and not the specific (lower) carbon factor associated with the green tariff.

Alongside this, the Council also publishes a "market-based" emissions figure, which directly reflects the emissions associated with the electricity purchased for its operations. This deducts emissions from the electricity consumed under the green tariff, which are considered to be zero, as the electricity is produced by renewable sources.

This year, the deduction is only for electricity used in the first half of the year (Q1-Q2) and amounts to **1,158 tCO_2e** of carbon. Deducting this figure from the location-based emissions (**8,404 tCO_2e**) provides a total market-based emissions for the Council in 2024-25 of **7,286 tCO_2e**. This represents a **20.2% increase** from last year's net market-based emissions figure, due to removal of the green tariff in the second half of the year.

Appendix 1 - Operational Scopes

The Council has measured scope 1, 2 and a subset of scope 3 emissions within the GHG Report, where accurate and annual data is available. The different scopes of emissions are described below:

- Scope 1 (direct emissions): Activities owned or controlled by the Council that release emissions straight into the atmosphere. Examples include emissions from owned or controlled boilers and vehicles.
- Scope 2 (energy indirect): Emissions being released into the atmosphere associated with the consumption of purchased electricity, heat, steam and cooling. These are indirect emissions that are a consequence of the Council's activities, but which occur at sources not owned or controlled.
- Scope 3 (other indirect): Emissions are a consequence of the Council's actions, which occur at sources which are not owned or controlled. Examples of scope 3 emissions include business travel (e.g. use of staff vehicles or public transport), employee commuting, and purchased goods and services.

	Notes on inclusions and exclusions
Scope 1	
Council combustion e.g. gas, solid and liquid fuels in boiler plant	All fuel used in council owned and leased buildings where we are responsible for the bills (excludes schools). Less than 5% of total fuel use excluded where information was unavailable.
Owned and leased transport	Fuel consumption has been excluded if the Council does not pay for fuel
Fugitive emissions	Data is gathered from information the Council maintains on refrigeration and air conditioning equipment to ensure compliance with F-gas regulations. The data experiences large annual variations due to the varying nature of leaks and maintenance between years.
Scope 2	
Purchased electricity	All electricity used in all council owned and leased buildings where we have operational control and are responsible for the bills (excludes schools).
Scope 3	The Council is working to improve its data availability and quality for scope 3 emissions reporting and has included wider actions to influence these emissions within its Climate Resilient Council and County Delivery Plans.
Fuel well to tank emissions	Well to tank emissions from energy, gas, liquid and solid fuels consumption have been excluded e.g. diesel, LPG, coal, electricity and natural gas.

Business travel	Business travel by public transport has been excluded, based on previous years this represents approximately 1% of scope 3.
Employee commuting	Excluded due to lack of good quality information and availability of data. The council does not routinely monitor commuting, so information was not available.
Water supply and treatment	Included since the 2020-21 GHG Report. As of 2023-24, the Council only reports water treatment emissions equivalent to 95% of the total water supply volume. This is based on the assumption that not all supplied water is treated, in line with Severn Trent Water billing. This change has also been applied to the 2022-23 figures for accurate comparison.
Waste generated in operations	Waste generated in council offices has been included since the 2020-21 GHG Report. Other sources of waste generated in council operations (e.g., highways construction) have been excluded due to data availability.
Purchased goods and services / Capital goods	Excluded due to lack of good quality information and availability of data.
Downstream leased assets	Some included within the Council's scope 1 and 2 data. Separation of third-party emissions where another organisation leases areas within some council assets is not possible due to lack of good quality information and availability of data.
Investments	Excluded due to lack of good quality information and availability of data.
Recorded sources of emissions which are outside of the scope	
Biomass fuel - woodchip	As a renewable fuel source, the carbon emitted from burning biomass is not included in the calculation as this will be reabsorbed by growing fuel trees as part of the natural carbon cycle.
Vehicle fuels – biofuels in petrol and diesel	Standard vehicle fuels include a small percentage of biofuels. The carbon emissions from this element are 'out of scope' as it will be reabsorbed by new biomass crops.