Surrey Heath Borough Council Carbon Emissions Report 23/24

Purpose

Surrey Heath Borough Council's aim is to reach net zero carbon emissions across our operations by 2030 following the declaration of a climate emergency in October 2019. This report monitors the Council's greenhouse gas emissions (GHG) across scopes 1-3 between 2021/22 and 2023/24. The Council monitors energy use and associated carbon emissions from across the Council's estate, staff commuting, business travel, and procurement emissions.

Surrey Heath Borough Council achieving net zero means reducing our CO2 emissions to as close to zero as possible before offsetting any residual emissions. The Climate Change Team and Climate Change Working Group have developed and are now implementing the Climate Change Action Plan to meet the carbon reduction targets set out by the Council. These include but are not limited to:

1. Continue and accelerate improvements to the energy efficiency of Council owned and operated buildings.
2. Transition of the Council's fleet to electric or ultra-low emission vehicles by 2030, with 6 in service by the end of 2024.
3. Secured funding to install PV and a pool cover at Places Leisure Camberley.
4. Secured funding to install 46 EV chargers across the borough.

Limited monitoring of carbon emissions first took place in 2019/20 across the Council's operations and estate to provide a baseline for our monitoring exercises. From the beginning, we have experienced challenges in obtaining accurate and complete data. While these challenges continue, in particular for scope 3 emissions, we are continually working to improve our monitoring processes, and have built on this year on year.

The Council's scope 1 and 2 emissions have reduced in this timeframe from 634 tCO2e to 583.5 tCO2e, a 7.96% decrease. However, with the adoption of Renewable Energy Guarantees of Origin (REGOs) in October 2023, our reported emissions have reduced from 634 tCO2e down to 419.18 tCO2e, a 33.9% decrease. The Council's scope 3 emissions have increased from 27,578.38 tCO2e to 27,554.49 tCO2e, a 0.63% increase. The increase is attributable to starting recording staff commuting data in 2022/23.

The table below provides an overview of emissions from 2021/22 to 2023/24 without making use of REGOs:

Scope	Category	Sub-category	2021/22 (tCO2e)	2022/23 (tCO2e)	2023/24 (tCO2e)
1	Operational	Gas	230	225.1	253
2	Operational	Electric	404	403.9	330.5
NA	**Operational**	**Total Operational**	**634**	**629**	**583.5**
1	Fleet	Non-Electric	36.3	36.3	30.1
1	Fleet	Staff Business Travel	-	11.9	10.7
2	Fleet	Electric	-	-	2.89
NA	**Fleet**	**Total Fleet**	**36.3**	**48.2**	**43.7**
3	Staff Commute	Total Commute	-	152.28	180.6
3	Procurement	Total Procurement	27499	27499	27499
3	Other Buildings	Gas (well to tank)	43.6	42.5	46.3
3	Other Buildings	T&D	35.7	33.1	28.6
3	**Total Scope 3**	**Total Scope 3**	**27578.4**	**27726.9**	**27754.5**
-	**Total**	-	**28,249**	**28,404**	**28,382**

The table below provides an overview of emissions and their source considering the use of REGOs from October 2023, with the reduction visible under operational electrical and transmission and distribution (T&D) emissions 2023/24:

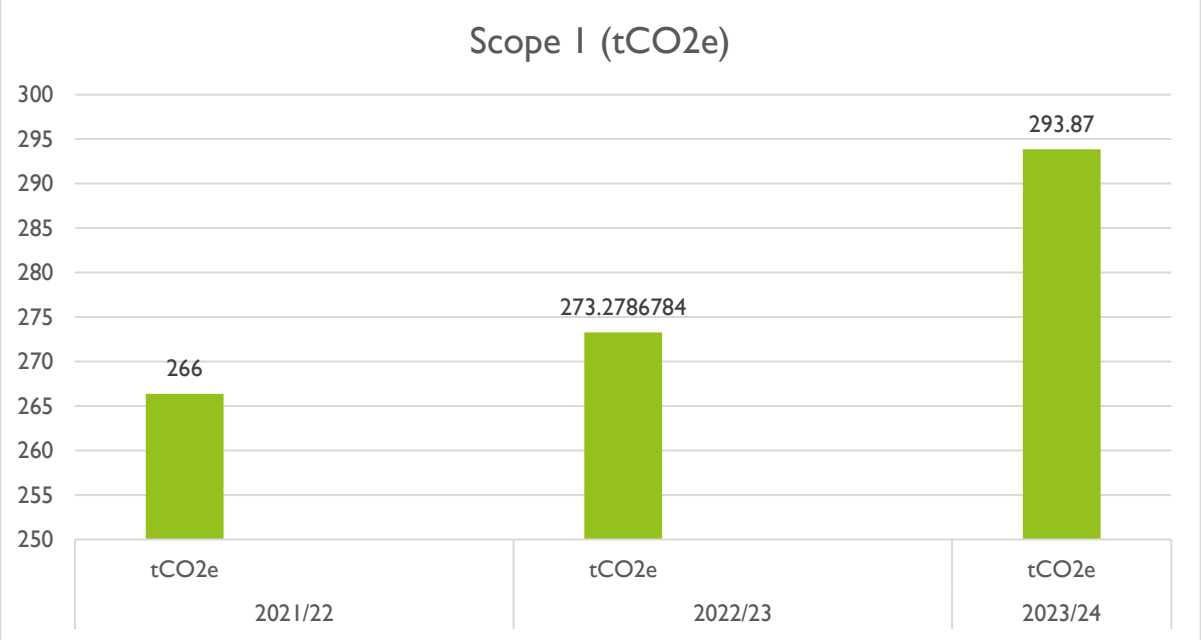
Scope	Category	Sub-category	2021/22 (tCO2e)	2022/23 (tCO2e)	2023/24 (tCO2e)
1	Operational	Gas	230	225.1	253
2	Operational	Electric	404	403.9	166.1
NA	**Operational**	**Total Operational**	**634**	**629**	**419.2**
1	Fleet	Non-Electric	36.27	36.3	30.1
1	Fleet	Staff Business Travel	-	11.9	10.7

Scope	Category	Sub-category	2021/22 (tCO2e)	2022/23 (tCO2e)	2023/24 (tCO2e)
2	Fleet	Electric	-	-	2.89
NA	**Fleet**	**Total Fleet**	**36.27**	**48.17**	**43.7**
3	Staff Commute	Total Commute	-	152.28	180.6
3	Procurement	Total Procurement	27499	27499	27499
3	Other Buildings	Gas (well to tank)	43.6	42.5	46.3
3	Other Buildings	T&D	35.7	33.1	14.4
3	**Total Scope 3**	**Total Scope 3**	**27578.3**	**27726.8**	**27740.3**
-	**Total**	-	**28,249**	**28,404**	**27,740**

The below sections discuss in detail the changes we have experienced within each category.

Scope 1

Scope 1 Emissions include operational gas usage, staff business travel, and fleet milage, excluding our electric vehicle (EV) fleet. The table displays the annual emissions from 2021/22 to 2023/24.



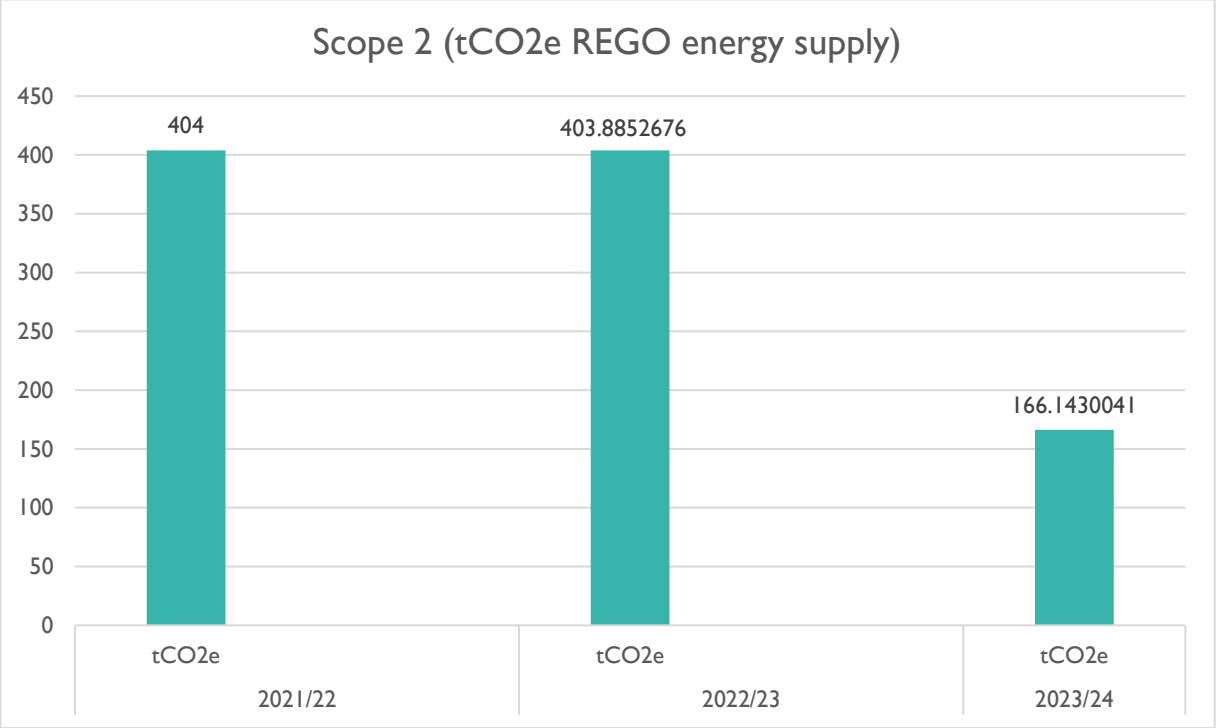
In 22/23, properties in The Square shopping centre accounted for 14.24 tCO2e scope 1 emissions compared to 23/24 where it accounted for 60.58 tCO2e, an increase of nearly 46 tCO2e. Starting in May 2023, Surrey Heath Borough Council became responsible for the energy usage of several formerly leased retail properties. The increase in the number of properties that

we manage has led to an increase in gas use and emissions. Council Officers are actively working to reduce this through finding new tenants and taking actions to increase energy efficiency across The Square.

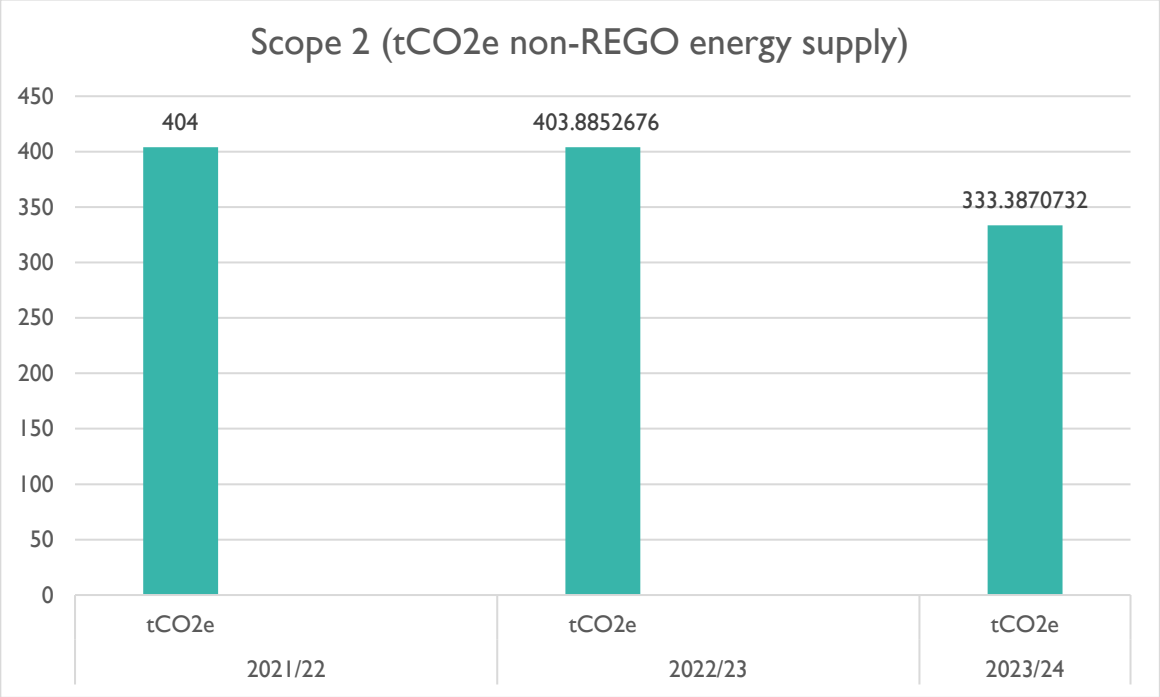
Fleet emissions have reduced across the range of years provided, reducing from 36.27 tCO2e in 21/22 down to 30.14 tCO2e in 23/24. This is largely due to the introduction of EVs to the Meals at Home fleet. Further procurement of EVs to replace existing petrol and diesel vehicles is being explored.

Scope 2

Scope 2 emissions cover operational electric usage throughout Surrey Heath Borough Council's estate, including the charging of EVs. Starting from October 2023, the Council began procuring its electricity from zero carbon sources with the use of REGOs. This means no carbon emissions will be produced in the generation of our electricity, for as long as we purchase REGOs. The table below displays the Council's scope 2 emissions including the reductions from associated with zero carbon energy, as shown by our procured REGOs from October 2023 onwards.



However, as is convention under the Greenhouse Gas Protocol for emissions reporting, we will also report what our emissions would have been if our electricity came from average UK electricity sources. We now purchase REGO certificates which guarantee electricity is sourced from renewable production for the same amount of electricity that we use in a year. However, we also take this energy from the UK grid, and we will actually be using whatever sources of electricity are producing power close to our sites at that time. As such, the actual energy we use will not exclusively come from just renewable sources. The table below displays emissions data for the period between 21/22 and 23/24 based off average annual carbon intensity figures for the UK grid from UK Government, non-inclusive of REGO based reductions so we can show what our emissions would have been without REGOs:



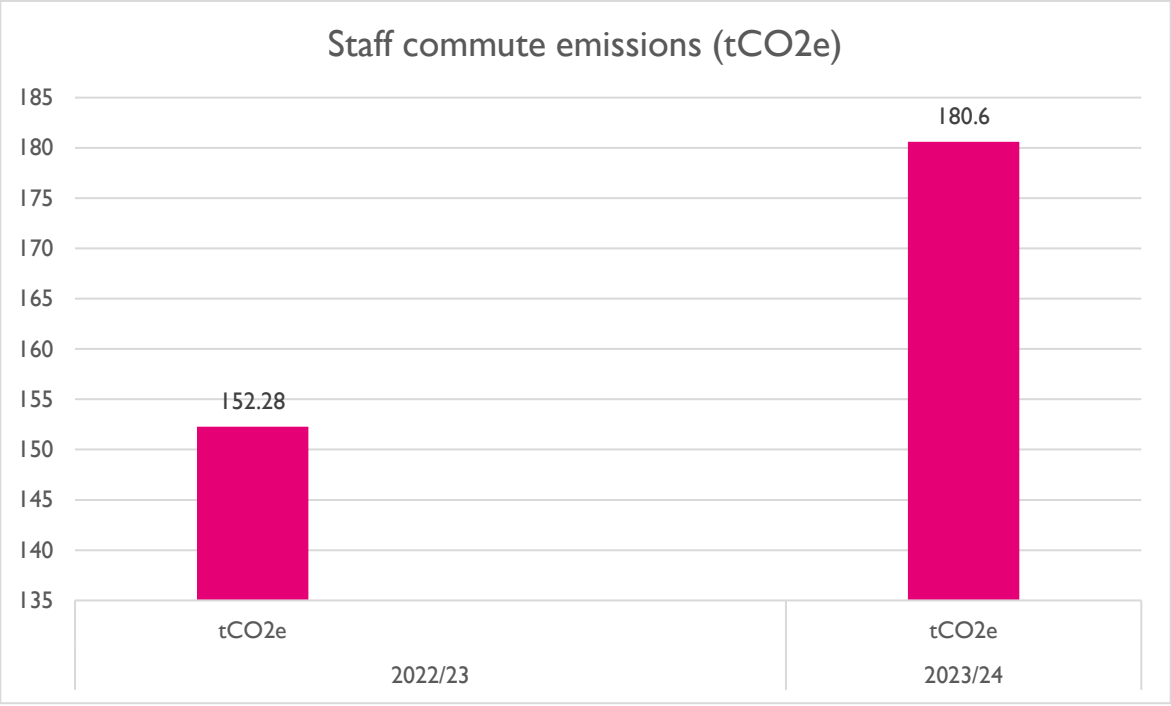
A reduction in carbon emissions can be seen across the reporting period. This is due to several factors including energy efficiency works carried out by the Council, such as lighting replacements at Knoll Road Car Park. With the largest reduction coming from and the decarbonisation of the UK electricity grid.

Scope 3

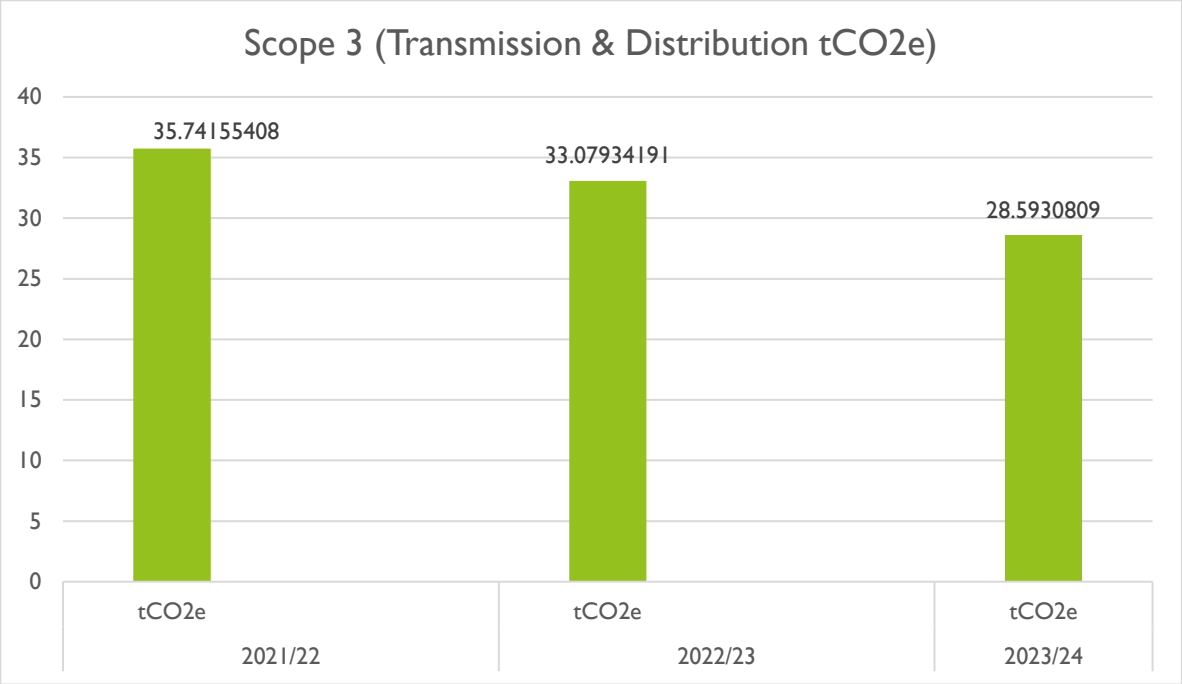
Emissions included in scope 3 cover procurement, staff commuting and several specific fuel-based emissions.

Estimated scope 3 emissions account for 98% of SHBC's total emissions, with annual procurement emissions estimated to be 27,499 tCO2e. Procurement emissions data is roughly estimated through a spend based method, taking the financial value of a good or service and multiplying it by an emissions factor for the industry as provided by UK Government. Steps to more accurately record procurement emissions are reliant on data being collected from our contractors and suppliers who would have to calculate their own organisational emissions and determine which of those were associated with the Council.

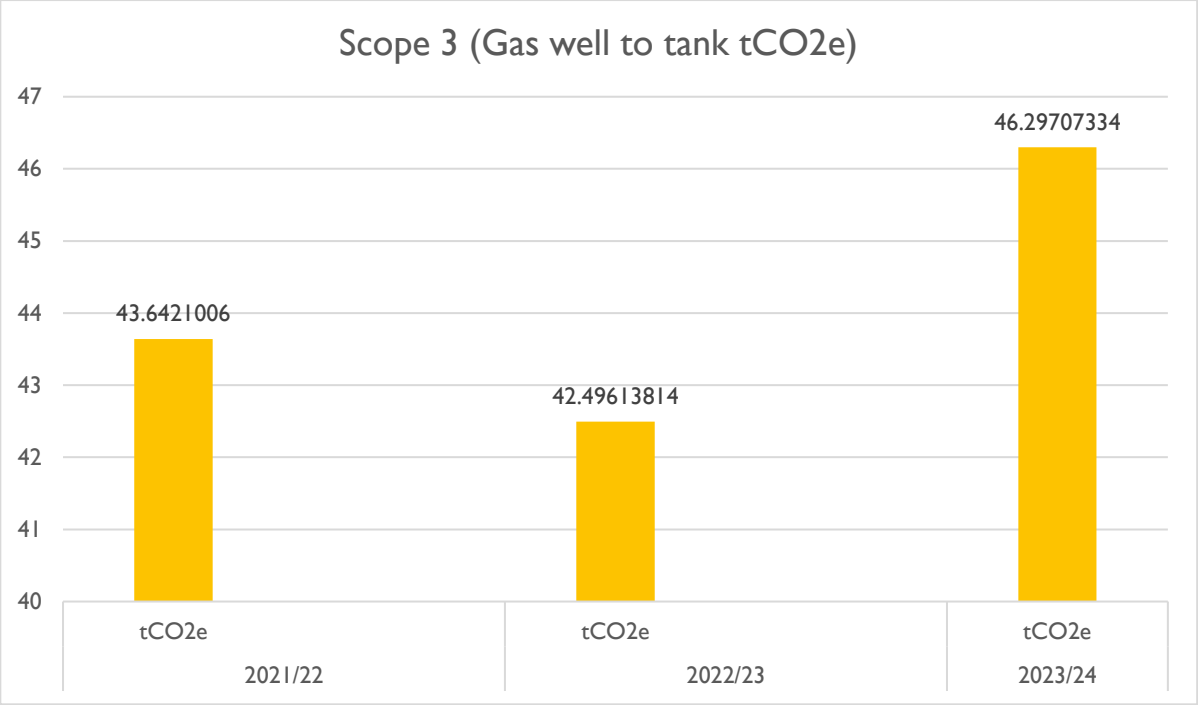
Commuting data is only available from 2022/23 onwards, with data from previous years not recorded by way of a staff travel survey. The Council has made positive steps towards encouraging staff to rethink their commute including launching an electric vehicle salary sacrifice scheme and promoting BetterPoints, which rewards users for travelling in more sustainable ways. Commuting mileage has increased from 2022/23as office working patterns have increased since the home-working days of the pandemic. Flexible working also enables staff to live further away from the office, which increases travel distance. In 2022/23 152.28 tCO2e of emissions were produced from commuting compared to 2023/24 where 180.6 tco2e were recorded (up by 18.6%).



Scope 3 also includes emissions associated with the transmission and distribution of electricity throughout our estate and the extraction and transportation of natural gas. As with the Council's scope 2 emissions, starting from October 2023, the Council entered the REGO scheme to ensure its electrical supply comes from zero carbon sources. This means that Transmissions and Distribution emissions will be showing as zero in future years. As with our scope 2 emissions, the table below displays transmission and distribution emissions based on the carbon intensity of the UK electricity grid rather than measure the impact of REGOs.



The final table displays well-to-tank emissions, which like transmission and distribution emissions, measures emissions from the production and transportation of the gas we use in our operational estate. The increase in well-to-tank emissions has come from our increased gas use as we have taken on the management of properties that used to be leased to tenants.



Next steps

The Council is determined to protect our local environment and recognises the role that we must take in driving urgent action, to protect and sustain what we have, for both current and future generations. Protecting our environment is 1 of 5 key strategic objectives from the Council Strategy 2024-2028 and the Council continues to deliver on its objectives to achieve this.

The Council's Climate Change Action Plan details all the actions that we are aiming to achieve and a link to our progress can be found on the Council website in the climate change section of the website. This is updated annually to keep track of all progress.

In addition, the Council will also continue to report emissions, in a similar report to this, on an annual basis.