OXFORDSHIRE COUNTY COUNCIL

Delegated Decisions by Cabinet Member for Environment and Economy

Friday, 10 July 2026 at 1.00 pm
Online

If you wish to view proceedings, please click on this Live Stream Link.
However, that will not allow you to participate in the meeting.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Wednesday 15 July unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

Martin Reeves
Chief Executive

July 2026

Committee Officer: ***Jack Ahier***
Email: committeesdemocraticservices@oxfordshire.gov.uk

Note: Date of next meeting: 11 September 2026

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declarations of Interest

See guidance note below.

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am three working days before the meeting, ask a question on an item on the agenda.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

Members of the public who wish to speak on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted to committeesdemocraticservices@oxfordshire.gov.uk

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9am on the day of the meeting. Written submissions should be no longer than 1 A4 sheet.

4. Minutes of the Previous Meeting (Pages 7 - 10)

To approve the minutes of the meeting held on 19 June and for the Chair to sign them as a correct record.

5. Carbon Management Plan and Greenhouse Gas Report (Pages 11 - 80)

Cabinet Member: Environment and Economy
Forward Plan Ref: 2026/130
Non-Key Decision
Contact: Sarah Gilbert, Head of Climate Action (Sarah.Gilbert@oxfordshire.gov.uk)

Report by Director of Economy and Place (**CMDEE5**).

To seek approval to publish the 2026 annual update to the Carbon Management Plan and 2024/25 Greenhouse Gas Report.

The Cabinet Member is RECOMMENDED to:

a) **Note and approve the 2026 updated Carbon Management Plan (CMP) including the updated emissions trajectory for publication.**

b) **Note and approve the 2024/25 Greenhouse Gas (GHG) report for publication.**

Councillors declaring interests

General duty
You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?
Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

Declaring an interest
Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Members' Code of Conduct and public perception
Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

Members Code – Other registrable interests
Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.
Other registrable interests include:

a) Any unpaid directorships

b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

Members Code – Non-registrable interests
Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:
Where a matter affects the financial interest or well-being:
a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

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DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT AND ECONOMY

MINUTES of the meeting held on Friday, 19 June 2026 commencing at 1.00 pm and finishing at 1.08 pm.

Present: Councillor Laura Gordon (Voting Member) – in the Chair

Officers: Rachel Burns, Team Leader, Waste Strategy and Circular Economy
Thomas Calloway, Team Leader, SuDs and Surface Water
Robin Rogers, Director of Economy and Place
Jack Nicholson, Democratic Services Officer

The Cabinet Members considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and agreed as set out below. Copies of the agenda and reports are attached to the signed Minutes.

1 DECLARATIONS OF INTEREST
(Agenda No. 1)

None.

2 QUESTIONS FROM COUNTY COUNCILLORS
(Agenda No. 2)

None.

3 PETITIONS AND PUBLIC ADDRESS
(Agenda No. 3)

None.

4 MINUTES OF THE PREVIOUS MEETING
(Agenda No. 4)

None.

5 COMMUNITY ACTION GROUP PROJECT OXFORDSHIRE LIMITED (CAGPOL) GRANT AWARD
(Agenda No. 5)

The Team Leader for Waste Strategy and Circular Economy introduced the item.

Chair asked about the geographical spread of the voluntary organisations being supported as part of the project. The Team Leader for Waste Strategy and Circular Economy said that more located in Oxford City than in other areas of the County, which reflected population distribution, and assured the Chair that her team worked to ensure they covered a wide geographical area.

Chair approved the recommendation.

RESOLVED to approve the proposal to enter a 1-year grant funding arrangement with the Community Action Group Project Oxfordshire Limited (CAGPOL).

6 UPDATE TO LOCAL STANDARDS GUIDANCE FOR SURFACE WATER DRAINAGE ON MAJOR DEVELOPMENT IN OXFORDSHIRE

(Agenda No. 6)

The Team Leader for SuDs and Surface Water introduced the item.

Chair said that she had previously asked for confirmation that the national standards were not lower than previous standards. The Team Leader for SuDs and Surface Water confirmed that the new standards were a vast improvement on the old national standards, and his team had adapted local standards accordingly.

Chair approved the recommendations.

RESOLVED to:

a) **Recognise the statutory consultee role of the Lead Local Flood Authority (LLFA) under Article 18 and Schedule 4, paragraph (ze) of The Town and Country Planning (Development Management Procedure) (England) Order 2015/595;**
b) **Acknowledge the 2025 Defra publication of the National Standards for Sustainable Drainage Systems (SuDS); and**
c) **Consider and approve the content of the updated Draft Oxfordshire County Council (OCC) Local Standards and Guidance for Major Development with Surface Water Drainage as set out in Annex 1.**

..... in the Chair

Date of signing 2026

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DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT AND ECONOMY

10 JULY 2026

Annual Carbon Management Plan Update and 2024/5 Greenhouse Gas Report

Report by Director for Economy and Place

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) **Note and approve the 2026 updated Carbon Management Plan (CMP) including the updated emissions trajectory for publication.**

b) **Note and approve the 2024/25 Greenhouse Gas (GHG) report for publication.**

Executive Summary

1. This report is the annual update to the Cabinet Member for Environment and Economy on the delivery of the Council's Carbon Management Plan and provides an overview of the 2024/25 greenhouse gas report.
2. Oxfordshire County Council's Carbon Management Plan sets out the Council's approach to reducing emissions from OCC's estate and operations to meet the Council's carbon neutral by 2030 commitment.
3. The Carbon Management Plan includes a predicted emissions trajectory to 2030 calculated based on the projects underway to decarbonise the Council's highways electrical assets, properties, fleet and staff business travel and the government's forecasted electricity grid decarbonisation.
4. We are seeking approval to publish the updated Carbon Management Plan.
5. Oxfordshire County Council publishes its greenhouse gas emissions annually in accordance with guidance published by the Department for Energy Security and Net Zero. We are seeking approval to publish the greenhouse gas report for 2024/25.

Carbon Management Plan - April 2026 updated emissions trajectory

6. Oxfordshire County Council's Carbon Management Plan sets out Council's approach to reducing emissions from OCC's highways electrical assets, properties, fleet and staff business travel to meet our carbon neutral by 2030 commitment.

7. In addition to the predicted target emissions trajectory, a second line has been added to the Carbon Management Plan graph (figure 1 below) which shows the 2026 updated emissions trajectory. This trajectory reflects:

   - the known 2024-25 greenhouse gas emissions.
   - the known 2025/26 government published emission conversion factors.
   - the projects completed in 2025/26.
   - the delay in delivery of projects planned for 2025/26, and
   - the further funding gap to decarbonise the remaining OCC estate.

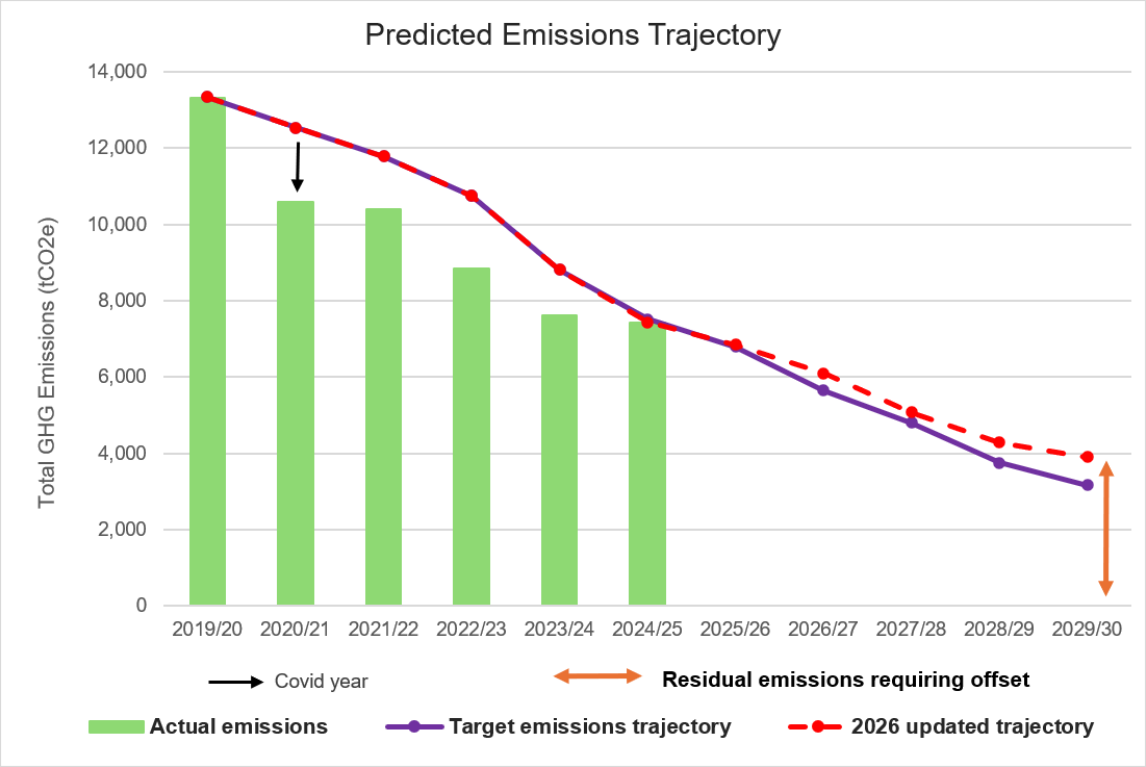

Figure 1: Shows the modelled predicted target emissions trajectory (purple, solid line). The second red, dashed line shows the April 2026 updated trajectory based on the known data and project amendments as set out above.

8. The 2026 updated emissions trajectory provides an updated anticipated 2029/30 emissions residual. OCC is now forecasting an estimated emissions residual of circa. ~3,910 tCO2e in 2029/30.

9. As a result of the known 2024/25 emission; the known 2025/26 government published emission conversion factors; the projects completed in 2025/26; the updated plan for future projects; and the delay in projects as identified below, OCC

is now on a shallower emissions reduction pathway as detailed in the table below (subject to committed projects being delivered on time).

	2026/27	2027/28	2028/29	2029/30
Predicted target carbon emissions for all OCC activity (t CO2e)	5,650	4,800	3,750	3,160
2026 updated predicted carbon emissions for all OCC activity (t CO2e)	6,100	5,080	4,290	3,910

Table 1: Shows *the predicted annual target carbon emissions and the April 2026 updated estimated annual emissions (figures rounded)*

10. The key highlights of the Carbon Management Plan programme that will be delivered over the next 24 months are:

    - The delivery of the existing property programme is a key priority. 33 properties are currently in progress. Once completed, and along with the 24 sites already done, c. 66% of the estate within scope will have been decarbonised. It is anticipated that no further funding will be available for property decarbonisation until post LGR when estate consolidation takes place.
    - Detailed and costed energy audits completed for whole estate (83 buildings within the scope of 2030 target).
    - 7% of estate electricity from PV (36 out of 83 sites total onsite generation capacity of 609kWp (Kilo Watt Peak).
    - 14 new electric vehicles delivered and in use by FM. Oxfordshire County Council (including Oxfordshire Fire and Rescue Service) now have a total of 81 electric vehicles in its fleet (18% of total fleet).
    - The delivery of the fleet decarbonisation programme is also a top priority. 170 diesel/ petrol vehicles are planned to be replaced with electric vehicles. Any remaining fleet will be reviewed for replacement in 2029 onwards.
    - The annual business as usual conversion of traffic signal sites to LED will continue.
    - An ongoing focus on options to reduce emissions from staff business travel that prioritises exploring options for high mileage user.

11. The key challenges that were experienced in 2025/26 which have impacted the delivery of the Carbon Management Plan were:

    - Lack of funding for future property decarbonisation works. In 2025/26, central government withdrew the SALIX's Public Sector Decarbonisation Scheme (PSDS) grant funding and no further funding for future property works from 2026/27.

- Delays in the transition of diesel fleet to electric vehicles (EVs) in 2024/25. The vehicles are now due to be replaced in Q1 2026/27, and the savings will therefore be realised later than anticipated.
- Delay in trialling electric essential user vehicles for staff travelling over 10,000 miles a year for work. Work is underway to initiate this project in 2026/27.

2024/25 Greenhouse Gas Report

12. **Corporate Estates and Operation:** The emissions from OCC's estate and operations (the scope of OCC's carbon neutral by 2030 target) reduced by 201 tCO_2e[1] in 2024/25, from 7,632 tCO2e in 2023/24 to 7,431 tCO2e in 2024/25. This is a 73% reduction against our baseline year, 2010/11, and a 44% decrease from 2019/20. The table below shows the split of emissions between the four areas.

Emissions in tCO2e	2023/24	2024/25	Change (tCO2e)	Change (%)
Property	2,701	2,671	-29	-1%
Street lighting	2,423	2,196	-227	-9%
Fleet travel	1,474	1,475	1	0.1%
Staff mileage	1,034	1,088	54	5%
Total	7,632	7,431	-201	-3%

Table 2: Shows a comparison of the emissions from OCC's estate and operations for 2023/24 and 2024/25

13. In its Carbon Management Plan, the council aimed to reduce emissions by 240 tCO2e in the period between 2023/24 and 2024/25, therefore the council achieved 84% of its target. Emissions from staff business travel increased due to increased mileage most notably within Children's and Adult Services. Overall, the council continues an emissions decrease trajectory as the operational emissions reduced by 3% in 2024/25 in relation to 2023/24.

14. **Maintained Schools:** In 2024/25, GHG emissions from 122 maintained schools increased by 4% (152 tonnes CO2e) from 4,278 tonnes CO2e in 2023/24 to 4,430 tonnes CO2e in 2024/25.

    The 4% increase in maintained schools' emissions is mostly related to a 6% increase in gas demand in schools, which was lower than the 8% expected increase related to more colder days during the year in 2024/25 vs 2023/24.

    Emissions from Maintained Schools have reduced by 50% compared to the 2010/11 baseline.

[1] Tonnes of carbon dioxide (CO2) equivalent

15. **Supply Chain:** 2024/25 is the first year that OCC is reporting the emissions for its full supply chain using a combination of known activity-based data and an estimation from expenditure data using DEFRA's carbon factors.

    Overall OCC's supply chain emissions (from expenditure and activity-based calculations) decreased by 10% from 2023/24 to 2024/25, from 266,938 tCO2e to 240,534 tCO2e.

Corporate Policies and Priorities

16. The Council's Climate Action Programme supports the council's commitments to a Greener, Fairer and Healthier Oxfordshire as set out in the Strategic Plan 2025-28 and to tackle the climate emergency as was expressed in the Strategic Plan 2022-25.

17. The Council's Carbon Management Plan supports the council's commitment to become carbon neutral by 2030. The Carbon Management Plan Delivery Group oversees delivery of OCC's Carbon Management Plan for our estate and operations.

Financial Implications

18. There are no direct financial implications as a result of this report, as all other funding sources for the Council's Carbon Management Plan have been agreed previously in their relevant papers.

19. However, a funding gap exists. As previously highlighted, there remains an unfunded element to the property programme from 2026/27 onwards, due to central government withdrawing the SALIX's Public Sector Decarbonisation Scheme (PSDS) grant funding and no further internal funding for future property works until the Local Government Review outcome is known. This has resulted in a higher than anticipated emissions residual in 2030 of 3,910 tCO2e. The estimated funding gap to decarbonise the remaining estate is c. £24.5m, although a significant amount of that cost is for building maintenance. The new authority/authorities will therefore need to review the programmes of property retrofit work in light of the new consolidated estates post-LGR.

20. If required, any further funding requests will be brought forward through future budget setting processes.

    Comments checked by: Filipp Skiffins, Finance Business Partner, filipp.skiffins@oxfordshire.gov.uk (Finance)

Legal Implications

21. Central government has committed to achieving net zero carbon emissions by 2050, recognising much of this reduction must happen before 2030. Local authorities are clearly expected to play a role in these efforts at a local level and are able to decide how best to address these challenges. The taking of the action

set out in this report is in accordance with council policy and commitments and the Council has wide powers to undertake such activities under its general power of competence set out at Section 1 of the Localism Act 2011.

Comments checked by: Karen Jordan (Senior Solicitor and Team Leader), Legal Team

Equality & Inclusion Implications

22. This report does not raise any specific equalities implications. The council's Climate Action Framework aims to ensure a fair sharing of costs and benefits and avoiding energy inequality.

Sustainability Implications

23. The Council's Climate Action Programme is at the centre of the council's commitment to tackle the climate challenge.

Risk Management

24. A strategic risk is included on the council's strategic risk register, noting the increasing vulnerability of communities, economy and infrastructure to climate impacts. A number of control measures have been identified and are being reported on through the Business Management and Monitoring report.

25. Carbon Management Plan 2030 Delivery: There were delays in mobilisation of the property decarbonisation and fleet replacement programmes in 2025/26 and these have rolled into 2026/27. The property element is now on track. The main risks are potential delays in fleet replacement programme and staff business travel programmes for in year delivery through 2026/27. Work is taking place to progress the fleet replacement programme

26. There remains an unfunded element to the property programme from 2026/27 onwards that will result in a higher than anticipated emissions residual in 2030. Work is taking place to explore opportunities for offsetting the anticipated residual emissions.

27. A challenge to the delivery of the Carbon Management Plan is the uncertainty related to LGR, in particular in relation to the Council's future estate portfolio. LGR will create one or more new organisations from 2028 and lead to a bringing together of estates and assets. New authority/authorities will therefore need to review programmes of work in light of new consolidated estates.

Annexes

Annex 1 – Oxfordshire County Council's Carbon Management Plan 2026-2030

Annex 2 – Oxfordshire County Council's 2024/25 Greenhouse Gas Report

Robin Rogers
Director of Economy and Place

Contact Officer:
Sarah Gilbert, Head of Climate Action (Sarah.Gilbert@oxfordshire.gov.uk)

July 2026

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OXFORDSHIRE COUNTY COUNCIL

Carbon Management Plan - Carbon Neutral Council by 2030 (5th update)

2026 – 2030

April 2026

Contents

1. Executive Summary

This update summarises Oxfordshire County Council's progress and likely pathway towards operational carbon neutrality by 2030. OCC has achieved a 72% reduction in emissions since the 2010/11 baseline, supported by major programmes including LED streetlighting, Public Sector Decarbonisation Scheme-funded building retrofit and fleet electrification.

Progress remains strong, but OCC is not currently on track to fully meet the 2030 target without further funding, technological development and decisions linked to Local Government Reorganisation (LGR). In 2024/25, the Council achieved a cumulative reduction of 201 tCO2e against a target of 240 tCO2e, highlighting the challenge of maintaining the pace required.

Current projections indicate emissions could reduce by around 85% by 2030, leaving approximately 3,910 tCO2e of residual emissions requiring offsetting. This creates a significant ongoing requirement for high-integrity carbon removals and associated funding.

The current delivery programme focuses on committed and deliverable activities across property retrofit and rationalisation, fleet electrification, high mileage users and highways electrical assets. The main constraints are:

- **Corporate buildings:** further large-scale decarbonisation from 2026/27 is constrained by the withdrawal of central government grant funding. The estimated funding gap for the remaining estate is c. £24.5m, although a significant proportion relates to building maintenance.
- **Fleet:** electrification is continuing, but specialist vehicles such as fire appliances and large minibuses remain dependent on the maturity and availability of suitable zero-emission technology.

As a result, a significant proportion of future activity is dependent on external funding for property, market readiness for specialist fleet and strategic decisions after LGR. The Plan will therefore need to be reviewed in 2028 to reflect successor authority structures, priorities and investment capacity, and to confirm a deliverable funded pathway to 2030.

Beyond net-zero: OCC agreed a policy in 2025, but no implementation date has been set and substantial offset financing will be required.

The Council is also addressing wider **Scope 3 emissions outside the 2030 carbon neutrality target**, including supply chain and maintained school emissions. Current work includes the Action on Carbon & Energy in Schools (ACES) programme, the interest-free loan scheme for maintained schools and embedding sustainability through procurement and contract management in line with the Ethical Procurement Policy and PAS 2080 whole-life carbon principles.

2. Introduction

In 2019, Oxfordshire County Council (OCC) committed to reaching carbon neutrality by 2030 for the emissions from our estate and operations and to embed climate considerations into all our decision making. In 2020, we published our first Climate Action Framework, setting out how we are going to reduce our emissions, transform into a climate active organisation and play our part in Oxfordshire's transition to net-zero. We updated the Climate Action Framework in 2026. A further Cabinet agreement was made in December 2024 to go beyond net-zero

This Carbon Management Plan sets out our approach to reducing the emissions from OCC's estate and operations, this includes emissions from our buildings, highway electrical assets (streetlighting, traffic signals and signage), fleet and staff business travel. These are the emissions that we committed to reduce to carbon neutral by the end of this decade. The Plan is part of a wider Climate Action Programme working across the county.

Decarbonisation Guiding Principles

Our decarbonisation approach is guided by the following principles:

- **Demand reduction**. We follow the energy hierarchy to prioritise avoiding energy use, saving energy and replacing fossil fuels with clean, renewable energy sources. Offsets will only be used for emissions which could not be reduced.

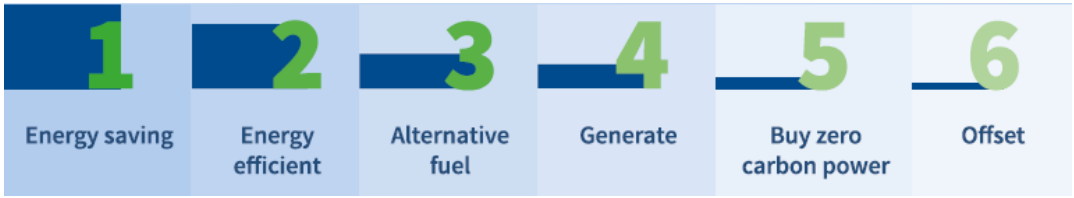


Figure 1. Hierarchy of approach to achieve carbon neutral target

- **Inclusive transition**. We engage and support communities, especially vulnerable ones, to ensure fair and participatory decarbonisation.
- **Innovation**. Our estate serves as a 'living lab' to trial ideas, share learning, and explore new business models for zero-carbon investment.
- **Achieve Carbon Neutrality by 2030**. By removing or reducing carbon emitting activities across the organisation, generating green energy from a variety of sources and finally, by offsetting carbon emissions which remain.
- **Reaching Net-Zero Emissions by 2050.** Once the above target is reached, we aim to continue making improvements across our areas of influence and continue investments in renewable energy and greener business operations to achieve organisational and countywide net-zero by 2050.

3. Measurement of Emissions

Emissions Sources

The Council has consistently published its annual Greenhouse Gas (GHG) report since 2010/11, which details the total emissions from its estate and operations. This Carbon Management Plan is informed by Scope 1, 2, and 3 emissions within the carbon neutral by 2030 target (highlighted by the red boundary in Figure 2), encompassing direct fossil fuel emissions, indirect electricity emissions, and emissions from grey fleet, hire cars, corporate water usage and corporate waste. While the focus is on these sources, the plan also considers emissions from maintained schools and the supply chain as part of the Oxfordshire net-zero by 2050 vision.

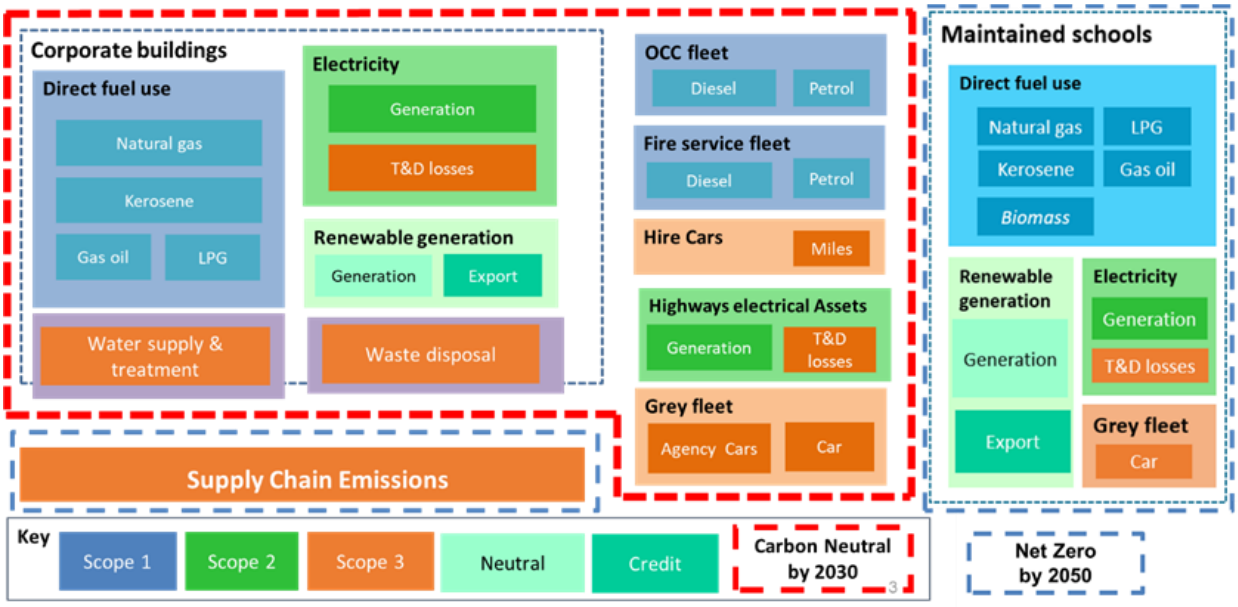


Figure 2. Carbon Neutrality Boundary and Emission Sources

Decarbonisation of the Electricity Grid

The council's electricity-related carbon emissions (e.g. lighting, EV charging) are calculated by multiplying electricity use (kWh) by a carbon factor set annually by the Department for Energy Security and Net Zero (DESNZ). This factor varies each year based on the power station fuel mix, renewable energy levels, and net imports.

To estimate OCC's future emissions, a projected grid factor aligned with the Government's Clean Power 2030 Action Plan is used. This plan anticipates carbon intensity falling below 50gCO2e/kWh by 2030. However, DESNZ's factor reflects the energy mix from two years earlier, so the 2030 target wouldn't be reported until 2032. Therefore, OCC is projecting 85gCO2e/kWh in 2030 to account for this lag.

If the government does not meet their 50g target, residual emissions in 2030 could rise by up to 1,000 t CO2e.

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Predicted Carbon intensity (gCO2/kWh)	**207**	**171**	**154**	**136**	**119**	**102**	**85**

Table 1. Predicted electricity grid intensity following Governments Clean Power Trajectory

4. Progress to Date

Since the Carbon Management Plan was enacted in 2022, headway has been made in reducing Oxfordshire County Council's total carbon emissions. Figure 3 shows that there has been a consistent reduction in emissions year-on-year.

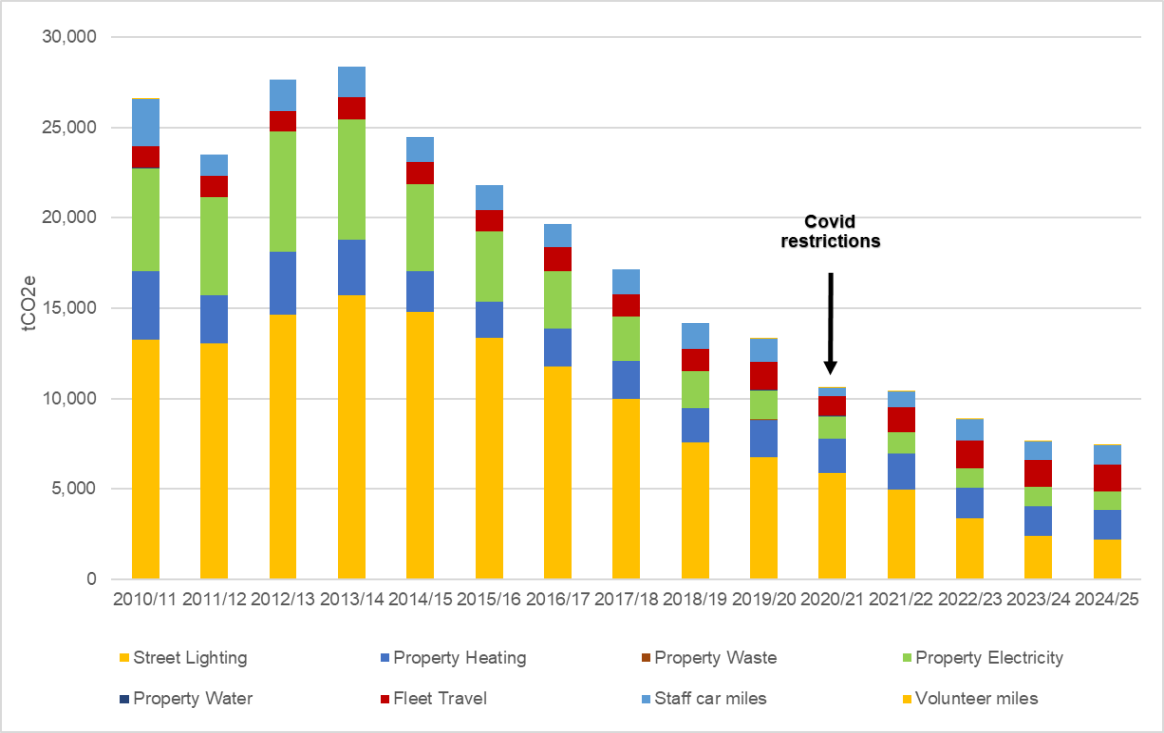


Figure 3. Shows the annual source of carbon emissions from OCC service areas

Emissions reduced 72% by the end of 2024/25 (compared to the 2010/11 baseline). In 2024/25, emissions decreased by 3%, equating to 201 tonnes of CO2e saved compared with the previous year. Appendix 1 shows a breakdown of the individual activities completed over 2024/25 that contributed to the reported emissions reduction. The key programmes in 2024/25 were:

- Completion of the street lighting LED upgrade programme, accounted for a 9% reduction in emissions from highways electrical assets in 2024/25 compared to 2023/24.
- Emissions from council properties decreased by 1% in 2024/25, supported by retrofitting projects funded through the Public Sector Decarbonisation Scheme.

- Staff mileage emissions saw a 5% increase compared to 2023/24, while fleet emissions increased by 0.1%.

Projects that were completed in 2025/26 for which the emissions savings will be reported in the 2025/26 greenhouse gas report are:

- 19 traffic signal sites and 553 illuminated bollards and signs either de-illuminated or converted to LED.
- 14 corporate properties were decarbonised; works commenced on an additional 33 properties and are in progress; and detailed energy audits were completed for the whole estate that identify the future property decarbonisation requirements.
- The council's focus on transport decarbonisation remains a priority. In 2025/26, 14 diesel fleet vehicles were replaced with electric vehicles, resulting in 18% of the council's 460 vehicles now being electric, supported by 77 charge points across 31 sites.

Service Area Carbon Emissions	2010/11	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Business Travel	2,647	1,294	446	858	1,199	1,034	1,088
Fleet Vehicles	1,142	1,522	1,069	1,386	1,497	1,474	1,475
Highways Electrical Assets	13,273	6,783	5,885	4,943	3,360	2,423	2,196
Corporate Properties	9,527	3,712	3,194	3,204	2,799	2,701	2,671
ALL OCC ACTIVITY	**26,590**	**13,311**	**10,595**	**10,391**	**8,857**	**7,632**	**7,431**
Percentage decrease from 2010/11 Baseline	-	50%	60%	61%	67%	71%	72%

Table 2. Reduction in Actual Carbon Emissions (t CO2e) from Baseline (2010/11) for OCC emissions [1]

In the first half of 2025/26, there was a 10% reduction in emissions compared to the same period in the previous year, continuing the downward trend in overall carbon emissions. Further reductions are anticipated as the benefits of ongoing property retrofits and fleet decarbonisation initiatives begin to take effect.

Service Area Carbon Emissions	Q1&2 2024/25	Q1&2 2025/26
Business Travel	535	570
Fleet Vehicles	714	639
Highways Electrical Assets	899	814
Corporate Properties	812	628
ALL OCC ACTIVITY	**2,960**	**2,651**

Table 3. Comparison of Previous and Current Q1 and Q2 Actual Carbon Emissions (t CO2e)

[1] Source: 2024/25 Greenhouse Gas Report.

Current Challenges

There remains an unfunded element to the property decarbonisation programme from 2026/27 onwards due to central government withdrawing the Public Sector Decarbonisation Scheme (PSDS), which means that there is no further grant funding to support building retrofit.

A further challenge to the delivery of the Carbon Management Plan is the uncertainty related to Local Government Reorganisation (LGR), in particular in relation to the Council's future estate portfolio. LGR will create one or more new organisations from 2028 and lead to a bringing together of estates and assets. Whilst we now anticipate decisions on future phases of the property retrofit programme to be made post LGR, pressures on organisations will make covering this financing challenging.

A lack of availability of zero-emission vehicles for specialist fleet, such as fire appliances and large minibuses, and grid infrastructure restrictions may also make it difficult to implement fleet and property reductions.

Business travel remains a difficult area to reduce and will require additional resources to tackle effectively.

Emissions from the electricity grid depend on the pace of the Government's Clean Power by 2030 plan, which is outside of OCC's control, so if progress of this is slower than expected our residual emissions will be higher (estimated at an additional 1,000 t CO2e).

5. Emissions Reduction Trajectory

The actions set out in this plan, combined with the decarbonisation of the electricity supply, are likely to put the Council on a trajectory to reduce emissions to around 3,910 t CO2e annually by 2029/30, which is equivalent to an 85% reduction from our 2010/11 baseline. This residual figure will then need to be offset using carbon reduction and removal schemes to allow the carbon neutral target to be reached.

Two key factors will determine the council's carbon emissions by 2030:

I. **The effectiveness and timely delivery of the property and fleet decarbonisation programme to reduce fossil fuel use**. The planned interventions for each service area are listed in Appendix 2 & 3.

II. **The pace at which the national electricity grid is decarbonised.** Central Government's - Clean Power 2030 Action Plan sets the expected grid emissions factors for future years.

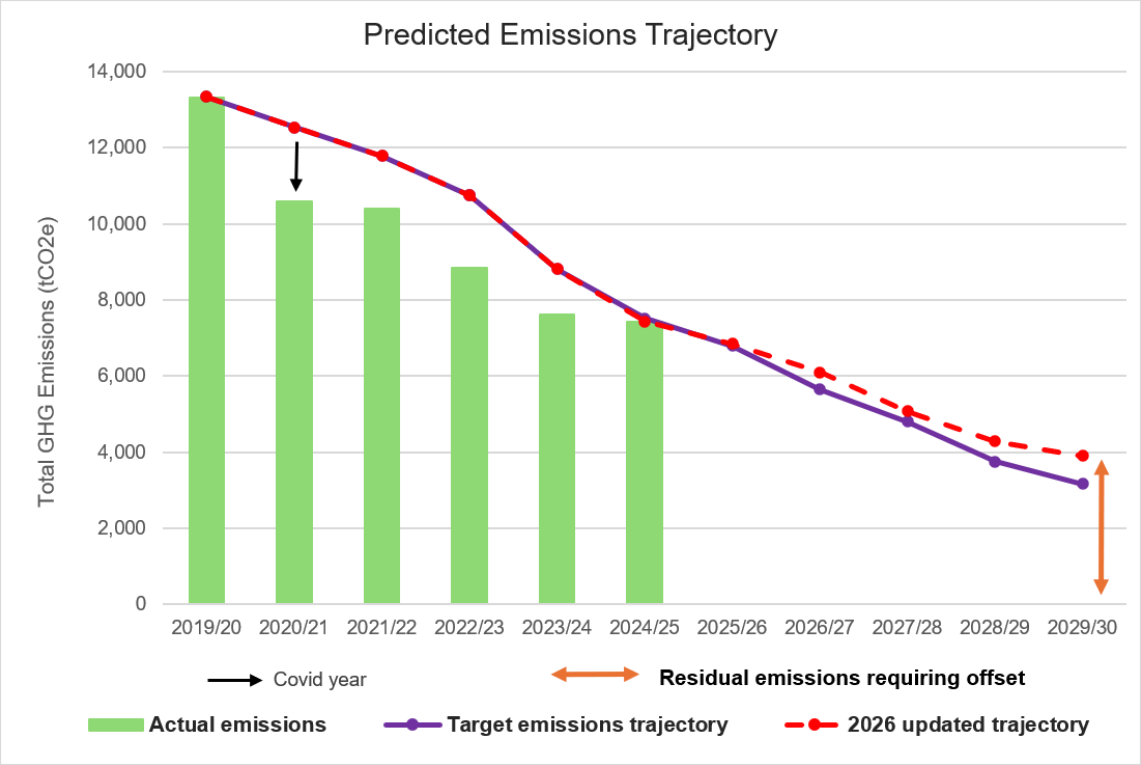


Figure 4. Shows the modelled predicted trajectory of carbon emissions (purple solid line) based on factors I and II. The second red, dashed line shows the April 2026 updated trajectory.

A new key performance indicator (KPI) for carbon emissions was established in the 2025 Carbon Management Plan, to allow tracking of our progress towards reaching the 2029/30 predicted emissions figure by reporting on the annual required cumulative reduction of GHG emissions (t CO2e) to reach this goal.

	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Predicted carbon emissions for all OCC activity (t CO2e)	7,640	7,400	6,670	5,650	4,800	3,750	3,160
KPI target - required reductions (cumulative)	-	**-240**	**-970**	**-1,990**	**-2,840**	**-3,890**	**-4,480**
Actual emissions reduction (cumulative)	-	**-201**					

Table 4. Shows the KPI target of cumulative reductions required to reach the 2030 target (figures rounded)

The predicted annual emissions trajectory has been updated to reflect the known 2024/25 emissions; the known 2025/26 government published emission conversion factors; the projects completed in 2025/26; and the updated plan for future projects.

	2026/27	2027/28	2028/29	2029/30
2026 updated predicted carbon emissions for all OCC activity (t CO2e)	6,100	5,080	4,290	3,910

Table 5. Shows the April 2026 updated estimated annual emissions (figures rounded)

6. Service Area Predicted Emissions

For each service area the predicted trajectory for emissions is calculated from the projects currently completed alongside the scheduled works to decarbonise those service areas. The specifics of these decarbonisation plans are outlined in Appendix 2 & 3. If planned projects are not completed the residual emissions in 2030 will be larger and to reach carbon neutrality targets the need to offset will increase.

Service Area Predicted Carbon Emissions (t CO2e)	2010/11	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Business Travel	2,647	1,088	1,080	1,018	949	925	895
Fleet Vehicles	1,142	1,475	1,375	1,264	904	661	580
Highways Electrical Assets	13,273	2,196	1,897	1,624	1,444	1,264	1,083
Corporate Properties	9,527	2,671	2,496	2,192	1,783	1,435	1,349
ALL OCC ACTIVITY	**26,589**	**7,431**	**6,848**	**6,098**	**5,080**	**4,286**	**3,907***
Percentage decrease from 2010/11 Baseline	-	***72%***	***74%***	***77%***	***81%***	***84%***	***85%***

*Table 6. Shows the actual emissions for 2010/11 and 2024/25 and the predicted emissions for service areas (*residual emissions to be offset)*

Buildings

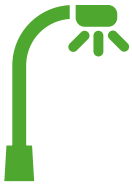
Decarbonising corporate buildings is a key objective of our Property Strategy. Emissions include electricity, heating (gas, gas oil, LPG), water, and waste. Works to date have resulted in a fall of 72% compared to the 2010/11 baseline. OCC owns and operates almost 120 corporate sites, to date, 24 have had decarbonisation works completed. 62 corporate sites are currently in scope for improvements to reach the carbon neutral by 2030 target, the decarbonisation approach is based on the following principles:

Estate rationalisation. Consolidate assets by rationalising underused spaces, co-locating with partners and reviewing leaseholds.

Retrofits. Deliver low-carbon measures to reduce energy consumption and replace fossil fuel heat systems.

Heat networks. Engage with viable heat network opportunities.

Highways Electrical Assets (streetlighting, traffic signals, CCTV, signage)



The Council's highways electrical assets include over 60,500 streetlights, over 450 traffic signal sites, and over 5,200 illuminated signs and bollards. Significant carbon savings (83% reduction to date compared to 2010/11 baseline) have been achieved over the past few years. This has included the replacement of standard halogen fittings with lower energy LED fittings and reducing the number of illuminated assets. The 2030 carbon emissions target for the remaining highways electrical assets emissions is based on the following principles:

Policy. Follow the Street Lighting and Illuminated Assets Policy which supports optimised, energy-efficient lighting to reduce environmental impact in new developments.

Street Lighting. Investigate opportunities for part-night lighting with town and parish councils.

Traffic Signals. Conversion of the remaining 114 halogen traffic signals and crossings sites to LED. Utilising funding from Department for Transport where available.

Signage: Continue to either de-illuminate or convert remaining illuminated signs and bollards to LED as part of BAU maintenance. Emissions from illuminated signs and bollards represented 2% of the Council's total emissions in 2024/25. Opportunities for solar bollards will also be explored during maintenance.

Fleet Vehicles

The Council's fleet includes around 460 vehicles used across services such as Oxfordshire Fire and Rescue, Supported Transport, Facilities Management and Highways. Emissions from the fleet have increased by 29% since the 2010/11 baseline, largely due to service expansion due to population growth. The table below shows the breakdown of the Council's fleet vehicles.

Type of vehicle	OCC Main Fleet	Number of which EV	Oxfordshire Fire & Rescue	Number of which EV
Total Fleet Size	306	57	156	24
Heavy/ Specialised Vehicles	-		56 fire appliances	
Minibus	154	15	-	-
Car/Van	152	42	100	24

Table 7. Shows the breakdown of fleet vehicles[2]

[2] Figures based on 31.03.26 data

Decarbonisation of the fleet is underway, focusing on rationalisation, electrification and EV charging infrastructure development. The approach to achieving carbon neutrality by 2030 is based on the following principles:

Fleet replacement. Transition to electric vehicles where feasible, with over 80 EVs now in use and significant replacements planned for 2026-2028 (detailed in appendix 2&3).

Charging infrastructure. Expand workplace and home charging for staff using fleet vehicles and ensure access to public charging networks.

Innovation for specialist vehicles. Engage with emerging technologies to address the harder-to-decarbonise fleet, including fire appliances. Continue to participate in research and development initiatives such as the Innovate UK-funded projects to explore hydrogen fuel cell options for fire engines.

Staff Business Travel

Business travel includes work-related journeys by Council staff, agency workers, and volunteers. Emissions have reduced by 59% compared to the 2010/11 baseline, reflecting new working practices and a shift toward virtual meetings and agile working. The decarbonisation of business travel is guided by the following principles:

Policy. Develop and implement a new Employee Business Travel policy to support lower-carbon travel choices.

Electric alternatives. Expand access to low-emission vehicles via salary sacrifice schemes, electric pool cars, and service-specific electric vehicles.

Behaviour change. Encourage walking, cycling, and car sharing, and support staff use of electric bikes and electric pool cars.

7. Offsetting Residual Emissions for Carbon Neutrality by 2030

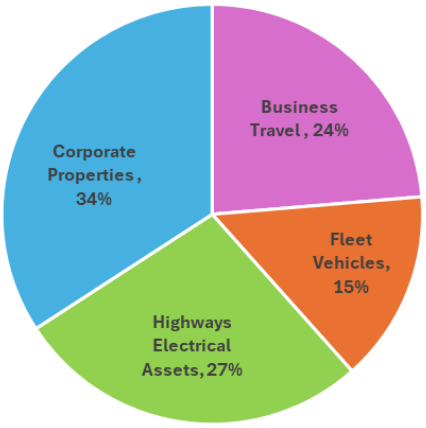
While Oxfordshire County Council is committed to reducing emissions through energy demand reduction, energy efficiency improvements and innovative decarbonisation solutions, we recognise that residual emissions will remain by 2030, particularly from challenging assets such as listed buildings and specialist fleet (fire engines) and from business-related travel. The Council has developed and adopted an offsetting policy centred on high integrity carbon credits preferably from carbon removal projects that have additional co-benefits for Oxfordshire residents.

A budget of £30,000 per annum for 5 years was approved in 2025/26 for forward purchasing carbon credits. This funding allowed us to test the market and process of purchasing carbon credits, however, offsetting our total emissions in 2030 and onwards is currently unfunded.

An approach for forward purchasing carbon credits was agreed in 2025 and the Council conducted a procurement exercise to purchase carbon credits to start meeting residual emission needs. Work will continue in 2026/27 to further develop the Council's procurement strategy that will explore:

- Establishing agreements to secure high-quality carbon credits in advance, ensuring both availability and price stability.
- Developing standardised legal contracts to ensure the integrity and traceability of purchased credits.
- Exploring collaborations with established providers of nature-based carbon removal projects.
- Maintaining transparency and public trust, we will implement a proactive communications plan to clearly articulate the criteria and rationale of projects.

8. Remaining Opportunities



The Carbon Management Plan has identified and allocated funds for a substantial number of carbon saving activities. The remaining predicted emissions by 2030 show around 34% will be from the electricity consumption of our properties and remaining gas heated properties; 27% will be from electrical demand for highways electrical assets; 38% will be from vehicle emissions. There are some remaining interventions that could further reduce our carbon emissions which will be developed and business cases prepared where applicable.

Figure 5. Projected proportion of emissions in *2029/30*

The further interventions identified include:

- Investigating power purchase agreement to ensure a greener energy supply.
- Delivery of property rationalisation and linked investment decisions for the properties currently not included in the decarbonisation programme.
- Electrification of the remaining 53 diesel/petrol OCC fleet vehicles and 13 diesel OFRS fleet vehicles (cars & vans) currently due to be replaced post 2030.
- Decarbonisation of the diesel specialised vehicles (fire appliances and large vehicles).
- Reduction in emissions from business travel through the introduction of better route planning, car sharing, service-specific electric vehicles and location-based electric pool vehicles.

9. Financing the transition

Some elements of the transition to carbon neutrality are expected to deliver financial savings, such as replacing street lighting with LEDs. An initial £40.8m investment, based on a 2018/19 business case, projected a 9.7-year payback period and £77m in savings over 20 years. However, retrofitting buildings and replacing specialist vehicles will require significant investment, unlikely to yield financial returns within the Council's standard payback period. Data gathered in 2022/23 has allowed the estimation of the investment needed to make buildings and fleets carbon neutral. Energy audits and fleet usage through telematics will provide further insights, enabling the development of an invest-to-save programme and funding business cases.

Capital requests for property and fleet have been approved and are being implemented through a number of projects. A PSDS round 3C application for heat decarbonisation was secured for energy efficiency work to be completed in 2025 for 25 corporate sites and round 4 PSDS funding for a further 21 properties in 2026. However, a funding gap exists. As previously highlighted under current challenges, there remains an unfunded element to the property programme from 2026/27 onwards. This is due to central government withdrawing the SALIX's Public Sector Decarbonisation Scheme (PSDS) grant funding and the expectation that no further funding will be available for property decarbonisation until post Local Government Reorganisation when estate consolidation takes place.

10. Net-Zero and Beyond

The 2030 carbon neutral target agreed in 2019 has formed the basis of Oxfordshire County Council's plans to tackle its own operational emissions to date. There are some associated emissions which are not currently part of this target including some scope 3 emissions from its supply chain and emissions from maintained schools.

In December 2024 the Council announced plans to go beyond net-zero committing to a pathway that extends beyond the current carbon neutral target, by implementing programmes to reduce associated scope 3 and school emissions and developing carbon removal and offsetting projects within the county as outlined in offsetting emissions.

Scope 3 Emissions

Following OCC's Climate Action Framework and the council's Supply Chain Emissions Policy, we are working in decarbonising our supply chain which are part of the council's Scope 3 emissions. Whilst supply chain emissions are not included in our 2030 carbon neutrality target, we recognise their importance and the strong influence we can have which will contribute towards a zero carbon Oxfordshire by 2050. We have identified top emitter suppliers, and we are engaging them as part of our decarbonisation strategy to obtain better data and understand their carbon reduction plans. In 2025/26, we supported

our Procurement colleagues to develop a sustainability focused Ethical Procurement Policy which integrates carbon and broader sustainability requirements as part of OCC's procurement process.

To tackle Scope 3 Capital Goods emissions, OCC is adopting whole-life carbon governance principles for infrastructure projects through PAS2080:2023. This approach aligns with OCC's long-term capital investment programme. Methods for accounting for whole-life carbon impacts will be integrated into decision-making processes.

To align our supply chain emissions with science-based targets, we aim to:

- Engage with our key suppliers on their carbon emissions and expand supply chain emission reporting, using emissions data provided by suppliers.
- All new Council contracts of a value of over £1 million per annum will also include a requirement for reporting of scope 1 and 2 emissions to the Council.
- Collaborate with our suppliers on decarbonisation opportunities.
- Implement low carbon principles and specifications in future Council contracts.
- Maximise the effectiveness of Oxfordshire County Council's Social Value Policy to realise further supply chain emission reduction opportunities.
- Increase our ambitions for a low carbon supply chain over the next 5 years.

Scope 3 - Highways Maintenance and Transport

We are implementing strategic decarbonisation approaches in our procurement processes starting with high value contracts. In the recent renewal of the Highways Maintenance contract with MGroup (formerly Milestone), the Milestone – OCC partnership had scored highly in an internal assessment in relation to infrastructure carbon governance standard PAS2080.

In the new MGroup-OCC contract we are addressing PAS2080 gaps for continuous improvement. For example, we are working with MGroup to translate the company's validated Science Based Targets to the OCC contract whilst improving carbon reporting practices and data sharing. The new contract includes a performance management framework that incentivises MGroup with contract extensions and financial gains, contingent on meeting Operational Performance Indicator (OPI) targets, including two related to carbon reduction.

Following policy 27 in the Local Transport and Connectivity Plan, we are also working with OCC procurement, transport planning and delivery colleagues to implement improved carbon governance processes in transport infrastructure projects following the standard PAS2080.

Maintained Schools

We report emissions from OCC's 118 maintained schools in our annual Greenhouse Gas report (eight schools became academies in 2024/25). However, as schools manage their own operations and budgets, these emissions are not included in our carbon neutral by 2030 target. Decarbonising schools is part of the zero carbon Oxfordshire by 2050 target and we are committed to supporting our maintained schools to improve energy efficiency.

Key support provided:

- **ACES Programme**. Funded by OCC, this service helps schools implement energy-saving measures to cut emissions, reduce bills, and improve comfort. Support includes energy assessments, tailored energy plans, advice, and support in identifying funding for energy saving measures.
- **Condition Surveys and Energy Audits**. Completed condition surveys for all OCC maintained schools (excluding Voluntary Aided) and energy audits for 50 schools identifying energy efficiency needs to allow funding cases to be developed.
- **Grant Funding.** We supported nine schools to secure £1.6m from the Public Sector Decarbonisation Scheme for insulation, solar PV and low-carbon heating, saving over 150 t CO2e.
- **OCC Loan Scheme**. Capital-funded, interest-free loan scheme launched in July 2023 and extended an additional year in 2025 for LED lighting and solar PV.

Our support going forward:

We have committed in both our Climate Action Framework and the newly adopted Property and Assets Strategy to support and invest in our maintained schools. We therefore plan to build on the support provided to date:

- **Energy audits -** We plan to complete energy audits for remaining schools as part of a rolling programme, using the results to outline decarbonisation pathways and develop business cases for government funding.
- **Action on Carbon and Energy in Schools (ACES) programme** – We will continue to fund the ACES programme in 2026/27. This support service can also support schools in understanding and evaluating the quotes received for energy efficiency measures and what to consider when selecting contractors.

11. Carbon Management Actions

Types of actions

The Carbon Management Plan includes **direct actions** that generate measurable emissions reductions – e.g. replacing lighting with LEDs – and **enabling actions** that create the conditions for future reductions – e.g. installing a fleet management system.

Monitoring and reporting

The Carbon Management Plan Delivery Group formed by the Officer Leads will be accountable for delivery of the Carbon Management Plan and the service area Key Performance Indicators will reflect the outcomes required to reach target emissions.

When possible, progress will be monitored using the Council's Carbon Neutrality dashboard, which displays the latest energy and fuel consumption data; carbon emissions; and progress on key projects, along with KPIs and targets agreed with services.

Progress on the actions will be reported to:

- Carbon Management Plan Delivery Group
- SLT and Members six-monthly via Corporate Performance report
- Cabinet annually.

Appendix 1: Completed projects - 2022/23, 2023/2024, 2024/25 & 2025/26

Appendix 2: Projects planned for 2026/27

Appendix 3: Future projects 2027/28-2030/2031

Appendix 1: Actions undertaken in 2022/23, 2023/24, 2024/25 and 2025/26

Action	Year of delivery	Type	Estimated investment	Status and source of funding	Est. annual CO2e saving[3]
Highways Electrical Assets					
Convert street lighting to LED	2022/23	Direct	£40.8m total	Completed – capital programme	1,522 t CO2e
Convert 8 traffic signals to LED		Direct	£575k	Completed - annual BAU capital budget (£160k) and DfT funding (£415k)	4 t CO2e
De-illuminate 32 bollards		Direct	--	Completed - annual BAU maintenance works	0.5 t CO2e
Complete conversion of street lighting to LED	2023/24	Direct	£40.8m total	Completed – capital programme	269 t CO2e
Convert 43 traffic signals to LED		Direct	£310k	Completed – annual BAU capital budget and capital programme	20 t CO2e
De-illuminate 83 bollards		Direct	--	Completed – annual BAU maintenance works	1.2 t CO2e
Explore options for reducing emissions from heritage street lighting lanterns.	2024/25	Enabling	--	Ongoing – options sourced	TBD
Convert 7 traffic signal sites to LED		Direct	£250k	Completed - BAU capital budget	8 t CO2e
Finalise funding for traffic signal sites LED conversion programme		Direct	c.1.5m	Ongoing – continued into 2025/26	c. 88 t CO2e
Convert 355 bollards to LED, solar power or de-illuminate		Direct	--	Ongoing – rolled into 2025/26	4.6 t CO2e
Implement new Street Lighting and Illuminated Assets Policy – develop implementation plan for part-night dimming/ lighting		Direct	--	Ongoing – rolled into 2025/26	TBD

[3] The full year carbon savings for actions implemented will be realised 12 months from project completion.

Action	Year of delivery	Type	Estimated investment	Status and source of funding	Est. annual CO2e saving[3]
Complete budget proposal for replacing heritage street lighting with LED	2025/26	Direct	--	Decision not to proceed due to material costs, resourced and limited savings.	--
Convert 7 traffic signal sites to LED		Direct	£250k	Completed 9 sites – fully funded BAU capital budget. A further 10 were converted as part of other schemes.	8 t CO2e
Finalise and initiate traffic signal sites LED conversion programme		Direct	£1.5m	Ongoing – funding route tbc	c. 88 t CO2e in total
Convert 355 bollards to LED system and assess sites for de-illumination		Direct	--	327 converted to LED, 161 de-illuminated	7.5 t CO2e
Implement new Street Lighting and Illuminated Assets Policy		Direct	--	Updated Streetlighting and Illuminated Policy approved in October 2025	TBD
Complete local engagement exercise regarding part-night lighting and complete trials – dependant on consultation results		Enabling	--	Engagement completed and new part-night lighting application framework developed & approved.	TBD
Properties					
Complete delivery of PSDS[4] round 1 projects.	2022/23	Direct	£1.3m	Completed – PSDS round 1 grant	187 t CO2e
Deliver heat decarbonisation measures at Hook Norton Fire Station.		Direct	£16k	Completed - PSDS round 3a	10 t CO2e
Carry out energy audits & condition surveys at 50 corporate sites.		Enabling	£76k	Completed - successfully awarded Phase 3 Low Carbon Skills Fund funding for audits	--
Release 1 building (estate rationalisation)		Direct	--	Completed – revenue saving	9 t CO2e[5]

[4] Public Sector Decarbonisation Scheme

[5] One building released end 2022, first full year saving 2023/24.

Action	Year of delivery	Type	Estimated investment	Status and source of funding	Est. annual CO2e saving[3]
Complete phase 1 lighting project at Oxfordshire County Music Service and decarbonisation works at Chinnor Library. Complete lighting works at Samuelson House.	2023/24	Direct	c. £122k	Completed – capital request	5 t CO2e
Submit PSDS 3c funding bid for phase 1 decarbonisation of 25 sites		Direct	£3.1m	Completed - funding awarded	350 t CO2e
Release 1 building (estate rationalisation)		Direct	--	Completed - revenue saving	58 t CO2e[6]
Deliver funded PSDS 3c energy efficiency projects (25 sites)	2024/25	Direct	£10.4m	Ongoing – 14 completed in 2025, 11 to be completed in 2026	350 t CO2e
Deliver energy efficiency works to Faringdon Fire Station		Direct		Completed – Practical Completion certificate issued September 2025	6 t CO2e
Initiate active building management		Direct		Under review – BMS system chosen but not planned for all sites	--
Carry out energy audits		Enabling		Completed – audits for all sites	--
Prepare for PSDS 4 and submit bid		Enabling		Completed – bid submitted x16 sites	--
Release 1 building (estate rationalisation)		Direct		Completed – 1 site vacated	89 t CO2e
Begin PSDS 4 Energy Efficiency works for 22 buildings for a range of measures	2025/26	Direct	£10m	Ongoing - works in progress for all sites, to be completed 2026/27 - PSDS funding and capital programme	330 t CO2e
EV Charging Infrastructure – all sites with parking to have charging points installed		Enabling	Fleet budget	Ongoing - provision included where grid upgrades have been applied for.	--

[6] One building released end 2023, first full year saving 2024/25.

Action	Year of delivery	Type	Estimated investment	Status and source of funding	Est. annual CO2e saving[3]
Continued delivery of remote access BMS system across whole estate		Enabling	--	Ongoing – continue into 2026/27	TBD
Release buildings (estate rationalisation)		Direct	--	3 vacant properties released – revenue saving	--
Investigate power purchase agreement to allow low carbon grid energy purchase		Enabling	--	Ongoing – continue into 2026/27	c. 1,000 t CO2e
Fleet					
Procurement of fleet Management IT System – Jaama Key2	2022/23	Enabling	£250k	Ongoing - fully funded via ICT and Property	--
Fleet replacement capital request business case submitted.		Enabling	£18m requested	Capital request approved, £18m over 3 years	595 t CO2e over 3 years from 2024/25
Set up & launch Fleet Management IT System – Jaama Key2.	2023/24	Enabling	£250k	Ongoing – alternative system implemented in 2025/26	--
OCC fleet - order 10 electric minibuses		Direct	£18m (part of)	Ongoing – rolled into 2024/25	595 t CO2e over 3 years
OFRS - order 10 electric vehicles		Direct	--	Completed – vehicles now operational	11 t CO2e
Launch HYER (HySPERT phase 2) - building of a prototype hydrogen range extender fire engine		Enabling	TBC	Launched and ongoing – research and development stage fully funded	--
Replace c. 99 end-of-life/lease cars, vans and minibuses with EV's (OCC fleet)	2024/25	Direct	From £18m	Under review – 31 purchased and operational in 2024/25	284 t CO2e (replace 99)
Analyse fuel data using VMS to identify vehicles for EV replacement		Enabling	--	Delayed – New programme manager now in place to review 2025/26	--
Review and expand EV charging infrastructure		Enabling	£100k	Delayed – New programme manager now in place to review 2025/26	-

Action	Year of delivery	Type	Estimated investment	Status and source of funding	Est. annual CO2e saving[3]
OFRS – order 8 electric vehicles to replace 8 ICE vehicles	2024/25	Direct	£350k	Completed – 10 EV vehicles delivered	11 t CO2e
Delivery of HYER (HySPERT phase 2) design and build prototype hydrogen fuel cell range extender fire engine		Enabling	--	Ongoing – refuelling contract signed and engine body build complete.	--
Complete VMS data system integration – Analyse fuel usage data collated via the new fleet management system to identify vehicles suitable for replacement with EV.	2025/26	Enabling	--	Completed	--
Rationalise/ Replace with electric vehicles 60 end-of-life/lease OCC cars, vans and minibuses		Direct	£1.5 m (from the total £18 m)	Ongoing: Completed - 4 rationalised, 3 electric minibuses operational. Carry forward – 10 to be rationalised, 43 to be converted to EV in 2026/27	175 t CO2e
Replace 14 ICE vehicles with EV (carried over from 2024/25)		Direct		Completed – 14 electric vans delivered	--
OFRS – Replace 10 end-of-life/ lease cars and vans in Fire & Rescue with electric vehicles		Direct	£350k	Carry forward - 12 EVs and 2 plug-in hybrids to be ordered Q1 2026/27	11 t CO2e
Expand EV charging infrastructure		Enabling	£600k	Ongoing – extant partner has removed themselves from UK market and new contractors being sought. Partly funded c. £450k available	--
Procure and install telematics system and start analysis of data.		Enabling	--	Ongoing - Initial business case has been signed off by ICT and Property Board. Full business case and supporting policy for use of telematics being developed.	--

Action	Year of delivery	Type	Estimated investment	Status and source of funding	Est. annual CO2e saving[3]
Continued delivery of HYER (HySPERT) – prototype hydrogen range extender fire engine and H2 refuelling infrastructure at Drayton Highway Maintenance depot.		Enabling	Innovate UK funding	Refuelling infrastructure complete. Ongoing – trial of hydrogen range extender fire engine, ambulance and highways utility vehicle to commence in 2026/27	TBD
Carry out a feasibility study and environmental impact assessment to shift to HVO. (Carried over from 2024/25)		Direct	TBD	Completed – HVO is not compatible with Euro 5 engines. Revisit once OFRS fire appliance fleet is fully Euro 6.	TBD
Staff Travel					
Initiate staff business travel programme	2022/23	Direct	--	Ongoing – 10% carbon reduction targets committed to by three service areas	12 t CO2e
Implement staff business travel programme – start developing new Employee Business Travel Policy based on best practice from other LAs.	2023/24	Enabling	--	Ongoing - still under review in 2025/26	--
Consider provision of essential user vehicles - identify eligible staff for 25 essential user vehicles	2024/25	Enabling	£800k	Ongoing – Plan being developed	61 t CO2e[7]
Attain approval of new Employee Business Travel Policy and begin implementation.	2025/26	Direct	--	Ongoing – policy to be approved	45 t CO2e[8]
Identify high mileage claimants and locations for vehicle charging facilities. Implement 6 month trial allocation of fleet EV.		Direct	£800k	Continued from 2024/25. Ongoing – commence trial 2026/27	61 t CO2e (as per 2024/25)

[7] Estimated saving based on 2021/22 mileage claims data.

[8] Based on the carbon reduction targets agreed by three service areas

Action	Year of delivery	Type	Estimated investment	Status and source of funding	Est. annual CO2e saving[3]
Insetting & Financing					
Develop our internal offsetting strategy – develop our requirements and specification for an offsetting strategy and appoint consultants.	2023/24	Enabling	£25k	Completed – consultants appointed, work to complete Q2 2024/25.	--
Complete offsetting strategy/ policy	2024/25	Enabling	--	Ongoing – work with consultants completed. Development of offsetting policy rolled into 2025/26.	--
Develop our Supply Chain Emissions Policy / Ethical Procurement Policy		Enabling	--	Policy developed and supply chain emissions being reviewed.	-- --
Develop carbon offsetting policy	2025/26	Enabling	--	Complete – Carbon Offsetting Policy approved by Cabinet November 2025	--
Test market with initial carbon credit purchase		Direct	£30k p.a.	Ongoing – procurement exercise underway	--

Appendix 2: Actions for 2026-27

Action 2026/27	Year of delivery	Type	Estimated investment	Status and source of funding	Estimated CO2e saving[9]	Officer Lead	Directorate
Highway Electrical Assets							
Keep a watching brief on opportunities to convert heritage street lighting to LED	2026/27	Direct	TBD	Staff time	TBD	Head of Highway Maintenance	Highways Management
Convert 12 traffic signal sites to LED as part of routine asset upgrades	2026/27	Direct	£471k	Fully funded – annual BAU capital budget/ other schemes	5 t CO2e	Head of Network Management	Highways Management
Continue to progress the conversion of roadside assets to LED within scope of the overall traffic signals upgrade programme	Ongoing until 2029/30	Direct	TBD	TBD	c. 88 t CO2e in total	Head of Network Management	Highways Management
Evaluate opportunities to either convert to LED or de-illuminate signs and bollards.	Ongoing	Direct	--	As part of ongoing BAU maintenance	TBD	Head of Highway Maintenance	Highways Management
Implement Street Lighting and Illuminated Assets Policy in relation to new street lighting[10].	Ongoing	Direct	TBD	Existing funding	--[10]	Head of Highway Maintenance	Highways Management
Carry out part-night lighting expressions of interest process.	2026/27	Enabling	-	Staff time	TBD	Head of Highway Maintenance	Highways Management

[9] The full year carbon savings for actions implemented in 2024/25 will be realised in 2025/26 & reported in the 2025/26 GHG report.
[10] The Policy sets out guidance related to new street lighting installed for new developments. No associated carbon saving.

Action 2026/27	Year of delivery	Type	Estimated investment	Status and source of funding	Estimated CO2e saving[9]	Officer Lead	Directorate
Property							
Complete delivery of PSDS 3c funded upgrades at 11 properties	2026/27		£10.4m	PSDS and match funding	350 t CO2e	Ops Manager Minor Works and Decarbonisation	Property & Assets
Continue delivery PSDS phase 4 - funded upgrades at 22 buildings	2026/27		£10m	PSDS and match funding	330 t CO2e	Ops Manager Minor Works and Decarbonisation	Property & Assets
EV Charging Infrastructure – all sites with parking to have charging points installed	Ongoing	Direct	TBD	Fleet budget	-	Ops Manager Minor Works and Decarbonisation / Fleet Manager	Property & Assets
Review operational remote access BMS systems installed in 2025/26 and embed BMS as part of wider decarbonisation programme.	Ongoing to 2030	Direct	--	Staff Time (review) Unfunded	TBD	Ops Manager Minor Works and Decarbonisation	Property & Assets
Release buildings (estate rationalisation)	Ongoing	Direct	--	Revenue saving	TBD	Operation Manager – Assets and Investment	Property & Assets
Investigate power purchase agreement to allow low carbon grid energy purchase.	Ongoing	Enabling	TBD	Current revenue utility costs	c. 1,000 t CO2e	Ops Manager Minor Works and Decarbonisation / Corporate Climate Manager	Economy & Place

Action 2026/27	Year of delivery	Type	Estimated investment	Status and source of funding	Estimated CO2e saving[9]	Officer Lead	Directorate
Fleet							
Replace 56 OCC fleet vehicles with electric vehicles	2026/27	Direct		Fully funded – capital programme	160 t CO2e	VMS Strategic Fleet Manager	Property & Assets
Rationalise 10 OCC vehicles and replace 43 OCC ICE vehicles with electric vehicles	2026/7 carried over from 2025/26	Direct		Fully funded – capital programme		VMS Strategic Fleet Manager	Property & Assets
Replace 10 end-of-life/ lease cars and vans in Fire & Rescue with electric vehicles	2026/27	Direct	£350k	Fully funded – OFRS budget	10 t CO2e	OFRS Business Manager	Community Services and Safety
Replace 12 end-of-life/ lease cars and vans in Fire & Rescue with electric vehicles	2026/7 carried over from 2025/26	Direct	£350k	Fully funded – OFRS budget	11 t CO2e	OFRS Business Manager	Community Services and Safety
Expand EV charging infrastructure – Investigate charging network on OCC sites alongside Property colleagues.	2026/27	Direct	£600k	Partly funded – c. £450k available	To enable Fleet saving,	VMS Strategic Fleet Manager	Property & Assets
Work with Highways and Transport colleagues to identify the pre-requisites and to develop the business case to make our highways and transport depots compatible with EV charging	2026/27	Enabling	--	Staff time	--	VMS Strategic Fleet Manager / Highways Policy Manager	Property & Assets / Highways
Procure and install telematics system and start analysis of data.	2026/27	Enabling	TBC	Capital programme	--	VMS Strategic Fleet Manager	Property & Assets

Action 2026/27	Year of delivery	Type	Estimated investment	Status and source of funding	Estimated CO2e saving[9]	Officer Lead	Directorate
Continued delivery of HYER (HySPERT) – commence 12-month trial of prototype hydrogen range extender fire engine and H2 refuelling infrastructure.	2026/27	Enabling	TBC	Fully funded – Innovate UK	TBD	Head of iHub	Corporate Services
Staff Travel							
Implement low carbon staff travel programme - attain approval of new Employee Business Travel Policy and begin implementation (carried over from 2025/26)	2026/27	Direct	--	Staff time	45 t CO2e[7]	Director of Property & Assets	Finance
Allocate EVs to high mileage claiming staff (carried over from 2025/26)	2026/27	Direct	£750k	£800k - capital programme	61 t CO2e	Director of Property & Assets	Finance
Carbon Offsetting & Finance							
Finalise procurement exercise and purchase carbon credits.	2026/27	Direct	£30k p.a.	Capital – agreed budget	750 t CO2 (as an offset)	Head of Climate Action	Environment

Appendix 3: Actions for 2027-2031

Key Focus Areas

- Delivery of committed projects
- Review future delivery programme from 2028 based on LRG outcome.
- Promote policies supporting EV adoption and low-carbon staff travel.
- Continue estate rationalisation to reduce energy use.
- Ensure robust carbon credit purchase system adopted.

Year	Intervention	Service Area	Action Type	Est. t CO2e Saving	Estimated Investment	Funding Status	Lead Officer / Team
2027/28	Convert 8 traffic signal sites to LED	Highways Electrical Assets	Direct	3	£450k	Annual BAU Capital	Head of Network Management
2027/28	Complete remaining PSDS4 works	Buildings	Direct	330	£10m	Funded	Decarbonisation Manager
2027/28	Replace 71 OCC fleet EVs	Fleet	Direct	204	£15m	Funded	Fleet Manager
2027/28	Replace 10 OFRS diesel vehicles with EVs	Fleet - OFRS	Direct	10	£350k	Capital	OFRS Business Manager
2027/28	Allocate EVs to 10 high mileage claiming staff	Business Travel	Direct	45	--	Staff time	Property & Assets Director
2027/28	Install EV charging at all depots	Infrastructure	Enabling	--	TBD	Partially funded	Fleet Manager
2027/28	Release vacant buildings via rationalisation	Buildings	Direct	--	-	Revenue saving	Property Team
2027/28	Advance purchase carbon credits to offset 2029/30 residual emissions	Offsetting	Direct	750	£30k	Funded	Head of Climate Action
2028/29	Convert 8 traffic signal sites to LED	Highways Electrical Assets	Direct	3	£450k	Annual BAU Capital	Head of Network Management
2028/29	Scale-up solar PV installations	Buildings	Direct	TBD	TBD	TBC	Decarbonisation Manager

2028/29	Replace 13 OCC fleet EVs	Fleet	Direct	37	TBD	TBC	Fleet Manager
2028/29	Replace 10 OFRS diesel vehicles with EVs	Fleet - OFRS	Direct	10	£350k	Capital	OFRS Business Manager
2028/29	Advance purchase carbon credits to offset 2029/30 residual emissions	Offsetting	Direct	750	£30k	Funded	Head of Climate Action
2029/30	Convert 8 traffic signal sites to LED	Highways Electrical Assets	Direct	3	£450k	Annual BAU Capital	Head of Network Management
2029/30	Replace 10 OFRS diesel vehicles with EVs	Fleet - OFRS	Direct	10	£350k	Capital	OFRS Business Manager
2029/30	Continued roll out of EV pool car allocation and promotion	Business Travel	Direct		TBD		Fleet Manager
2029/30	Offset residual emissions via carbon credits – review actual emissions at Q4 to ensure correct number is purchased.	Offsetting	Direct	~3,910 tCO2e (to be offset)	TBD	Pending	Head of Climate Action
2030/31	Replace 10 OFRS diesel vehicles with EVs	Fleet - OFRS	Direct	10	£350k	Capital	OFRS Business Manager
2030/31	Continued roll out of EV pool car allocation and promotion	Business Travel	Direct	TBD	TBD		Fleet Manager
2030/31	Offset residual emissions via carbon credits – review actual emissions at Q4 to ensure correct number is purchased.	Offsetting	Direct	~3,480 tCO2e (to be offset)	TBD	Pending	Head of Climate Action

Greenhouse Gas Report

Reporting Year 2024 - 2025

Oxfordshire County Council

Date: May 2026

Owner: Climate Action Team

Contents

1. Executive Summary

OCC's 2030 Carbon Neutrality target.

1.1. **The emissions from the scope of our carbon neutrality 2030 target** (corporate estate and activities, see red boundary in figure 1 below) reduced by 201 tonnes CO_2e from 7,632 tCO2e in 2023/24 to 7,431 tCO2e in 2024/25. In its Carbon Management Plan, the council aimed to reduce emissions by 240 tCO2e in the period between 2023/24 and 2024/25, therefore the council achieved 84% of its target.

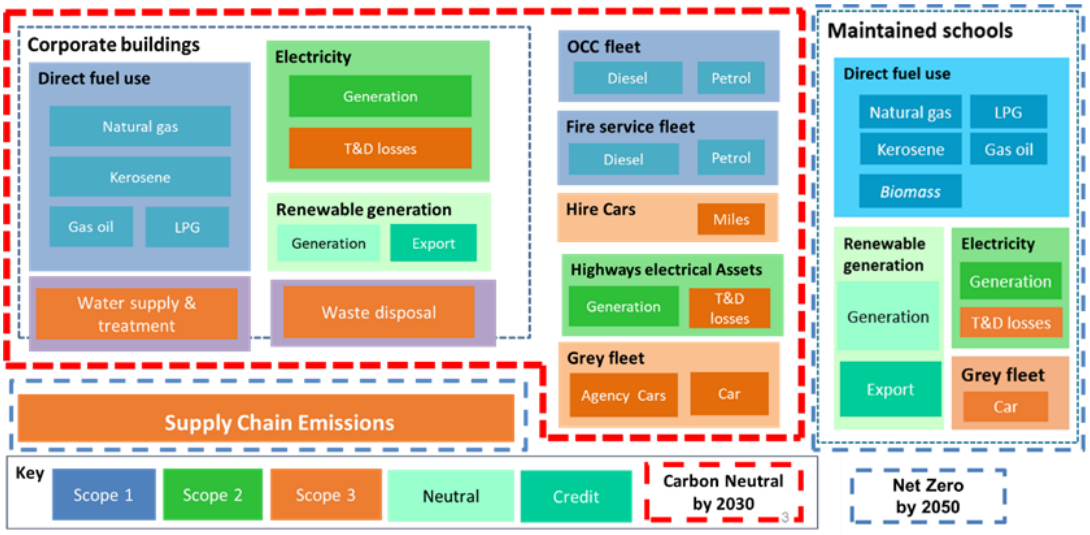


Figure 1: OCC's Carbon Neutrality target by 2030 boundary

1.2. The reductions achieved continue the emissions reduction pathway from our baseline year 2010/11. These results represent a 73% reduction against our baseline in 2010/11. Since 2019/20, emissions reduced by 44%, this is an average reduction of 8.8% annually in the last five years.

1.3. The split of emissions for 2023/24 and 2024/25 across the four sources of emissions (property, street lighting, fleet travel and staff mileage) is presented in Figure 2 below. In 2024/25, emissions from property remained OCC's largest source of emissions. Table 1 shows the 2024/25 emissions in comparison to 2023/24 (for more detail see section 6).

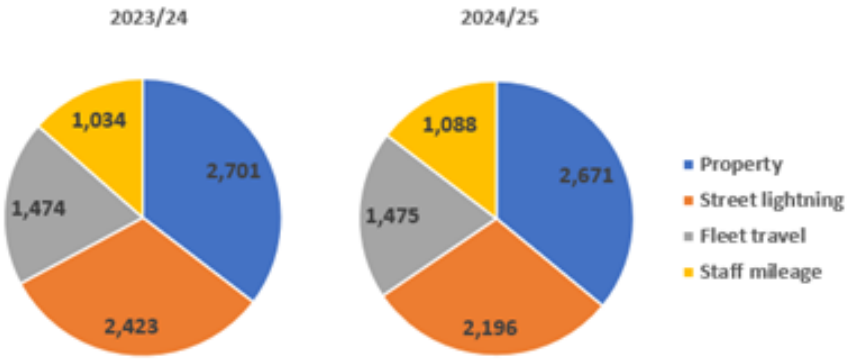


Figure 2: OCC corporate estate and operational emissions (tCO2e) distribution by year

Emissions in tCO2e	2023/24	2024/25	Change (tCO2e)	Change (%)
Property	2,701	2,671	-29	-1%
Street lighting	2,423	2,196	-227	-9%
Fleet travel	1,474	1,475	1	0.1%
Staff mileage	1,034	1,088	54	5%
Total	7,632	7,431	-201	-3%

Table 1: Summary of the change in emissions for OCC's estate and operations including solar PV offset (2030 Carbon Neutrality target)

Emissions from Maintained Schools

1.1. OCC reports on emissions from OCC's **Maintained Schools**. In 2024/25, GHG emissions from 122 maintained schools increased by 4% (152 tonnes CO2e) from 4,278 tonnes CO2e in 2023/24 to 4,430 tonnes CO2e in 2024/25. The 4% increase in maintained schools' emissions is mostly related to a 6% increase in gas demand in schools contributing with an increase of 129 tCO2e. This 6% increase in gas demand was lower than the 8% expected increase related to more colder days during the year in 2024/25 vs 2023/24.

1.2. Maintained Schools' emissions (excluding academies) reduced by 50% in relation to our 2010/11 baseline. This equates to an average reduction of 4% annually in the last fourteen years. (more details in section 7).

Emissions from Supply Chain

1.6 OCC has committed to reduce Scope 3 Supply Chain emissions to Net Zero ahead of 2050. In 2022/23 Oxfordshire County Council expanded its scope of greenhouse gas reporting to include supply chain emissions (see reporting boundary in Figure 1 above).

1.7 Since 2023/24, OCC has engaged with our top emitter suppliers and broader supply chain aiming to obtain supply chain emissions data based on their own operational data.

1.8 For this 2024/25 report, we have now secured emissions data of two consecutive years from five suppliers, some of them top emitter suppliers. The activity emissions from the combined five contractors increased by 13% from 20,889 tCO2e in 2023/24 to 23,606 tCO2e in 2024/25. This increase is mostly

related to a large increase in Highways Maintenance supplier emissions in 2024/25, which is partially due to a change in carbon emissions methodology (now following 14064 standard). During 2025/26, OCC has worked with this contractor to establish a carbon reduction pathway in alignment with science-based targets following the requirements of our recently approved Ethical Procurement Policy. Once this science-based carbon reduction pathway is defined and agreed, it will be contractual, and deviations from it may incur in financial penalisations.

1.9 If we consider changes in expenditure and calculate emissions intensities for these five suppliers (emissions per £ million spent) we find that emissions intensity increased by 2% in 2024/25 in relation to 2023/24.

1.10 In this report we have estimated through expenditure data the carbon emissions of the rest of the supply chain to complement the emissions data obtained from the five suppliers. This estimation was done with OCC expenditure data and consumption carbon factors from DEFRA. Based on this aggregated data (activity emission data from five suppliers plus expenditure calculated emissions), we estimate that OCC Scope 3 Supply Chain Emissions (Purchased Goods and Services and Capital Goods) may have decreased by 10% from 266,938 tCO2e in 2023/24 to 240,534 tCO2e[1]. This decrease is mostly related with decreases in emissions intensity (tCO2e/£ spent) across the different economic sectors (as calculated by DEFRA UK consumption emissions accounts) that integrate OCC's supply chain, rather than particular carbon reduction actions from our suppliers. (for more details and analysis on Supply Chain emissions see section 8).

1.11 In the following years we will continue to expand our engagement programme with top emitter suppliers as the council continues its implementation of its recently published Ethical Procurement Policy and implementing standard PAS2080 for our capital goods infrastructure programme in alignment with Policy 27 of our Local Transport and Connectivity Plan and our overarching target to achieve a net zero transport network by 2040[2].

[1] Note that this calculation is done with most recent carbon factors published by DEFRA that correspond to years 2021 and 2022.
[2] A significant proportion of OCC capital programme is transport infrastructure whose whole life carbon emissions are part of LTCP 2040 net zero target (Policy 27).

2. Context

2.1 Oxfordshire County Council provides services to residents, businesses, and communities across the whole county. We are responsible for around 80% of local government spending in Oxfordshire. The following core services are provided by the Council:

- adult social care
- children's services
- services for public health including mental health
- fire and rescue
- roads and transport planning
- waste disposal
- libraries and museums
- coroners' and registration services
- trading standards

2.2 The Council either provides these services directly or commissions them from other organisations. Most of these services are statutory – things we are obliged by law to do.

3 Reporting Period

3.1 This report covers GHG emissions from April 2024 to March 2025.

4 Introduction, boundary, and conversion factors

4.1 Each year, Oxfordshire County Council publishes details of its greenhouse gas (GHG) emissions in accordance with guidance published by the Department for Energy Security and Net Zero (DESNZ), the Department for Environment, Food and Rural Affairs and international GHG reporting best practice.

4.2 The Council is committed to improving our GHG reporting in line with the latest DESNZ and DEFRA guidance and carbon factors.

4.3 Figure 3 above shows the scope of our reported GHG emissions reporting.

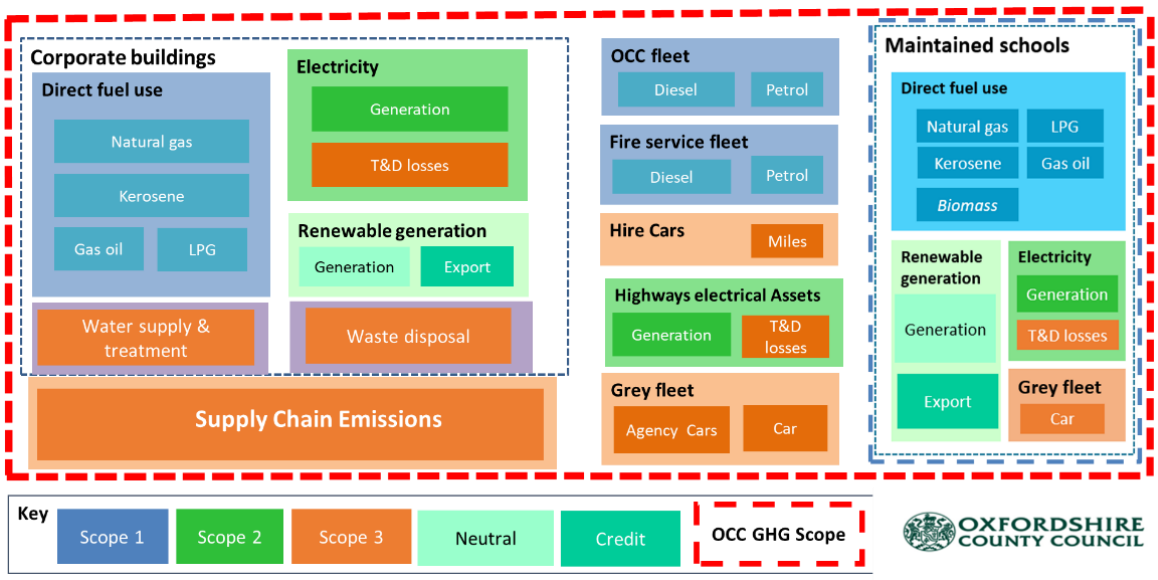


Figure 3: Scope of OCC's GHG emissions reporting

Figure 3 shows the scope of OCC GHG emissions reporting, this boundary includes the greenhouse emissions of our corporate 2030 Carbon Neutrality target described in Figure 1; plus the emissions of OCC's Supply Chain and Oxfordshire's Maintained Schools that are part of Oxfordshire's county wide Net Zero by 2050 target.

4.4 The council reports on emissions from its:

- Corporate estate and activities (Scope 1, Scope 2 and Scope 3 operational emissions, i.e. excluding supply chain)
- Maintained schools.
- Scope 3 Supply chain emissions: in this report we are including for the first time our full expenditure-based assessment of OCC's supply chain GHG emissions inventory (Purchased Goods and Services and Capital Goods categories of Scope 3 emissions) using DEFRA consumption emissions carbon factors. In addition, we have obtained activity-based emissions data from five suppliers, some of them top emitter suppliers. A supply chain emissions baseline will be included in this boundary in next year's reporting as we progress in expanding our Scope 3 emissions assessments based on obtaining from supplier's real activity data. This baseline will be used to track our progress in emission reductions in the following years.

4.5 In 2019 the council committed to become carbon neutral for its corporate estate and activities (excluding maintained schools and supply chain) by 2030. This report

includes a section to show the emissions in scope for this target. (see Section 6).

4.6 The carbon factor methodology applied for the council's property and operational emissions are the 2023 and 2024 carbon factors for the emissions generated in financial year 2024/25 published by DESNZ which can be found at: Greenhouse gas reporting: conversion factors 2024 - GOV.UK

4.7 The carbon factor methodology applied for the council's Scope 3 Supply Chain emissions (Purchased Goods and Services and Capital Goods) through expenditure data are the 2021 and 2022 carbon factors used to calculate the UK's Consumption Emissions (also known as UK's Carbon Footprint) published by DEFRA which can be found at: UK and England's carbon footprint to 2022 - GOV.UK

5 Greenhouse Gas (GHG) Emissions 2024/25

5.1 Table 2 shows that for 2024/25 emissions from Oxfordshire County Council estate, activities, maintained schools and OCC Supply Chain (based on expenditure data and five suppliers' activity data) were 252,469 tonnes of carbon dioxide equivalent (CO_2e) split across the three scopes. This includes offsetting from solar exports.

OCC GHG Emissions 2024/25 (tCO2e)	Corporate Estate & Operations	Maintained Schools	Converting Academies	Supply Chain (activity data from five suppliers)	Rest of Supply Chain (expenditure calculation)	Total
Scope 1	3,106	3,002	56			6,164
Scope 2	2,962	1,346	28			4,336
Scope 3 Operational	1,367	138	3			1,508
Scope 3 Purchased Goods and Services and Capital Goods				23,606	216,927	240,534
Solar Export	-4.6	-55				-59.6
Total emissions including Solar Export (offset)	**7,431**	**4,430**	**87**	**23,606**	**216,927**	**252,482**

Table 2: Total GHG Emissions in 2024/25

5.2 Our corporate estate and activities (the scope of our carbon neutrality target for

2030) amounted to 7,431 tonnes CO_2e.

5.3 Emissions from OCC maintained schools were 4,331 tonnes CO_2e. The emissions from maintained schools converting to academies in the reporting period were 174 tonnes CO2e.

5.4 The policy framework for supporting supply chain emissions reductions has been outlined in OCC's Supply Chain GHG emissions policy, approved by Cabinet on June 2023 and superseded by OCC's Ethical Procurement Policy in 2025. During 2024/25 we have started the implementation of this policy.

5.5 In 2024/25 Supply Chain emissions reporting (Purchased Goods and Services and Capital Goods), based on activity-based data resulting from engagement with five suppliers, including some top emitter suppliers, accounted for 23,606 tonnes CO_2e.

5.6 For the first time in this report, we have included an estimation of the total emissions from our supply chain including purchased goods and assets and capital goods. This first estimation includes a calculation of the emissions from the rest of the supply chain using expenditure data. We estimate that OCC Scope 3 Supply Chain emissions (Purchased Goods and Services and Capital Goods) (excluding five suppliers reporting activity based data) in 2024/25 were 216,927 tonnes of CO2e [3] (for more details and analysis of Supply Chain emissions see section 8).

6 Carbon Neutrality Target 2030

6.1 In **2019** the council committed to become carbon neutral for its corporate estate and activities (excluding supply chain and maintained school's emissions) by **2030**[4].

[3] Note that this calculation is done with most recent carbon factors published by DEFRA that correspond to years 2021 and 2022.

[4] Further information about the council's carbon reduction strategy:
What we are doing to reduce our greenhouse gas emissions | Oxfordshire County Council
2026 Climate Action Framework (oxfordshire.gov.uk)

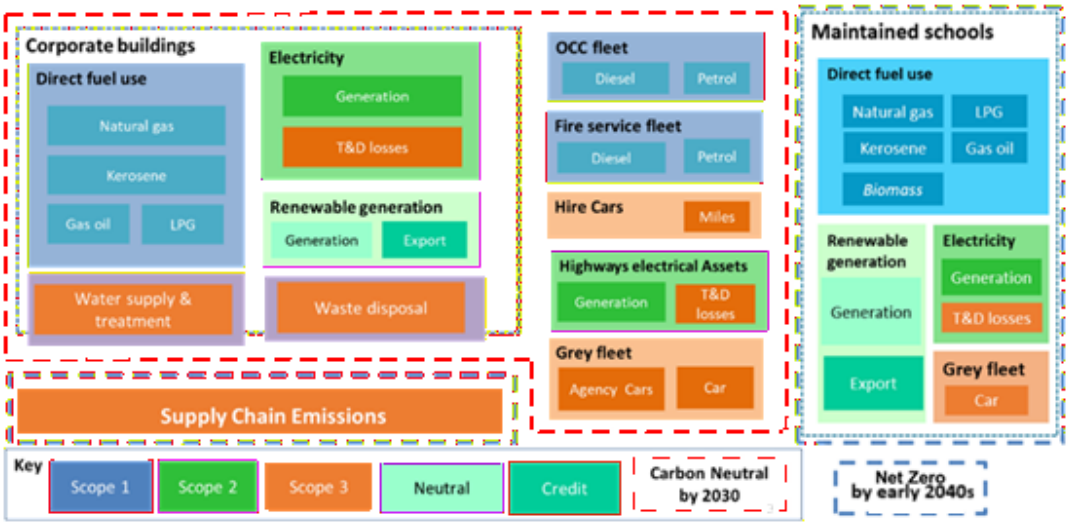


Figure 4 OCC Carbon Neutrality by 2030 target boundary

Figure 4 shows the boundary of our Carbon Neutrality **2030** target, this boundary includes the greenhouse emissions of our corporate buildings related with direct fossil fuel emissions produced in heating and OCC fleets; the indirect emissions related with electricity use, which includes the electricity we use in our buildings and highway electrical assets. Some of these electricity related emissions are balanced with the renewable energy electricity we supply to the grid through our onsite renewable energy generation installations. Also, inside our Carbon Neutrality 2030 boundary we include the emissions related to grey fleet and vehicles we hire, which we calculate from the mileage our employees report.

6.2 **In 2025**, Oxfordshire County Council approved an updated Carbon Management Plan for OCC's 2030 Carbon Neutrality target. This new plan sets out activities for property, highways electrical assets, fleet, and staff travel to reduce emission between **2022 and 2030**.

6.3 Based on this Carbon Management Plan review, the Council introduced new annual Key Performance Indicator targets which estimate the predicted cumulative reductions every year resulting from implementing our Carbon Management Plan up to 2030. The resulting cumulative carbon reductions are presented below (table 3) and have been formalised now as the official carbon budget against which we will measure the progress of delivering our decarbonisation programme.

	2023/24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	2029/ 30
GHG EMISSIONS FOR ALL OCC ACTIVITY (tCO2e)	7,640	7,400	6,670	5,640	4,780	3,770	3,170
KPI target - Required Cumulative Reduction	-	**-240**	**-970**	**-2,000**	**-2,850**	**-3,870**	**-4,470**

Table 3. Cumulative carbon reduction targets up to 2030/31.

6.4 Based on this cumulative carbon reduction targets programme we expected a reduction of 240 tCO2e in 2024/25. We achieved 84% of this target as the council reduced its operational emissions by 201 tCO2e (see table 4). The council continues an emissions decrease trajectory (see Figure 4) as the operational emissions reduced by 3% in 2024/25 in relation to 2023/24.

Emissions in tCO2e	2024/25	2023/24	Change vs 2023/24 (tCO2e)	Change vs 2023/24 (%)
Property	2,671	2,701	-29	-1%
Highways Electrical Assets	2,196	2,423	-227	-9%
Fleet travel	1,475	1,474	1	0.1%
Staff mileage	1,088	1,034	54	5%
Total	7,431	7,632	-201	-3%
Reduction target (tCO2e)			-240	
% Target achievement			84%	

Table 4. 2024/25 vs 2023/24 emissions and reduction target.

6.5 The 201 tonnes CO2e reductions can be broken down in the following contributions:

- **Highways Electrical Assets**: OCC's LED street lighting replacement programme resulted in a reduction of 227 tonnes of CO_2e, a 9% reduction, compared with 2023/24. This reduction is related to a 10% reduction in electricity demand as a result of the LED street lighting program.
- **Property emissions** decreased by 29 tonnes, this is a 1% reduction compared to 2023/24. This reduction is mostly related to a 6% reduction in electricity demand which offset a slight increase in grid electricity carbon intensity (0.16%). The electricity emissions reduction also offset a 2% increase in gas consumption mostly related with vacant properties coming back into OCC's property portfolio. The 2% increase in gas demand is lower than the 8% expected increase related to colder days during the year. Energy efficiency and decarbonisation measures did partly offset this increased demand; however, the offset would have been larger if three sites had the heat pump installations working at full capacity alongside the delay in delivery of the wider property decarbonisation programme.

- **Fleet emissions** increased by 1 tonne of CO2e, this is 0.1% compared to 2023/24. This increase is from an increase in petrol use in both fire and corporate service fleet. Also, diesel consumption of school minibuses and corporate service fleet increased. These increases were offset by a 11% reduction in diesel consumption by the fire service fleet. Also fleet emissions would have been higher if electric charging for EVs had not increased by 88%. Emissions from school minibuses increased due to an increase in the number of school minibus vehicles in OCC's fleet. Since these minibuses are meant to replace single occupancy taxis whose emissions are part of our supply chain, we believe this emissions increase will be offset by a reduction in school taxis emissions. We will confirm the materialisation of this trend in following year reports.
- **Staff business mileage emissions** were 54 tCO2e in 2024/25, this is 5% increase compared to 2023/24. This increase is mostly related to a 94% increase in agency petrol mileage (60 tCO2e), a 25% increase in volunteer mileage (2.5 tCO2e) and a 3% increase in corporate petrol mileage (19 tCO2e). These increases were partially offset by decreases totalling 27 tCO2e in diesel and LPG agency miles, corporate diesel and LPG mileage among others. An increase in hybrid (16%) and electric vehicle mileage (19%) helped offset the increases from internal combustion engine vehicles. Based on historical assessments we think the overall staff mileage increase represents a trend towards recovery of mileage returning to pre-Covid 19 levels. We will monitor this trend in following years.

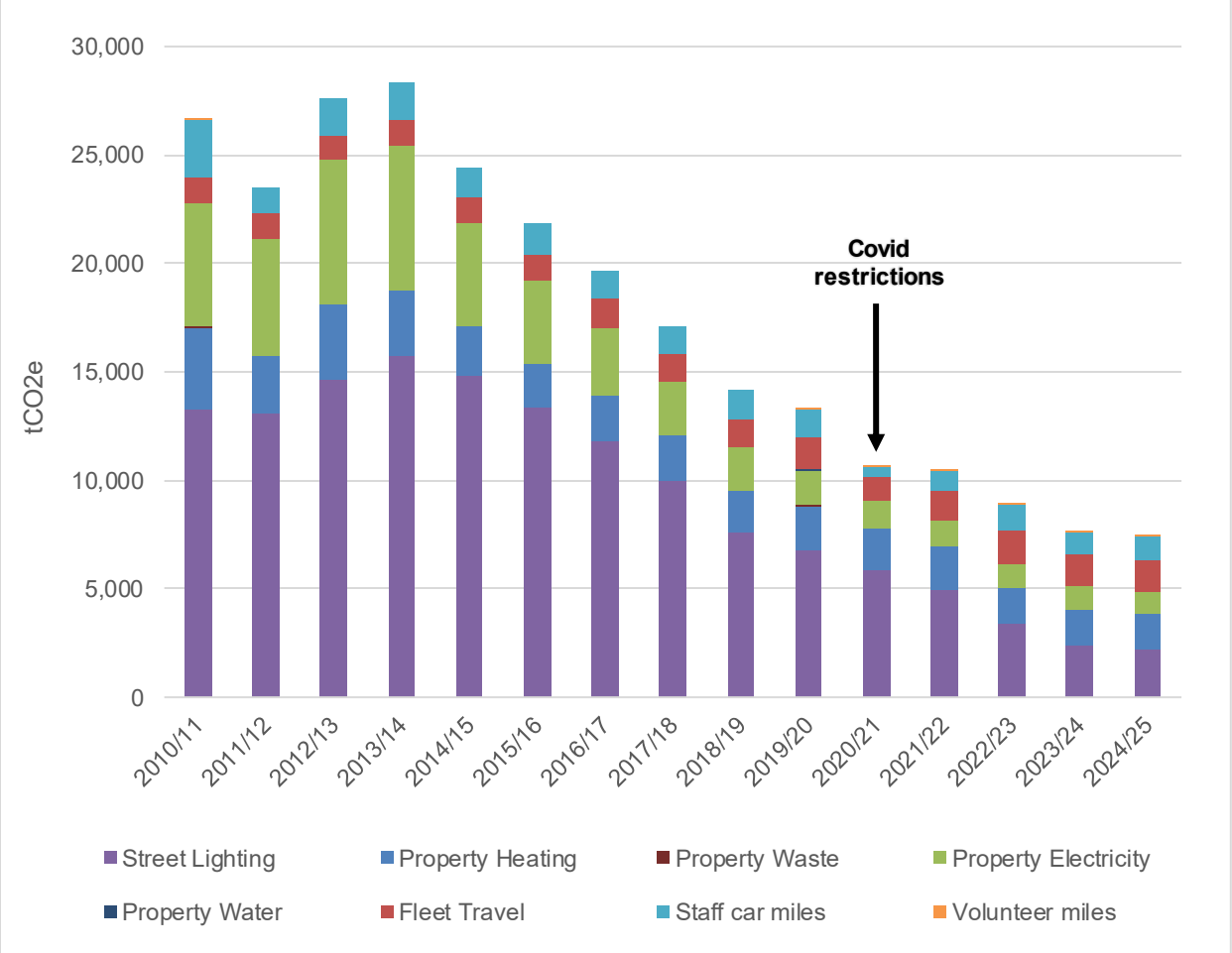


Figure 5: shows OCC's progress in reducing emissions from OCC estate and operations since the baseline year 2010/11.

6.6 Figure 5 shows that OCC's corporate emissions, which includes property emissions (heating, electricity, water and waste emissions), emissions related with street lighting; emissions from fleet vehicles and business travel, peaked in 2013/14 at 27,644 tCO2e and have been reducing since to 7,431 tCO2e in 2024/25. Furthermore, OCC corporate emissions since Covid Restrictions in 2020/21 have continued declining and have not returned to pre-Covid levels.

6.7 The reductions achieved in 2024/25 continue the emissions reduction trend in comparison to our baseline in 2010/11. These results represent a 73% reduction against our baseline in 2010/11. Since 2019/20 these emissions reduced by 44%, this is an average reduction of 8.8% annually in the last five years.

6.8 In the future, the approach to fleet decarbonisation will prioritise avoidance of emissions by rationalising the fleet, encouraging sharing of resources, and replacing fossil fuels with zero tailpipe emission vehicles.

6.9 In relation to staff mileage, staff will be encouraged to apply a hierarchy of low carbon transport modes and when car use is needed to use electric pool vehicles and to car share.

6.10 The strict COVID lockdown from March 2020 through to spring 2021 resulted in a significant reduction in emissions due to building closures and other reductions in activities. In the three years since then, emissions from the operation of buildings, fleets and staff mileage have not returned to pre-COVID levels and have decreased compared to 2019/20, partly due to a rise in home working and less face-to-face meetings due to the rise in use of virtual meetings.

6.11 During 2024/25 additional data sources were added to our GHG report:

- Supply chain emissions preliminary estimations and progress so far in improving the quality of this data through direct engagement with five suppliers including some top emitter suppliers (see section 8 for more details).
- Supply chain emissions of remaining of supply chain based on expenditure-based assessment using DEFRA consumption emissions carbon factors.
- Emissions from maintained schools converting to academies during the reporting period. In previous years reports these emissions were excluded.

6.12 In our next report 2025/26 we will include a baseline for supply chain emissions for tracking progress on carbon emissions reductions.

7 Maintained schools' emissions reduction progress

7.1 In 2024/25 there was an overall emissions decrease of 23% in maintained schools' emissions in relation to 2019/20 (pre-covid). This equates to an average reduction of 5% annually in the last five years.

7.2 In 2024/25, GHG emissions from 122 maintained schools increased by 4% (152 tonnes CO2e) from 4,278 tonnes CO2e in 2023/24 to 4,430 tonnes CO2e in 2024/25. The 4% increase in maintained schools' emissions is mostly related to a 6% increase in gas demand in schools contributing with an increase of 129 tCO2e. This 6% increase in gas demand was lower than the 8% expected increase related to more colder days during the year in 2024/25 vs 2023/24.

7.3 These emissions figures do not include the emissions of seven schools which became academies during 2023/24 and five schools that became academies in

2024/25. If we add the emissions of these schools in each of these years for the months in which they were still maintained schools the resulting emissions would be a reduction of 3% from 4,665 tCO2e in 2023/24 to 4,517 tCO2e in 2024/25.

7.4 Maintained Schools' emissions (excluding academies) reduced by 50% in relation to our 2010/11 baseline. This equates to an average reduction of 4% annually in the last fourteen years.

8 Expanding the scope of OCC reporting: Supply Chain emissions

8.1 OCC has committed to reduce Scope 3 Supply Chain emissions to Net Zero by as soon as possible in the 2040s. In 2022/23 Oxfordshire County Council expanded its scope of greenhouse gas reporting to include supply chain emissions (see reporting boundary in Figure 5).

8.2 During 2022/23 Oxfordshire County Council conducted a preliminary assessment of our supply chain emissions by calculating them through what is known as an 'expenditure based' approach. This was done using 2020/21 expenditure data.

8.3 This method entails the use of carbon factors published by DEFRA that account the amount of emissions produced per pound spent in the procurement of goods and services[5].

8.4 Based on this initial assessment we estimated that OCC's 2020/21 Scope 3 emissions were approximately 150,000 tonnes of CO_2e, accounting for 91% of OCC's total emissions (Scope 1, 2 and 3) in that year. It was estimated that two of the fifteen categories of scope 3 emissions (see figure 6 below), Purchased Goods & Services and Capital Goods accounted for 97% of total scope 3 emissions. These two categories therefore became the focus of OCC's Scope 3 supplier engagement programme and decarbonisation strategy. Based on this estimation we have also identified the top emitting suppliers in our supply chain.

[5] Expenditure carbon factors are calculated based on environmental economics models known as 'environmentally extended input-output' models - produced by British universities and the Department for Environment, Food and Rural Affairs. This technique combines macro-economic data on the output of industries and the trade between them with data on the total emissions arising directly from each industry to make estimates of the direct and supply chain emissions attributable per unit of output of each industry.

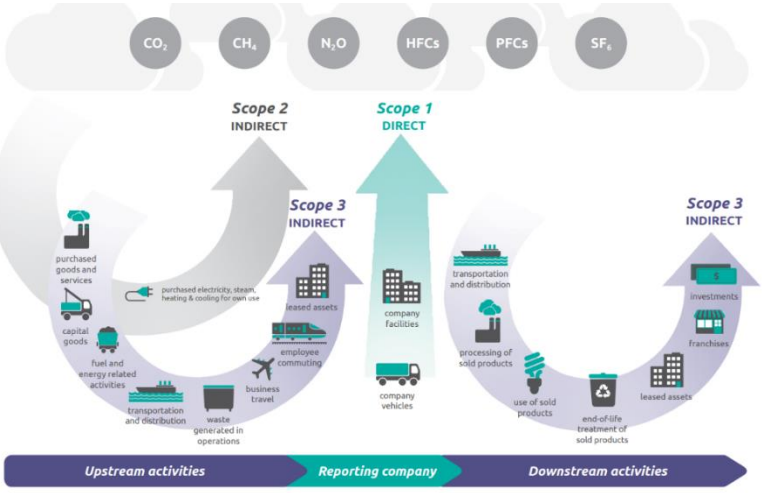


Figure 6: GHG protocol scopes overview

Figure 6. Illustration of GHG protocol scopes. Scope 1 (direct GHG emissions) and scope 2 (indirect energy emissions) and the 15 categories of indirect emissions that contribute to scope 3 which are: Purchased Goods & Services, Capital Goods, Fuel and energy related activities, Upstream transportation and distribution, Waste generated and operations, Business travel, Employee commuting, Upstream leased assets, Downstream transportation and distribution, Processing of sold products, Use of sold products, End of life treatment of sold products, Downstream leased assets. Source: Corporate Value Chain (Scope 3) Standard, GHG Protocol

8.5 Expenditure based carbon assessments are a good way to produce quick estimations of supply chain emissions, but it is not the most accurate method[6]. Therefore in 2023/24 we initiated a program of supplier engagement with the objective of replacing expenditure-based estimations with carbon assessments based on real activity data.

8.6 For this 2024/25 report, we have now secured emissions data for two consecutive years from five contractors, some of them top emitter suppliers. The activity emissions from the combined five contractors increased by 13% from 20,889 tCO2e in 2023/24 to 23,606 tCO2e in 2024/25 (Table 5). If we consider changes in expenditure and calculate emissions intensities (emissions per £ million spent) we find that emissions intensity increased by 2% in 2024/25 in relation to 2023/24. This increase goes against the sectoral trends in previous years (2022 vs 2021) based on DEFRA UK consumption emissions accounts. The large increase in Highways Maintenance supplier emissions in 2024/25 is

[6] This method is not perfect as changes in prices as well as inflation, will affect these calculations. It also doesn't account for the improvements that each sector may implement before these factors are updated (these are published by DEFRA every year with a three-year lag, 2020 figures were published in 2023). Nevertheless, they provide a time-efficient method to make a first assessment of a supply chain's carbon impact.

partially due to a change in carbon emissions methodology (now following 14064 standard). During 2025/26, OCC has worked with this contractor to establish a contractual carbon reduction pathway in alignment with science-based targets following the requirements of our recently approved Ethical Procurement Policy.

Supply Chain Emissions, Expenditure and Emissions Intensity	2023/24					2024/25							
	Revenue (tCO2e)	Rev exp (£ million)	Capital (tCO2e)	Capex (£ million)	tCO2e/£ million	Revenue (tCO2e)	Rev exp (£ million)	Capital emissions	Capex (£ million)	tCO2e/£ million	% Emissions Change	% Emissions intensity change	Sectoral intensity change (2022 vs 2021)
Highways Maintenance Supplier	2,864	£ 13.15	9,990	£ 45.86	**218**	3,070	£ 13.50	12,870	£ 56.59	**227**	24%	**4%**	-5%
Adult Care Supplier	4,346	£ 33.86			**128**	4,139	£ 32.72			**126**	-5%	**-1%**	-13%
Waste Handling Contractor	449	£ 2.47			**182**	466	£ 2.68			**174**	4%	**-4%**	-12%
Bus Contractor	3,207	£ 9.31			**344**	3,033	£ 10.70			**284**	-5%	**-18%**	-12%
Data Centre Contractor Elec	8	£ 0.17	25	£ 0.13	**113**	6	£ 0.17	22	£ 0.14	**91**	-16%	**-19%**	-6%
Total (Rev + Cap)	**20,889**	**£ 104.95**			**199**	**23,606**	**£ 116.49**			**203**	13%	**2%**	

Table 5. Supply Chain Emissions, Expenditure and Emissions Intensity of five contractors based on activity data for years 2023/24 vs 2024/25.

8.7 The rest of the supply chain was estimated with OCC expenditure data and consumption carbon factors from DEFRA and added to the activity data from five contractors. Based on this aggregated data (activity plus expenditure calculated emissions), we estimate that OCC Scope 3 Supply Chain Emissions (Purchased Goods and Services and Capital Goods, see Figure 6 above showing the 15 categories that contribute to Scope 3 emissions) may have decreased by 10% from 266,938 tCO2e in 2023/24 to 240,534 tCO2e (Table 6). This decrease is mostly due to decreases in emissions intensity (tCO2e/£ spent) across the different economic sectors (as calculated by DEFRA UK consumption emissions accounts) that integrate OCC's supply chain. Accounting for variations in expenditure, the overall emissions intensity of OCC's Supply Chain decreased by 10% from 298 tCO2e/£million in 2023/24 to 267 tCO2e/£million spent. This reduction reflects the evolution of the economic sectors that integrate OCC supply chain, based on the latest UK consumption emissions accounts published by DEFRA. Therefore, these values represent the estimated evolution of these economic sectors in the UK and not necessarily the evolution of OCC's particular suppliers in these sectors.

Summary based on Expenditure and Activity Data			
Supply Chain Emissions and Expenditure	**2023/24**	**2024/25**	**% Change**
Total Capital and Revenue Expenditure (£ million)	£ 896	£ 900	1%
Revenue exp. (£ million)	£ 759	£ 752	-1%
Revenue emissions in tCO2e (Expenditure and Activity data)	223,831	198,186	-11%
Capex (£ million)	£ 138	£ 148	7%
Capital Emissions in tCO2e (Expenditure and Activity data)	43,107	42,347	-2%
Total emissions Supply Chain	266,938	240,534	-10%
Emissions intensity (tCO2/£million spent)	298	267	-10%

Table 6. Summary of Supply Chain Emissions.

8.8 The Supply Chain expenditure-based assessment also allows an analysis of top ten emitter sectors that integrate the council's supply chain emissions (Figures 7 and 8). Figure 7 shows that the top emitting sectors in OCC's Purchased Goods and Services (revenue expenditure) are: waste collection, treatment and disposal, residential care services, land transport, human health services and social work. Figure 8 show that the top emitting sectors from OCC's Capital Goods are: construction and transport.

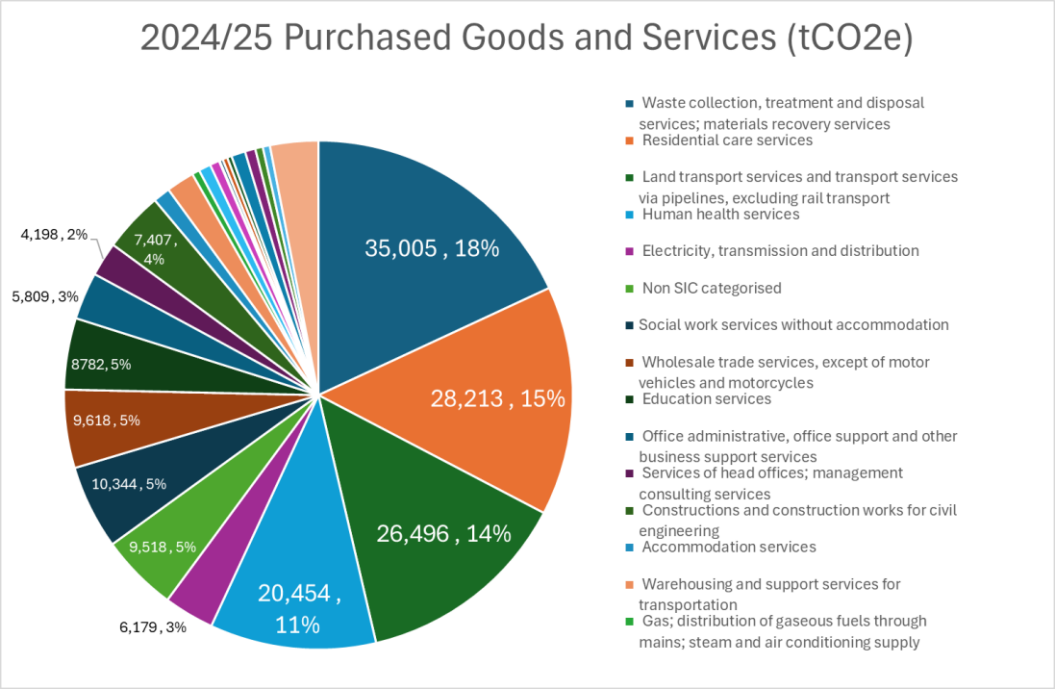


Figure 7. Supply Chain Emissions (Purchased Goods and Services) broken down by top emissions economic sectors based on SIC Codes.

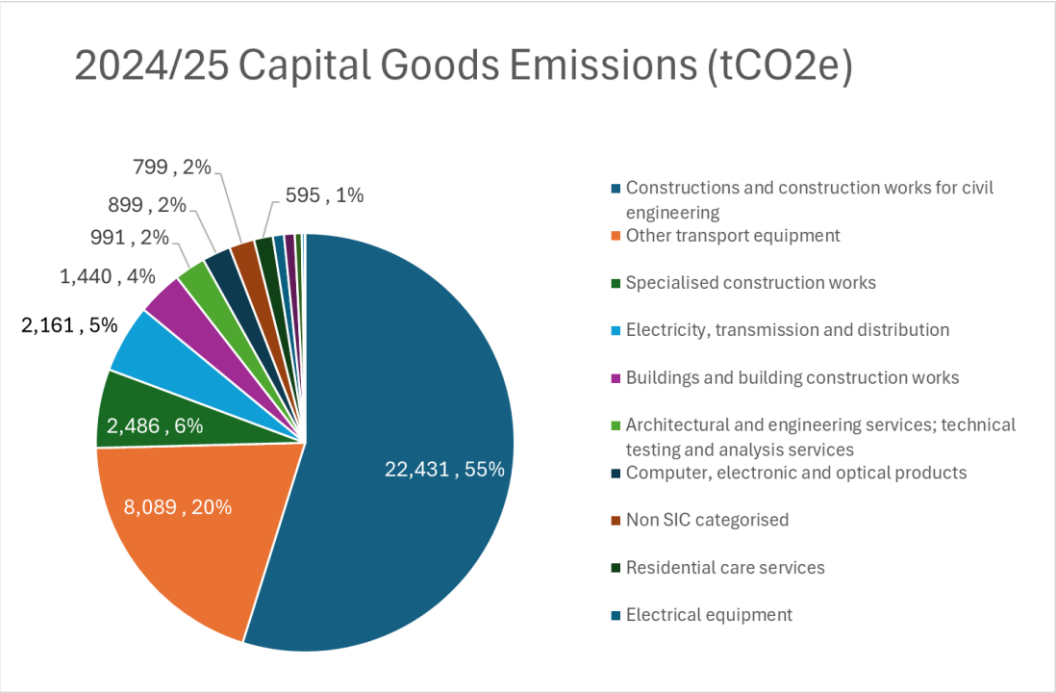


Figure 8. Supply Chain Emissions (Capital Goods) broken down by top emissions economic sectors based on SIC Codes.

8.9 Our **future plans** for Purchased Goods and Services include expanding our reporting based on activity data in an incremental manner year on year given the council's large and diverse supply chain (more than 5,000 suppliers), prioritising the top emitter suppliers. During 2025/26 as part of the implementation of the recently approved Ethical Procurement Policy, we will develop a strategy to address in a quicker and efficient way the emissions of the rest of our supply chain, beyond our top emitter suppliers.

8.10 To address **OCC's Scope 3 Capital Goods emissions**, we are currently working on adopting principles of whole life carbon governance in built infrastructure through the standard PAS2080:2023 and assessing methods for accounting the whole life carbon impact of infrastructure projects that can be used in OCC's decision making. The decision to prioritise built infrastructure carbon governance is because 70% of the long term OCC capital investment programme corresponds to infrastructure.

9. Measurement, data quality, methodology and refinements

9.1. Oxfordshire County Council wants to collect high-quality data and has invested in AMR (Automatic meter reading), loggers and meter upgrades.

9.2. Our data quality is as follows:

9.3. 96% of our electricity data is from actual meter data and the remaining 4% is based on invoiced annual consumption. Some of our energy suppliers correct their invoicing once they obtain meter measurements. When some properties become vacant, there is often a delay in updating status by energy suppliers resulting in subsequent billing corrections. Sometimes we need to recalculate emissions of previous reporting periods based on these corrections.

9.4. 100% of our oil data is from delivered fuel invoices/ Fuel card data

9.5. 93% of our gas data is from actual meter data and 7% is based on invoiced annual consumption. Some of our energy suppliers correct their invoicing once they obtain meter measurements. When some properties become vacant, there is often a delay in updating status by energy suppliers resulting in subsequent billing corrections.

9.6. Sometimes we need to recalculate emissions of previous reporting periods based on these corrections.

9.7. Street lighting data is calculated from *Elexon BSCP520 –Unmetered supplies Registered in SMRS*

9.8. Fleet fuel data is collected from both on site refuelling and forecourt stations.

9.9. Fire Service fuel is collected from both on site storage and forecourt stations.

9.10. Mileage data for business miles is collected from claim forms (as is cycle mileage) through staff expenses claims.

9.11. We also collect motorbike business mileage through staff expenses claims.

9.12. Agency staff mileage data is collected from the agencies expenses claims.

9.13. Hire car mileage data is provided monthly by our contracted hire car company.

9.14. 90% of our Scope 3 Supply Chain Purchased Goods and Services and Capital Goods emissions is estimated through expenditure data and applying DEFRA expenditure carbon factors[7]. The 10% remaining has been calculated through

[7] This method entails the use of *carbon factors* that account the amount of emissions produced per pound spent in our procurement of goods and services and capital goods. Carbon factors are calculated based on environmental economics models known as 'environmentally extended input-output' models - produced by British universities and the Department for Environment, Food and Rural Affairs. This technique combines macro-economic data on the output of industries and the trade between them with data on the total emissions arising directly from each industry to make estimates of the direct and supply chain emissions

actual activity based data from engagement with suppliers. As we continue to engage with more suppliers we will increase the percentage of activity based data to build an increasingly accurate Scope 3 inventory and baseline.

9.15. In previous reports we did not account for the emissions of maintained schools that went through a process of academisation in the reporting period. The emissions of the few months during the reporting period in which schools were still maintained schools were not accounted for. In this report we have corrected this.

10. Energy Efficiency measures and carbon reduction projects 2025/26

Below is a list of a some of the energy efficiency and carbon reduction projects undertaken to reduce both energy and carbon emissions.

10.1 **Streetlighting**: approximately 30% of our emissions come from streetlighting. As part of a £40m investment project all of our street lighting, with the exception of heritage columns, has been replaced with energy-efficient LEDs. Completion of the street lighting LED upgrade programme along with converting seven traffic signal sites to LED, contributed to the reduction in emissions from highways electrical assets in 2024/25. We are working with communities to dim street lighting or switch off for periods of time when it is considered appropriate to do so. This will save energy, cut costs, and reduce the negative impacts of light pollution on nature.

10.2 **Buildings:** approximately 36% of our total operational emissions arise from our almost 120 corporate buildings. We are developing a decarbonisation programme in line with our property strategy that will ensure that our buildings are on the path to carbon neutrality. We secured funding through the Public Sector Decarbonisation Scheme (PSDS) to implement extensive retrofit measures across our corporate buildings. By the end of 2024/25, decarbonisation works had been completed in five corporate properties which included a range of measures including air source heat pumps, loft insulation, LED lighting replacement, new doors and solar PV. The Council was successfully awarded funding under PSDS4 and subsequently started work on 25 sites for similar works in 2024/25, with a further 22 sites planned for 2025/26.

10.3 **Fleet and business travel:** 34% of our emissions come from staff work

attributable per unit of economic output (in pound sterling) of each industry. This method is not perfect as changes in prices as well as inflation, will affect these calculations. It also doesn't account for the improvements that each sector may implement before these factors are updated (*these are published by DEFRA every year with a three-year lag, 2020 figures were published in 2023*). Nevertheless, they provide a time-efficient method to make a first assessment of a supply chain's carbon impact.

travelling. Our approach to fleet decarbonisation prioritises avoidance of emissions by rationalising the fleet, encouraging sharing of resources, and replacing fossil fuels with zero tailpipe emissions alternatives. The council is committed to reducing emissions from its 460 vehicle fleet. The Vehicle Management Service has introduced an integrated fleet management system that is used to identify opportunities to rationalise fleet usage and support the implementation of a fleet replacement plan. To date 51 electric vehicles have been purchased and deployed making up more than 10% of our fleet and we are planning to acquire 17 more vehicles in 2025/26. We have 44 charge points across 19 council sites. Our fire and rescue service are partnering with hydrogen fuel engineering firm ULEMCo, and with funding from Innovate UK, is helping to develop the UK's first hydrogen fuelled fire engine.

10.4 **Schools:** Schools are being supported on energy efficiency measures through our Action on Carbon and Energy in Schools initiative.

10.5 **Supply Chain:** in June 2023 OCC Cabinet approved our Supply Chain Emissions policy which is the base of our supply chain decarbonisation strategy. The policy establishes emission reporting and reduction requirements for suppliers according to the value of their contracts. In 2025, the council approved our Ethical Procurement policy which is meant to build upon and expand the supply chain emissions policy to broader sustainability dimensions.

Annex A – GHG Data Breakdown Scope 1

Raw data 2024/25

			2023/24 Totals		2024/25 Totals	
			2023/ 24		2024/25	
Scope	Energy source	Units	Quantity	CO2	Quantity	CO2
Scope 1	Corporate gas	kWh	9,018,677	1650	9,127,696	1669
	Corporate Vacant Gas	**kWh**	16,442	3.0	83,021	15.2
	Corporate Shared Use Gas	**kWh**	-304,246	-56	-304,769	-56
	Maintained Schools	kWh	12,021,359	2199	12,728,646	2328
	Converting Schools (Academies)		1,475,374	270	776,095	142
	Total gas	**kWh**	**22,227,607**	**4066**	**22,410,689**	**4099**
	Corporate gas oil	litres	0	0.0	0	0.0
	Schools Oil	litres	140,653	388	95,885	264
	Converting Schools Oil		11,157	31	0	0
	Total gas oil	**litres**	**151,809**	**418**	**95,885**	**264**
	Corporate burning oil (Kerosene)	litres	0	0	1,100	3
	Schools burning oil (Kerosene)	litres	60,047	153	103,047	262
	Converting Schools (Kerosene)		9,321	24	0	0
	Total burning oil	**litres**	**69,368**	**176**	**104,147**	**265**
	Corporate LPG	litres	15,027	23.4	16,315	25.4
	Schools LPG	litres	18,872	29	30,609	48
	Converting Schools LPG		642	1	786	1
	Total LPG	**litres**	**34,541**	**54**	**47,710**	**74**
	SCHOOLS MINIBUS FUEL- diesel	litres	66,146	176	69,327	185
	Corporate diesel - fire service	litres	182,757	486	163,380	435
	Corporate diesel - OCC fleet	litres	279,741	744	281,722	750
	Total diesel	**litres**	**528,644**	**1406**	**514,430**	**1369**
	Corporate petrol - OCC fleet	litres	363	0.8	1,871	3.9
	Corporate petrol - Fire service	litres	2,038	4.3	11,425	23.8
	Total petrol	**litres**	**2,401**	**5.0**	**13,296**	**27.7**
	HVO Fleet	**litres**	**79**	**0.00**	**0**	**0.00**
	Hire Car Unknown Fuel	Miles	0	0	0	0
	Hire Car Diesel	Miles	41,128	11.2	47,141	12.9
	Hire Car Petrol	Miles	141,478	37	143,101	38
	Hire Car Elec	Miles	1,404	0.1	10,527	0.9
	Hire Car Hybrid Unknown Fuel	Miles	0	0.0	0	0.0
	Hire Car Hybrid Diesel & Petrol	Miles	744	0.14	0	0
	Total Hire Car	**Miles**	**184,754**	**49**	**200,769**	**52**
	Fire Service Fuel Oil	litres	0	0	0	0
	Corporate Fuel Oil	litres	57.0	0.18	120.9	0.38
	Vehicle Fuel Oil	**litres**	**57.0**	**0.18**	**120.9**	**0.38**
	Scope 1 Corporate			**3080**		**3106**
	Scope 1 Schools			**3,094**		**3,045**

The table above includes for transparency purposes all data used to calculate OCC Scope 1 emissions for years 2023/24 and 2024/25 used to produce the analysis included in this report.

Annex B – GHG Data Breakdown Scope 2

Scope 2	Energy source	Units	Quantity	CO2	Quantity	CO2
	Corporate electricity	kWh	4,715,052	976	4,453,112	922
	Corporate Vacant Elec	kWh	71,528	14.8	27,839	5.8
	Corporate Shared Use Elec	kWh	-36,966	-7.7	-35,686	-7.4
	Travellers Sites	kWh	3,108	0.64	2,694	0.56
	Mantained Schools Electricity	kWh	6,404,032	1326	6,499,462	1346
	Converting Schools Electricity		507,050	105	135,894	28
	Highway Electrical Assets	kWh	10,768,823	2230	9,743,259	2017
	Total Electric charging (OCC sites)	kWh	61,790	13	116,026	24
	Total Scope 2 OCC	kWh	15,583,335	3227	14,307,244	2962
	Total Scope 2 Schools	kWh	6,911,082	1431	6,499,462	1374
	Total electricity	**kWh**	**22,494,417**	**4658**	**20,942,599**	**4336**

The table above includes for transparency purposes all data used in producing this report to calculate OCC Scope 2 emissions for years 2023/24 and 2024/25.

Annex C – GHG Data Breakdown Scope 3 operational emissions

Scope 3 Operational	Corporate Average unknown car (miles)	Miles	20,123	5	709	0
	Agency Average unknown Car	Miles	9,902	3	8,581	2
	Agency Diesel	Miles	245,352	67	225,053	62
	Agency Hydrogen	Miles	4,705	0	1,648	0
	Agency LPG	Miles	20,148	6	9,476	3
	Agency Petrol	Miles	241,083	64	467,495	124
	Agency Hybrid Diesel & Petrol	Miles	5,220	1	6,838	1
	Agency Electric	Miles	4,705	0	12,210	1
	Corporate Diesel Miles	Miles	1,262,505	345	1,194,754	327
	Corporate Petrol Miles	Miles	1,867,391	493	1,932,574	512
	Corporate Hybrid Diesel Miles	Miles	5,084	1	2,226	0
	Corporate Hybrid Petrol Miles	Miles	138,612	27	160,548	33
	Corporate Plug in Hybrid Petrol Miles	Miles	17,062	3	12,912	2
	Corporate Electric Miles	Miles	83,765	8	99,473	8
	Corporate LPG Miles	Miles	2,458	1	164	0
	Corporate Push Bike	Miles	3,735	0	2,862	0
	Schools Average unknown car (miles)	Miles	1,100	0	47	0
	Schools Diesel Miles	Miles	25,696	7	18,562	5
	Schools Petrol Miles	Miles	51,801	14	50,435	13
	Schools Hybrid Diesel Miles	Miles	215	0	40	0
	Schools Hybrid Petrol Miles	Miles	1,033	0	933	0
	Schools Plug in Hybrid Petrol Miles	Miles	94	0	0	0
	Schools Electric Miles	Miles	698	0	1,944	0
	Schools LPG Miles	Miles	0	0	0	0
	Volunteer miles	Miles	37,360	10	46,851	13
	Total business travel Car	**Miles**	4,049,847	1,054	4,256,336	1,106
	Agency Motorbike	Miles	0	0	0	0
	Corporate business travel Motorbike	Miles	4,768	1	4,844	1
	Total business travel Motorbike	**Miles**	4,768	1	4,844	1
	Corporate Electricity Transmission losses	kWh	4,752,722	85	4,447,960	81
	Highways Electricity Transmission losses	kWh	10,768,823	193	9,743,259	178
	EV Transmission losses	kWh	61,790	1	116,026	2
	Schools Electricity Transmission losses	kWh	6,404,032	115	6,499,462	119
	Converting Schools Elec T&D losses		507,050	9	135,894	2
	Data Centre Electrictiy Transmission losses	kWh	148,914	3	124,431	2
	Total Electricity Transmission losses	**kWh**	22,643,330	406	21,067,030	386
	Corporate Water Supply	**CMtrs**	34,319	6	38,413	6
	Corporate Water Treatment	**CMtrs**	34,319	7	38,413	7
	Waste	**kg**	230,097	4	184,494	4
	Operational Corporate Scope 3			1,331		1,367
	Operational Schools Scope 3			**145**		**140**
	Total Operational Scope 3			1,476		1,507
	Solar Export Corporate	kWh	-30,970	-6	-22,119	-5
	Solar Export Schools	kWh	-251,631	-52	-263,749	-55
	Total Solar Export	**kWh**	-282,600	-59	-285,868	-59

The table above includes for transparency purposes all data used in producing this report to calculate OCC Scope 3 operational emissions for years 2023/24 and 2024/25.

Annex D – GHG Data Breakdown Scope 3 Supply Chain (Purchased Goods and Services and Capital Goods).

			2023/ 24		2024/ 25	
		Units	Quantity	CO2	Quantity	CO2
	Purchased Goods and Services					
Scope 3 Supply Chain	Highways Maintenance Supplier			2864		3070
	Adult Care Supplier			4346		4139
	Waste Handling Contractor			449		466
	Bus Contractor			3207		3033
	Data Centre Contractor Elec			8		6
	Total PG&S Engaged Suppliers			10,874		10,715
	Expenditure calculated Purchased Goods and Services (excl. engaged suppliers)			212,957		187,472
	Total Purchased Goods and Services			**223,831**		**198,186**
	Capital Goods					
	Highways Maintenance Supplier			**9,990**		**12,870**
	Data Centre Contractor Elec			**25**		**22**
	Total Capital Goods engaged suppliers			**10,015**		**12,892**
	Expenditure calculated Capital Goods (excl. engaged suppliers)			**33,092**		**29,455**
	Total Capital Goods			**43,107**		**42,347**
	Total Scope 3 Supply Chain			**266,938**		**240,534**
Totals	**Total Corporate Estate and Operations**			**7,632**		**7,431**
	Total Mantained Schools			**4,179**		**4,331**
	Total Converting Schools			**439**		**174**
	Total Corporate Scope 1,2,3 incl. solar			**274,569**		**247,964**
	Total Corporate Scope 1,2,3 plus schools incl. solar			**279,187**		**252,469**

The table above includes for transparency purposes all data used in producing this report to calculate OCC Scope 3 Supply Chain and Totals for years 2023/24 and 2024/25.

Annex E – Corporate property and operational emissions in scope of 2030 carbon neutrality target.

Corporate property & operational emissions	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Property Heating	3,778	2,646	3,483	3,090	2,248	2,015	2,101	2,097
Property Electricity	5,684	5,463	6,623	6,643	4,773	3,871	3,174	2,488
Property Water	58							
Property Waste	7							
Highways Electrical Asset	13,273	13,044	14,651	15,697	14,814	13,347	11,778	9,976
Fleet Travel	1,142	1,143	1,158	1,226	1,232	1,195	1,307	1,225
Staff car miles	2,633	1,194	1,729	1,673	1,377	1,385	1,311	1,346
Volunteer miles	14	-	-	-	-	-	-	-
Total	26,590	23,491	27,644	28,328	24,444	21,813	19,671	17,132

Corporate property & operational emissions	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Property Heating	1,882	2,047	1,916	2,031	1,711	1,621	1,657
Property Electricity	2,039	1,600	1,222	1,153	1,071	1,063	998
Property Water		58	51	14	14	13	13
Property Waste		7	6	6	4	4	4
Highways Electrical Asset	7,596	6,783	5,885	4,943	3,360	2,423	2,196
Fleet Travel	1,251	1,522	1,069	1,386	1,497	1,474	1,475
Staff car miles	1,411	1,293	446	858	1,186	1,024	1,076
Volunteer miles	-	1	0	0	14	10	13
Total	14,179	13,311	10,595	10,391	8,857	7,632	7,431

The table above includes historical OCC corporate Scope 1, 2 and 3 (operational) data used to calculate emissions categorised by type of fuel and activity

Annex F - Operational Scope breakdown

- Central Offices (Scopes 1 and 2)
- Fire Stations (Scopes 1 and 2)
- Libraries (Scopes 1 and 2)
- Highway Depots (Scope 1 and 2)
- EV Fleet (Scope 2)
- Fleet (Scope 1)
- Business miles (including cycling, agency workers and volunteers)- corporate estate and activities & schools (Corporate Scope 3 operational)
- Gypsy and Travelers sites communal lit areas (Scope 2)
- Maintained community schools (Schools Scope 1 and 2)
- Maintained schools converting to academies (Schools Scope 1 and 2)
- VC and Foundation Schools (Schools Scope 1 and 2)
- Day Centers (Scope 1 and 2)
- Children's Homes (Scope 1 and 2)
- Highways electrical assets and car parks (Scope 2)
- Street lighting and traffic signals (Scope 2)
- Transmission and Distribution (Scope 3)
- Vacant properties (Scope 1)

Not included in current reporting and reasoning

We wish to increase the data we report in our GHG reporting. We do not currently include the following in our reporting:

- Well to tank emissions – Scope 3 emissions – looking to integrate this as part of Local Government Reorganisation.
- Leisure Centres - Scope 1 & 2 - complex use arrangements, in the main leased to Districts and reported in their scopes
- Academy Schools - not in scope - leased on 125-year leases to separate

operational trusts. Data not Available.

- Staff Commuting to work - Scope 3 - no data available
- Business mileage from public transport and walking - Scope 3 - currently no data available.
- Homeworking emissions – Scope 3 - currently no data available

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