



**OXFORDSHIRE  
COUNTY COUNCIL**

# Greenhouse Gas Report

## Reporting Year 2024 - 2025

Oxfordshire County Council

**Date: May 2026**

**Owner: Climate Action Team**

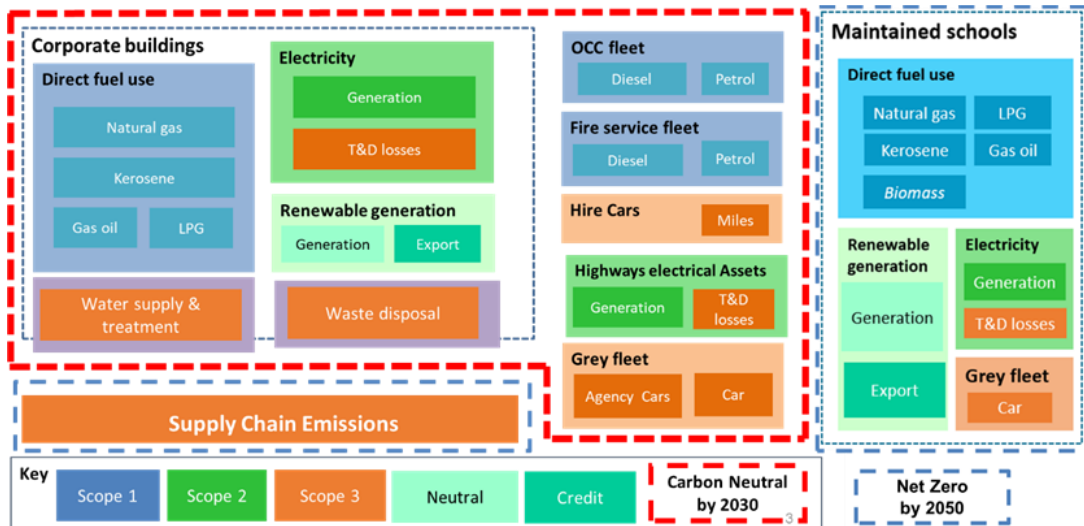
# Contents

1. Executive Summary.....	3
OCC's 2030 Carbon Neutrality target.....	3
Emissions from Maintained Schools.....	4
Emissions from Supply Chain.....	4
2. Context.....	6
3 Reporting Period.....	6
4 Introduction, boundary, and conversion factors.....	6
5 Greenhouse Gas (GHG) Emissions 2024/25.....	8
6 Carbon Neutrality Target 2030.....	9
7 Maintained schools' emissions reduction progress.....	14
8 Expanding the scope of OCC reporting: Supply Chain emissions.....	15
9. Measurement, data quality, methodology and refinements.....	20
10. Energy Efficiency measures and carbon reduction projects 2025/26.....	21
Annex A – GHG Data Breakdown Scope 1.....	23
Annex B – GHG Data Breakdown Scope 2.....	24
Annex C – GHG Data Breakdown Scope 3 operational emissions.....	25
Annex D – GHG Data Breakdown Scope 3 Supply Chain (Purchased Goods and Services and Capital Goods).....	27
Annex E – Corporate property and operational emissions in scope of 2030 carbon neutrality target.....	28
Annex F - Operational Scope breakdown.....	30

# 1. Executive Summary

## OCC's 2030 Carbon Neutrality target.

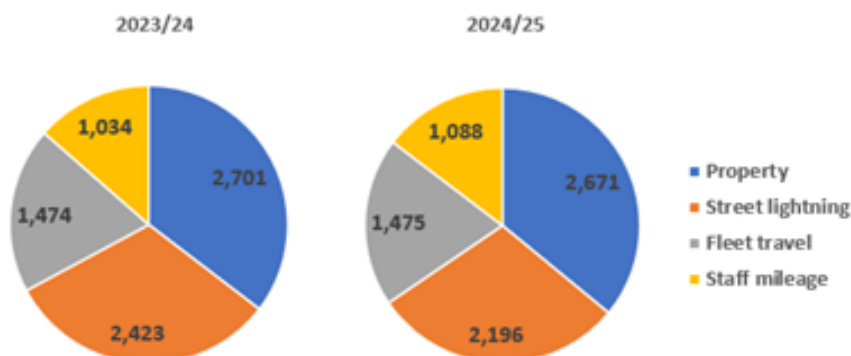
1.1. The emissions from the scope of our carbon neutrality 2030 target (corporate estate and activities, see red boundary in figure 1 below) reduced by 201 tonnes CO<sub>2</sub>e from 7,632 tCO<sub>2</sub>e in 2023/24 to 7,431 tCO<sub>2</sub>e in 2024/25. In its Carbon Management Plan, the council aimed to reduce emissions by 240 tCO<sub>2</sub>e 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 (tCO<sub>2</sub>e) 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%
<b>Total</b>	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 penalisation.

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 tCO<sub>2</sub>e in 2023/24 to 240,534 tCO<sub>2</sub>e<sup>1</sup>. This decrease is mostly related with decreases in emissions intensity (tCO<sub>2</sub>e/£ 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<sup>2</sup>.

---

<sup>1</sup> Note that this calculation is done with most recent carbon factors published by DEFRA that correspond to years 2021 and 2022.

<sup>2</sup> 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**

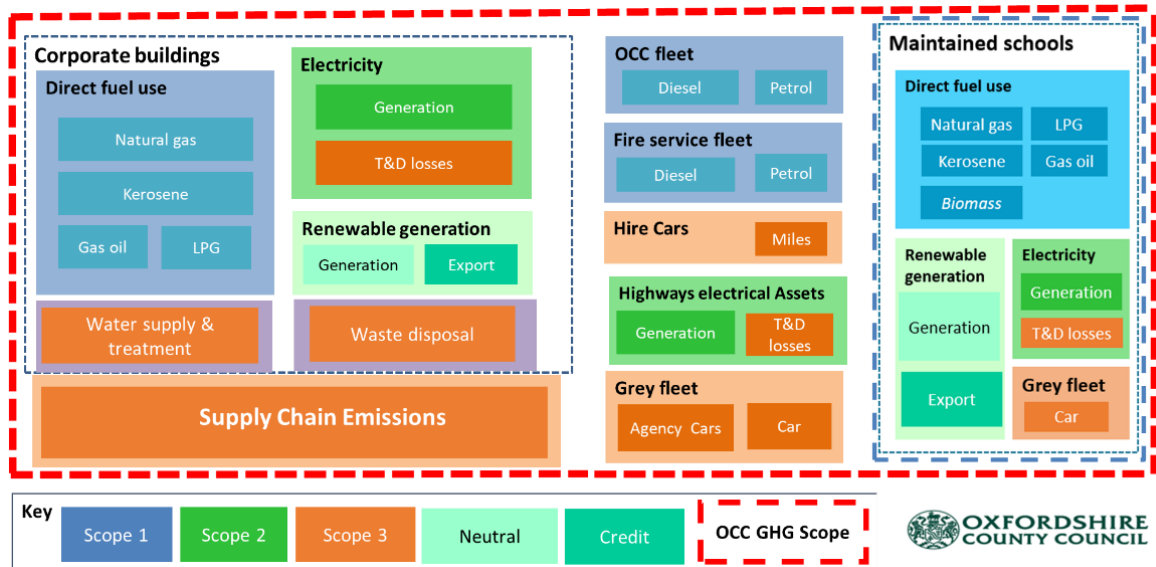
3.1 This report covers GHG emissions from April 2024 to March 2025.

## **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<sub>2</sub>e) split across the three scopes. This includes offsetting from solar exports.

OCC GHG Emissions 2024/25 (tCO <sub>2</sub> e)	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
<b>Total emissions including Solar Export (offset)</b>	<b>7,431</b>	<b>4,430</b>	<b>87</b>	<b>23,606</b>	<b>216,927</b>	<b>252,482</b>

**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<sub>2</sub>e.

- 5.3 Emissions from OCC maintained schools were 4,331 tonnes CO<sub>2</sub>e. The emissions from maintained schools converting to academies in the reporting period were 174 tonnes CO<sub>2</sub>e.
- 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<sub>2</sub>e.
- 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 CO<sub>2</sub>e<sup>3</sup> (for more details and analysis of Supply Chain emissions see section 8).

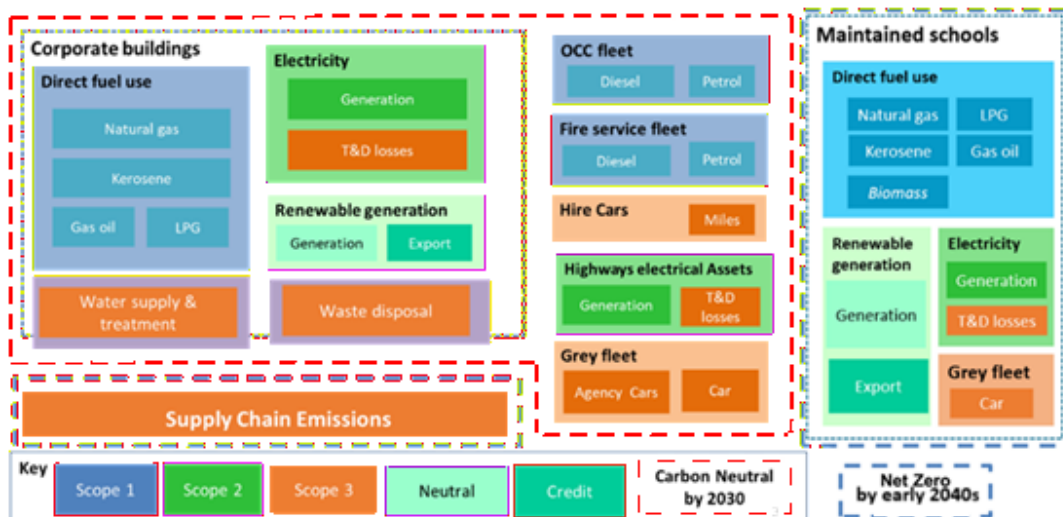
## 6 Carbon Neutrality Target 2030

- 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**<sup>4</sup>.

---

<sup>3</sup> Note that this calculation is done with most recent carbon factors published by DEFRA that correspond to years 2021 and 2022.

<sup>4</sup> 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
<b>KPI target - Required Cumulative Reduction</b>	-	<b>-240</b>	<b>-970</b>	<b>-2,000</b>	<b>-2,850</b>	<b>-3,870</b>	<b>-4,470</b>

**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 tCO<sub>2</sub>e in 2024/25. We achieved 84% of this target as the council reduced its operational emissions by 201 tCO<sub>2</sub>e (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.

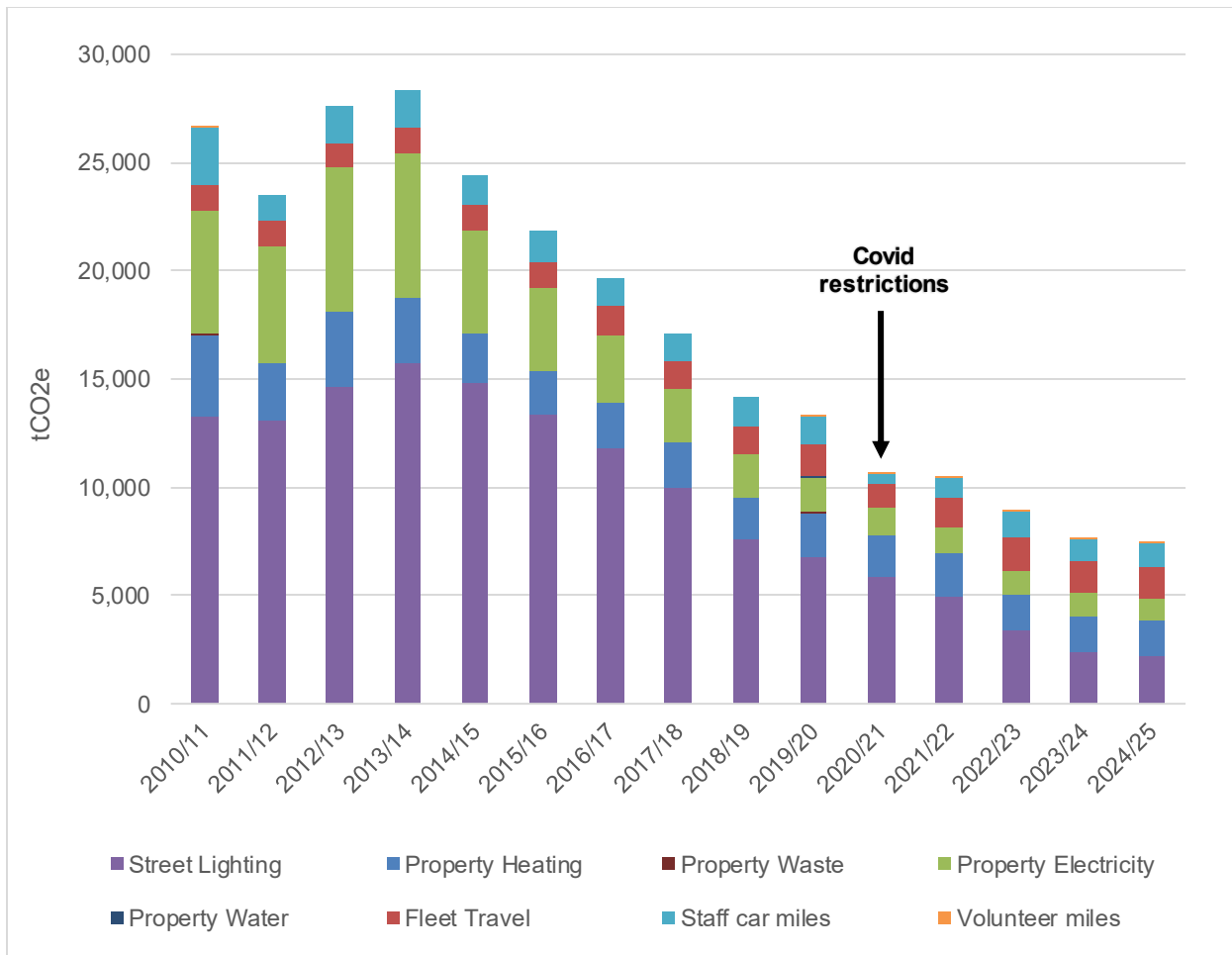
Emissions in tCO <sub>2</sub> e	2024/25	2023/24	Change vs 2023/24 (tCO <sub>2</sub> e)	Change vs 2023/24 (%)
Property	2,671	2,701	-29	-1%
Highways Electrical Assets	2,196	2,423	-227	-9%
Fleet travel	1,475	1,474	1	0.1%
Staff mileage	1,088	1,034	54	5%
<b>Total</b>	<b>7,431</b>	<b>7,632</b>	<b>-201</b>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

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

6.5 The 201 tonnes CO<sub>2</sub>e 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<sub>2</sub>e, 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 CO<sub>2</sub>e, 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 tCO<sub>2</sub>e 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 tCO<sub>2</sub>e), a 25% increase in volunteer mileage (2.5 tCO<sub>2</sub>e) and a 3% increase in corporate petrol mileage (19 tCO<sub>2</sub>e). These increases were partially offset by decreases totalling 27 tCO<sub>2</sub>e 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 tCO<sub>2</sub>e and have been reducing since to 7,431 tCO<sub>2</sub>e 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 CO<sub>2</sub>e) from 4,278 tonnes CO<sub>2</sub>e in 2023/24 to 4,430 tonnes CO<sub>2</sub>e 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 tCO<sub>2</sub>e. 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 tCO<sub>2</sub>e in 2023/24 to 4,517 tCO<sub>2</sub>e in 2024/25.

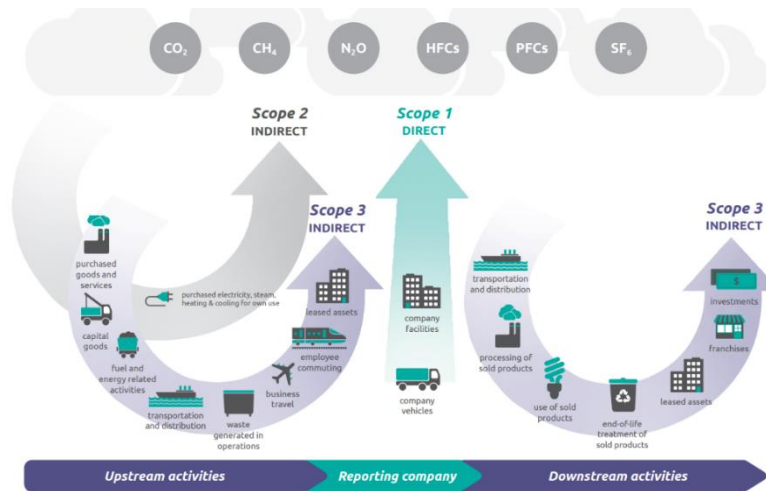
- 7.4 Maintained Schools' emissions (excluding academies) reduced by 50% in relation to our 2010/11 baseline. This equates to an average reduction of 4% annually in the last fourteen years.

## **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<sup>5</sup>.
- 8.4 Based on this initial assessment we estimated that OCC's 2020/21 Scope 3 emissions were approximately 150,000 tonnes of CO<sub>2</sub>e, 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.

---

<sup>5</sup> 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<sup>6</sup>. 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 tCO<sub>2</sub>e in 2023/24 to 23,606 tCO<sub>2</sub>e 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

<sup>6</sup> 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						% Emissions intensity change	Sectoral intensity change (2022 vs 2021)
	Revenue (tCO2e)	Revexp (£ million)	Capital (tCO2e)	Capex (£ million)	tCO2e/£ million	Revenue (tCO2e)	Revexp (£ million)	Capital emissions	Capex (£ million)	tCO2e/£ million	% Emissions Change		
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%
<b>Total (Rev + Cap)</b>	<b>20,889</b>	<b>£ 104.95</b>			<b>199</b>	<b>23,606</b>	<b>£ 116.49</b>			<b>203</b>	<b>13%</b>	<b>2%</b>	

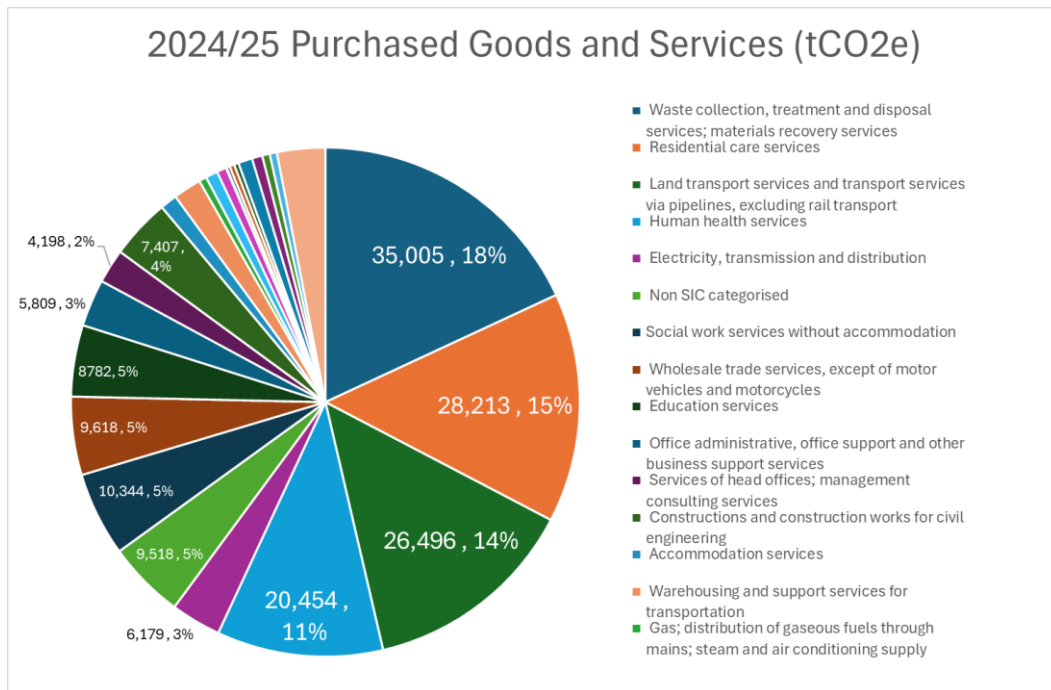
**Table 5.** Supply Chain Emissions, Expenditure and Emissions Intensity of five contractors based on activity data for years 2023/24 vs 2024/25.

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.

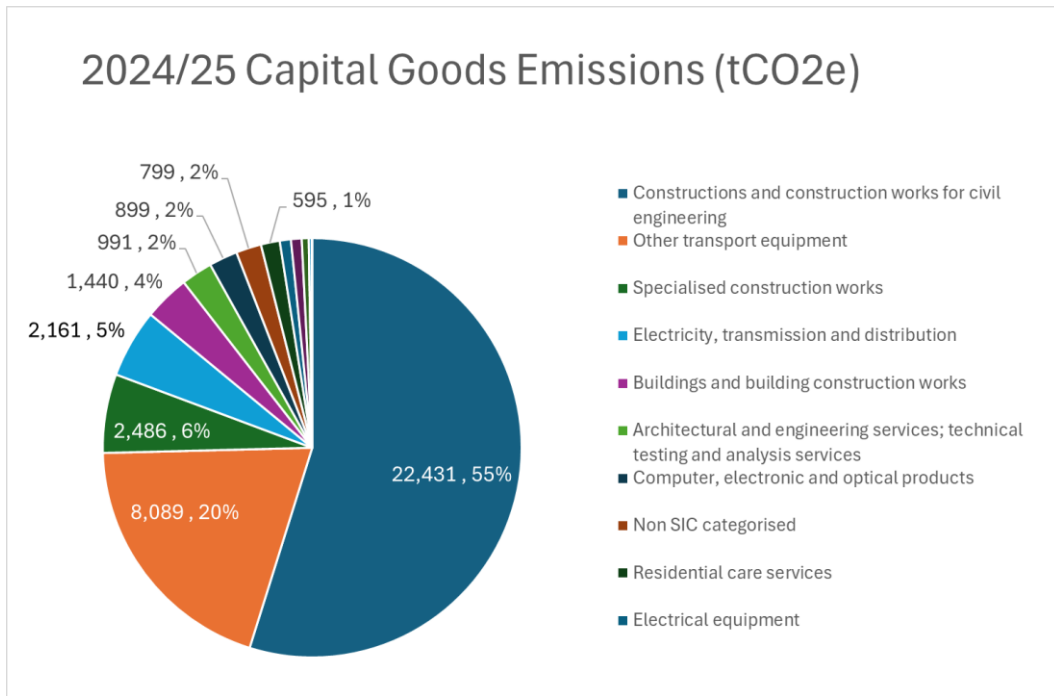
Summary based on Expenditure and Activity Data			
Supply Chain Emissions and Expenditure	2023/24	2024/25	% Change
Total Capital and Revenue Expenditure (£ million)	£ 896	£ 900	1%
Revenue exp. (£ million)	£ 759	£ 752	-1%
Revenue emissions in tCO <sub>2</sub> e (Expenditure and Activity data)	223,831	198,186	-11%
Capex (£ million)	£ 138	£ 148	7%
Capital Emissions in tCO <sub>2</sub> e (Expenditure and Activity data)	43,107	42,347	-2%
Total emissions Supply Chain	266,938	240,534	-10%
Emissions intensity (tCO <sub>2</sub> /£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<sup>7</sup>. The 10% remaining has been calculated through

---

<sup>7</sup> 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
	<b>Total gas</b>	<b>kWh</b>	<b>22,227,607</b>	<b>4066</b>	<b>22,410,689</b>	<b>4099</b>
	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
	<b>Total gas oil</b>	<b>litres</b>	<b>151,809</b>	<b>418</b>	<b>95,885</b>	<b>264</b>
	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
	<b>Total burning oil</b>	<b>litres</b>	<b>69,368</b>	<b>176</b>	<b>104,147</b>	<b>265</b>
	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
	<b>Total LPG</b>	<b>litres</b>	<b>34,541</b>	<b>54</b>	<b>47,710</b>	<b>74</b>
	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
	<b>Total diesel</b>	<b>litres</b>	<b>528,644</b>	<b>1406</b>	<b>514,430</b>	<b>1369</b>
	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
	<b>Total petrol</b>	<b>litres</b>	<b>2,401</b>	<b>5.0</b>	<b>13,296</b>	<b>27.7</b>
	<b>HVO Fleet</b>	<b>litres</b>	<b>79</b>	<b>0.00</b>	<b>0</b>	<b>0.00</b>
	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
	<b>Total Hire Car</b>	<b>Miles</b>	<b>184,754</b>	<b>49</b>	<b>200,769</b>	<b>52</b>
Fire Service Fuel Oil	litres	0	0	0	0	
Corporate Fuel Oil	litres	57.0	0.18	120.9	0.38	
<b>Vehicle Fuel Oil</b>	<b>litres</b>	<b>57.0</b>	<b>0.18</b>	<b>120.9</b>	<b>0.38</b>	
<b>Scope 1 Corporate</b>			<b>3080</b>		<b>3106</b>	
<b>Scope 1 Schools</b>			<b>3,094</b>		<b>3,045</b>	

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
	Maintained Schools Electricity	kWh	6,404,032	1326	6,499,462	1346
	Converting Schools Electricity	kWh	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
	<b>Total Scope 2 OCC</b>	<b>kWh</b>	<b>15,583,335</b>	<b>3227</b>	<b>14,307,244</b>	<b>2962</b>
	<b>Total Scope 2 Schools</b>	<b>kWh</b>	<b>6,911,082</b>	<b>1431</b>	<b>6,499,462</b>	<b>1374</b>
	<b>Total electricity</b>	<b>kWh</b>	<b>22,494,417</b>	<b>4658</b>	<b>20,942,599</b>	<b>4336</b>

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**

<b>Scope 3 Operational</b>	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
	<b>Total business travel Car</b>	<b>Miles</b>	<b>4,049,847</b>	<b>1,054</b>	<b>4,256,336</b>	<b>1,106</b>
	Agency Motorbike	Miles	0	0	0	0
	Corporate business travel Motorbike	Miles	4,768	1	4,844	1
	<b>Total business travel Motorbike</b>	<b>Miles</b>	<b>4,768</b>	<b>1</b>	<b>4,844</b>	<b>1</b>
	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 Electricity Transmission losses	kWh	148,914	3	124,431	2
	<b>Total Electricity Transmission losses</b>	<b>kWh</b>	<b>22,643,330</b>	<b>406</b>	<b>21,067,030</b>	<b>386</b>
<b>Corporate Water Supply</b>	<b>CMtrs</b>	<b>34,319</b>	<b>6</b>	<b>38,413</b>	<b>6</b>	
<b>Corporate Water Treatment</b>	<b>CMtrs</b>	<b>34,319</b>	<b>7</b>	<b>38,413</b>	<b>7</b>	
<b>Waste</b>	<b>kg</b>	<b>230,097</b>	<b>4</b>	<b>184,494</b>	<b>4</b>	
<b>Operational Corporate Scope 3</b>			<b>1,331</b>		<b>1,367</b>	
<b>Operational Schools Scope 3</b>			<b>145</b>		<b>140</b>	
<b>Total Operational Scope 3</b>			<b>1,476</b>		<b>1,507</b>	
Solar Export Corporate	kWh	-30,970	-6	-22,119	-5	
Solar Export Schools	kWh	-251,631	-52	-263,749	-55	
<b>Total Solar Export</b>	<b>kWh</b>	<b>-282,600</b>	<b>-59</b>	<b>-285,868</b>	<b>-59</b>	

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).

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

<b>Corporate property &amp; operational emissions</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>	<b>2017/18</b>
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	-	-	-	-	-	-	-
<b>Total</b>	<b>26,590</b>	<b>23,491</b>	<b>27,644</b>	<b>28,328</b>	<b>24,444</b>	<b>21,813</b>	<b>19,671</b>	<b>17,132</b>
<b>Corporate property &amp; operational emissions</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>	
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	
<b>Total</b>	<b>14,179</b>	<b>13,311</b>	<b>10,595</b>	<b>10,391</b>	<b>8,857</b>	<b>7,632</b>	<b>7,431</b>	

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