Greenhouse Gas Emissions Report 2025-26

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Introduction

Blaby District Council (BDC) is committed to measuring and reporting its environmental performance to better understand its impacts and to monitor progress towards the targets in its Climate Change Strategy 2021. The 2025-26 Greenhouse Gas Report forms part of BDC's 2030 Net Zero[1] Action Plan and its commitment to become a Net Zero Council for its own operational emissions by 2030.

This report focusses on BDC's own operational greenhouse gas (GHG) emissions for the 2025-26 reporting period, which includes emissions from the Council's buildings, fleet vehicles, business travel, water and waste.

The full scope of emissions included in this report are provided in Appendix 1. The Council has used Local Partnerships Carbon Accounting Tool which follows the Government's Environmental Reporting Guidelines, from DESNZ and DEFRA (2019), alongside international best practice guidance from the Greenhouse Gas Protocol. In accordance with Government recommendations, this report is published on the Council's website.

[1] **Net zero** refers to the point when greenhouse gas emissions being emitted into the atmosphere are balanced with their removal, meaning there is no overall addition to atmospheric levels.

Executive Summary

Since reporting began in 2019 there has been a 80% drop in the council's greenhouse gas emissions as a result of our interventions. Greenhouse gas emissions for the year 2025-26 are **164.4tCO2e**. This is a **decrease of 6.5%** on the previous year's total.

Diesel use decreased by 18.5% while HVO use has remained largely unchanged. The addition of a resident's food waste collection service in April 2026 will slightly increase the amount of emissions arising from HVO usage due to an increase in vehicles and number of rounds. However the continued switch from Diesel to HVO is predicted to offset this and lead to a reduction in fleet emissions overall in 2026/27.

A reduction in natural gas usage for heating the main offices accounted for approximately 4.4tCO2e a decrease of 6.7%. This may be attributable to the installation of more efficient gas boilers.

Emissions arising from business travel have decreased by 2%.

Heating of office buildings remains the single largest source of emissions (49%). This is followed by Fleet (23%) and Business Mileage (24%).

<u>Financial Benefits/Cost Avoidance</u>

Solar

In 2025/26 solar panels at Whetstone depot generated around 113,600kWh of free electricity. Around 93,000kWh were use on site. Combined with the export of excess renewable energy back to the grid this equates to a cost saving of around **£40,000** per year. At current energy prices this would see life-time **savings of £1 Million.** Over time as the cost of wholesale grid energy rises, the cost benefits arising from energy independence will also rise.

Vehicle Electrification

Our electric refuse collection vehicle used roughly 30000kWh of electricity in a year[2]. This is equivalent to a standard refuse vehicle using 6750 litres of HVO which costs around £10,000 (150p/l). Therefore using an electric RCV via self generation from solar avoids **£10,000/year**. If grid electricity is used the cost saving is still £3,700/year (based on 21p/kWh).

Car Park LED Lighting

In May 2026 all council car park lighting was changed to LED. Switching to LED street lighting cuts energy use by 50% to 80%, slashes maintenance costs and offers major financial and environmental benefits over older sodium lamps, saving over **£5500/year.**

[2]12.5% energy loss on charging and conversion to drivetrain included. Equivalent loss of energy for Diesel/HVO is around 60-80%

The estimated projected savings are as follows:

Location	Standard	LED	Savings PCM	Savings PA	Savings year 5	Savings year 10
St Johns Court	4 x 70w	4 x 50w	£23.30	£279.60	£1,398.00	£2,796.00
Enderby Road	6 x 70w	6 x 50w	£34.94	£419.28	£2,096.40	£4,192.80
Villers Court	13 x 50w	13 x 30w	£75.71	£908.52	£4,542.60	£9,085.20
Train station, main car park	8 x 150w	8 x 50w	£232.96	£2,795.52	£13,977.60	£27,955.20
Train station, small car park	1 x 70w	1 x 30w	£11.65	£139.80	£699.00	£1,398.00
The Grange	1 x 70w	1 x 30w	£11.65	£139.80	£699.00	£1,398.00
Leicester Road	1 x 150w	1 x 50w	£29.12	£349.44	£1,747.20	£3,494.40
BDC Bikeshed	4 x BC lamps	4 x 10w	£46.59	£559.08	£2,795.40	£5,590.80
Total Savings £			**£465.92**	**£5,591.04**	**£27,955.20**	**£55,910.40**

Further opportunities for carbon reduction:

1. **Decarbonisation of gas heating systems.**
   Reducing the consumption of natural gas by improving efficiency (heating system additives), improving heating controls and switching to air source heat pumps where feasible. Purchasing green gas derived from renewable sources will further reduce emissions in 2027/28
2. **Fleet fuel use.**
   Reducing fleet reliance on diesel through a combination of HVO and switching to battery electric vehicles.
3. **Business mileage reduction/electrification.**
   There has been a 2% decrease (0.84t) in business mileage from the previous year. The introduction of an electric pool car and EV salary sacrifice scheme in July 2026 will further support the decarbonisation of business travel.
4. **Energy use.**
   Heating feasibility studies are taking place across assets with a view reducing energy consumption and increasing energy efficiency across the organisation.
5. **Investment in renewable energy**
   We continue to explore opportunities for further rooftop solar on council assets or investment in renewable projects within the district.

Organisation Information

Blaby District Council
Council Offices,
Desford Road,
Narborough
LE19 2EP

Reporting Period

1st April 2025 to 31st March 2026

Organisational Boundary and operational Scope

The Council has followed the Government's Environmental Reporting Guidelines, published by BEIS and DEFRA (2019), alongside international best practice guidance from the Greenhouse Gas Protocol. The organisational boundary for reporting the Council's GHG emissions, for its own operations and activities, is Operational Control.

The operational scope includes the direct emissions from building heating and fleet (scope 1) and purchased electricity for buildings (scope 2) resulting from the owned and leased assets and operations where the Council is in operational control and is responsible for the purchase of energy or fuel. Some scope 3 emissions are also included: business mileage (grey fleet) and water supply & treatment.

All greenhouse gas emissions are expressed as tonnes of carbon dioxide equivalent (tCO_2e). See Appendix 1 for more information about scopes and sources of emissions.

Baseline Emissions and Targets

The adopted baseline year is 2018-19. Where there are relevant significant changes in the factors that informed the calculation of the base year emissions, such as the sale of council buildings, then the emissions for the base year and the year prior to the reporting year will be recalculated. The 2030 Net Zero Council Action Plan includes a commitment to reduce carbon emissions from the Council's own estate and operations to net zero by 2030.

Calculation Method

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

2025-26 Greenhouse Gas Emissions

	Sector	2018/19 baseline	2025/26	% Change from 2024/25
Scope 1 (Direct emissions e.g. gas boilers, owned transport)	Buildings	80.9	80.4	DOWN 6.7%
Scope 1	Authority Fleet	603.1	38.4	DOWN 14%
Sub-total		683.9	118.8	DOWN 8.2%
Scope 2 (Indirect e.g. purchased electricity)	Electricity	96.2	49.62	DOWN 19%
Sub-total		96.2	49.62	
Scope 3 (other indirect e.g. business travel, water)	Staff Travel	46.1	39.9	DOWN 2%
Scope 3	T&D losses	8.2	5.2	DOWN 3.9%
Scope 3	Water	0.9	0.57	N/A
Sub-total		55.2	45.67	DOWN 2.4%
Total Gross Emissions		**835.3**	**214.1**	
	Renewable electricity tariff		**-49.62**	
Total Market Based Emissions		**835.3**	**164.47**	**DOWN 6.5%**

Figure 1. BDC 2025-26 GHG emissions, with a comparison to the baseline year

Figure 1 shows a detailed breakdown of all reported emissions sources. In the reporting period 2025/26 there was a reduction in emission across all reported sources. The total market based emissions for 2025-26 are 164.47tCO2e.

2025/26 GHG Emissions by Type (tCO2e)

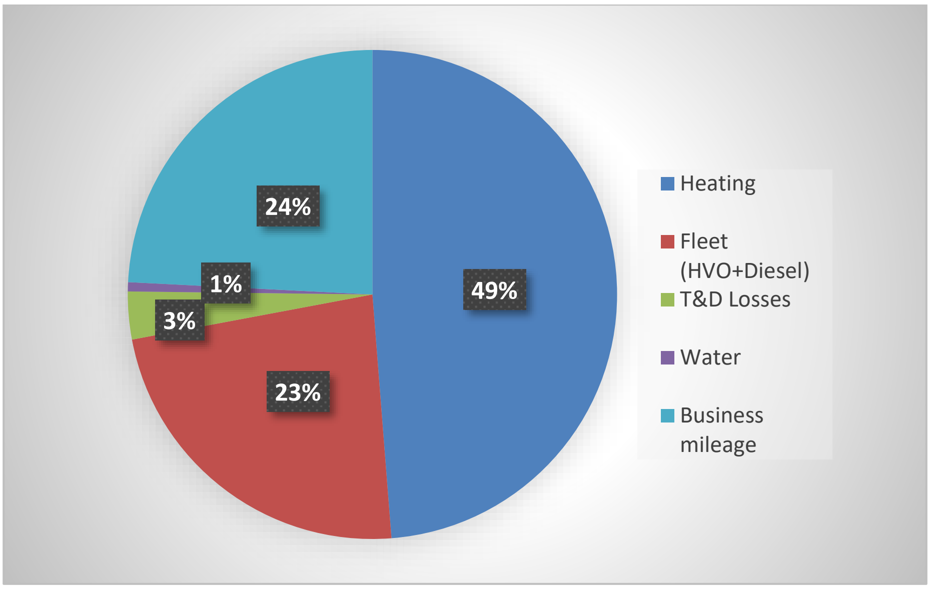


Figure 2. BDC 2025/26 GHG emissions by source

Heating of office buildings remains the single largest source of emissions (49%). This is followed by Fleet (23%) and Business Mileage (24%). Water treatment and Supply account for less than 1% of our emissions. The data used for this emission source relies heavily on supplier estimations and so cannot be relied upon. T&D losses are the emission associated with the energy lost as heat or stolen as power travels from power plants to consumers and relate to our total electricity usage.

Performance Against Baseline and previous years

Blaby District Council net greenhouse gas emissions have reduced by 80% compared to the baseline year 2018/19. This has been achieved primarily by switching from diesel to HVO fuel for most of our fleet vehicles.

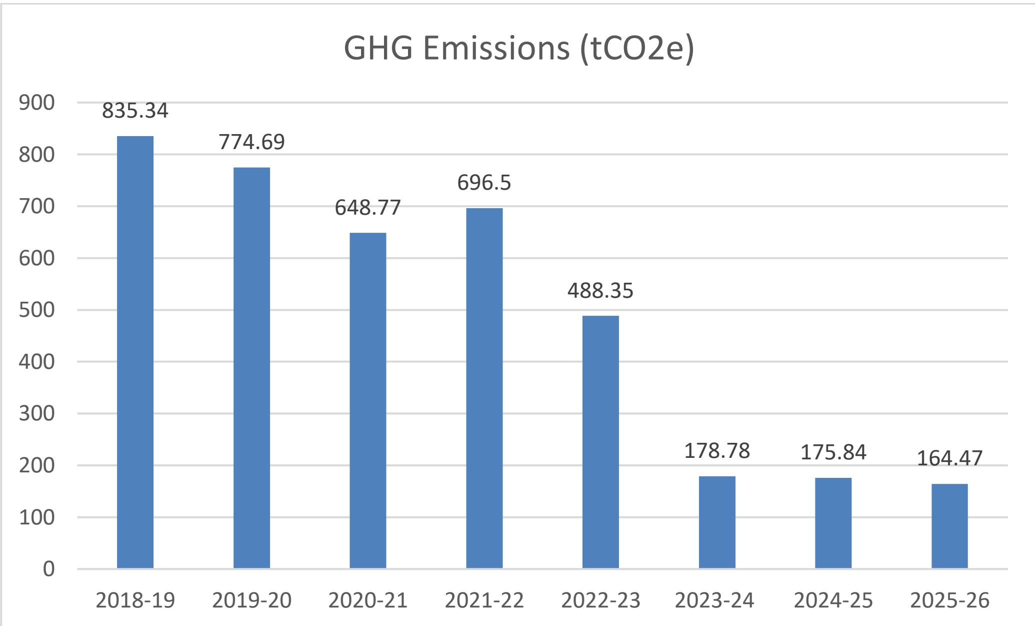
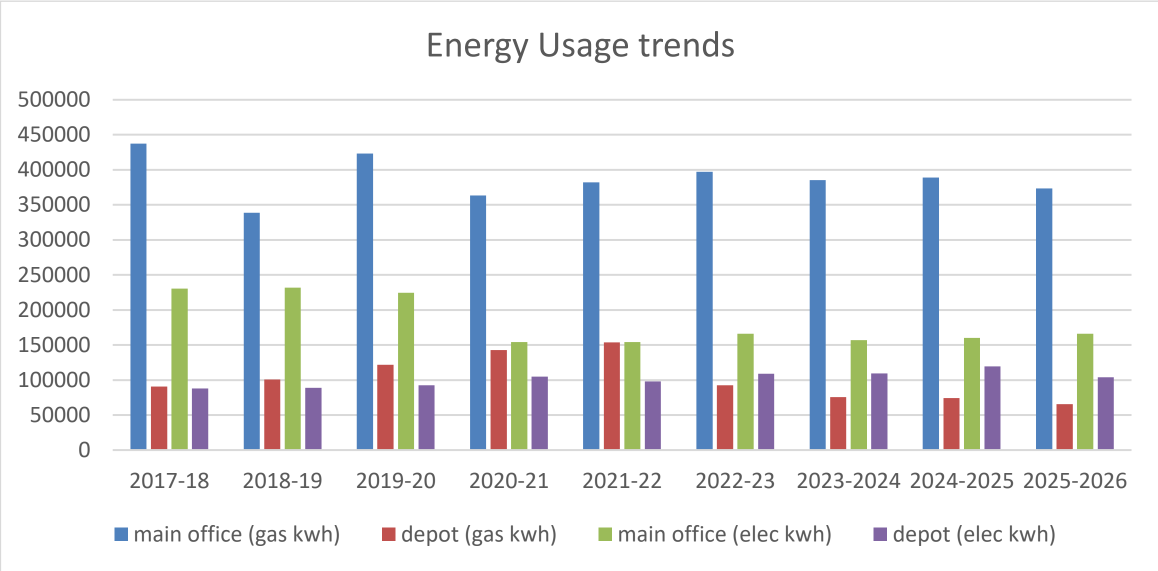


Figure 3. GHG Emissions compared to baseline and preceding years.

Building Heating and Electricity (Scope 1 and 2 emissions)

Figure 4. Energy usage trends (kWh)



Energy usage been relatively consistent over the last 6 years. Depot gas use has decreased year on year for the last 4 years while electricity usage has fluctuated. The proposed reinstatement of a depot Building Management System will give us better understanding of energy usage and address any inefficiencies.

At the main offices gas use has decreased slightly over the last 4 years while electricity use has increased over the same period.

It is therefore a key action to improve the monitoring of our energy use to determine why these increases are occurring and if energy can be conserved Improved energy monitoring and moving to low carbon heating at the Depot could further reduce emissions from energy use.

Business Travel (Scope 3 emissions)

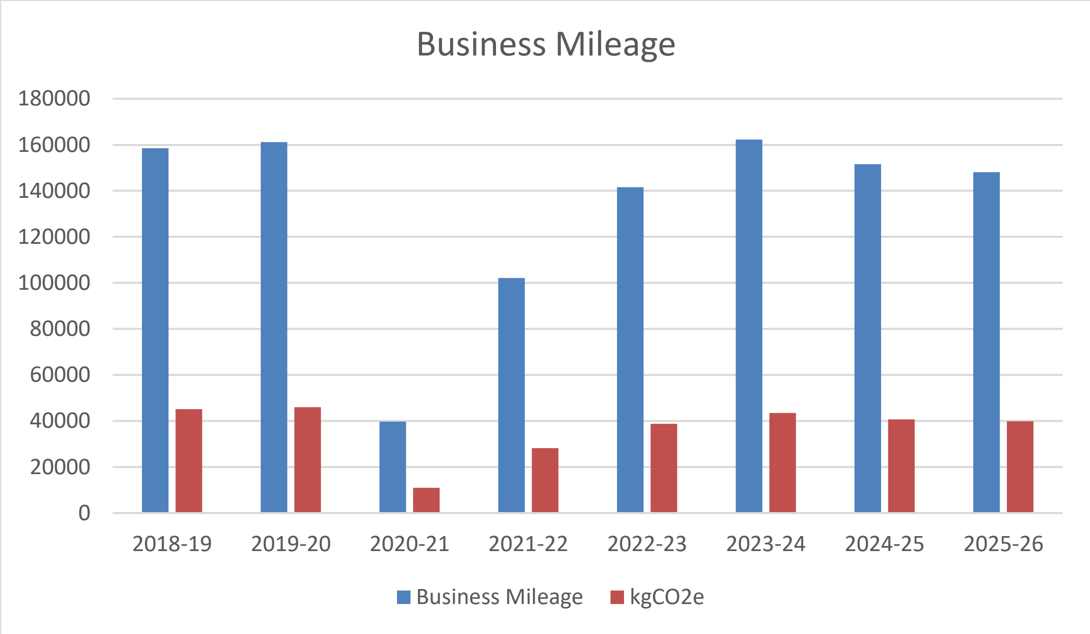


Figure 5. Business travel and associated emissions (kgCO2e) per year

2025/26 marks the second year running since Covid that we have seen a decrease in business mileage. With the introduction of the EV pool car and Green Car Salary Sacrifice scheme the Council is taking steps to ensure this trend continues.

Market-Based Emissions and Green Tariff

The council changed its electricity contract to a green tariff in 2021/22 which means that all electricity used now comes from renewable energy sources. This GHG report considers the council's emissions following a market-based approach to reporting emissions. A market-based approach enables the council to directly reflect the emissions associated with the electricity it purchases for its operations. Following this approach, the council's electricity emissions from 2025/26 (49.62tCO2e) are considered zero due to the electricity being produced by renewable sources. Despite this it remains an absolute priority for the council to minimise its electricity use as far as possible and generate renewable energy at a local level through expansion of rooftop solar.

The proposed switch to a green gas supplier which sources 100% renewable gas derived anaerobic digestion will follow the same approach thus meaning the council's gas emissions will also be considered zero.

Out of Scope Emissions

Blaby District Council acknowledges the importance of acting to reduce its wider scope 3 emissions. This includes carbon associated with the council's supply chain, leased assets, employee commuting and investments. It also includes those emission that arise from assets and services not operated by the council and have limited influence over. During 2020/21 the council commissioned a study into its purchased goods and services scope 3 emissions. This is the first step into quantifying what is a highly complex and subjective area and will need further development. The council provided detailed extracts from its finance system covering, suppliers, purchase orders, invoices and journaled transactions. Artificial intelligence was the used to extract the product data from the descriptions. This was then used to calculate the carbon footprint of the matched products using MRIO data from CenSA (now University of Leeds as used by DEFRA).

Future action

The Council recognises that further action is required to achieve our aims. The Council 2030 Net Zero Action Plan sets out several actions either already in delivery or in design to ensure that we reduce our greenhouse gas emissions to net zero by 2030.

- Electrification of the depot and vehicle fleet
- Decarbonising business travel
- Expansion of rooftop solar PV where possible
- Battery storage
- De-carbonising heat.
- Offsetting (last resort)
- Address wider scope 3 emissions

Appendix 1 - Operational Scopes

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

Scope 1 (direct emissions) Activities owned or controlled by the Council that release emissions straight into the atmosphere. Examples include emissions from owned or controlled boilers and vehicles.

Scope 1	Details
Council combustion e.g. gas, solid and liquid fuels in boiler plant	All fuel used in BDC owned and leased buildings.
Owned and leased transport	Fuel consumption included where BDC pays for fuel.
Fugitive emissions	Excluded due to lack of good quality information and availability of data on refrigeration and air conditioning equipment

Scope 2 (energy indirect) Emissions being released into the atmosphere associated with the consumption of purchased electricity, heat, steam and cooling. These are indirect emissions that are a consequence of the Council's activities, but which occur at sources not owned or controlled.

Scope 2	Details
Purchased electricity	All electricity used in all BDC owned and leased buildings where we have operational control and are responsible for the bills.

Scope 3 (other indirect) Emissions are a consequence of the Council's actions, which occur at sources which are not owned or controlled. Examples of scope 3 emissions include business travel (e.g. use of staff vehicles or public transport), employee commuting, and purchased goods and services.

Scope 3	Details
T&D Losses	Transport and distribution emissions from energy, gas, liquid and solid fuels consumption have been excluded e.g. diesel, LPG, coal, electricity and natural gas
Business travel	Business travel included except for public transport.
Employee commuting	Excluded due to lack of good quality information and availability of data.
Working from home	Excluded due to lack of good quality information and availability of data.
Material use	Excluded due to lack of good quality information and availability of data.
Water Supply and treatment	Included
Waste generated in operations	Excluded due to lack of good quality information and availability of data.
Purchased goods and services	Excluded due to lack of good quality information and availability of data.
Downstream leased assets	Excluded due to lack of financial or operational control (Leisure Centres)
Investments	Excluded due to lack of good quality information and availability of data.