East Cambridgeshire
District Council

# Carbon Audit

## 2024 to 2025

Climate Change and Natural Environment

# Contents



# Introduction

A ‘carbon footprint’ is a measure of the greenhouse gases, such as carbon dioxide, emitted into the atmosphere from a specified area (such as Cambridgeshire) or by an organisation (such as East Cambridgeshire District Council) or by an individual. A carbon footprint calculation can provide pointers to where action could be best taken to reduce your impact on the environment.

Whilst not an exact science, you can have a go at calculating your own (or your family’s) carbon footprint using an online tool such as footprint.wwf.org.uk (opens in new window).

In the next three sections we report on the carbon footprints of:

- Cambridgeshire, as a geographical area
- East Cambridgeshire, as a geographical area
- East Cambridgeshire District Council (ECDC), as an organisation

For the first two sections, the data is compiled by central government, and usually published with at least a two year lag. Thus, the latest data available at the time of writing was released in August 2025, for the period to 2023. The full dataset for all local authority areas is available on the gov.uk website (opens in new window).

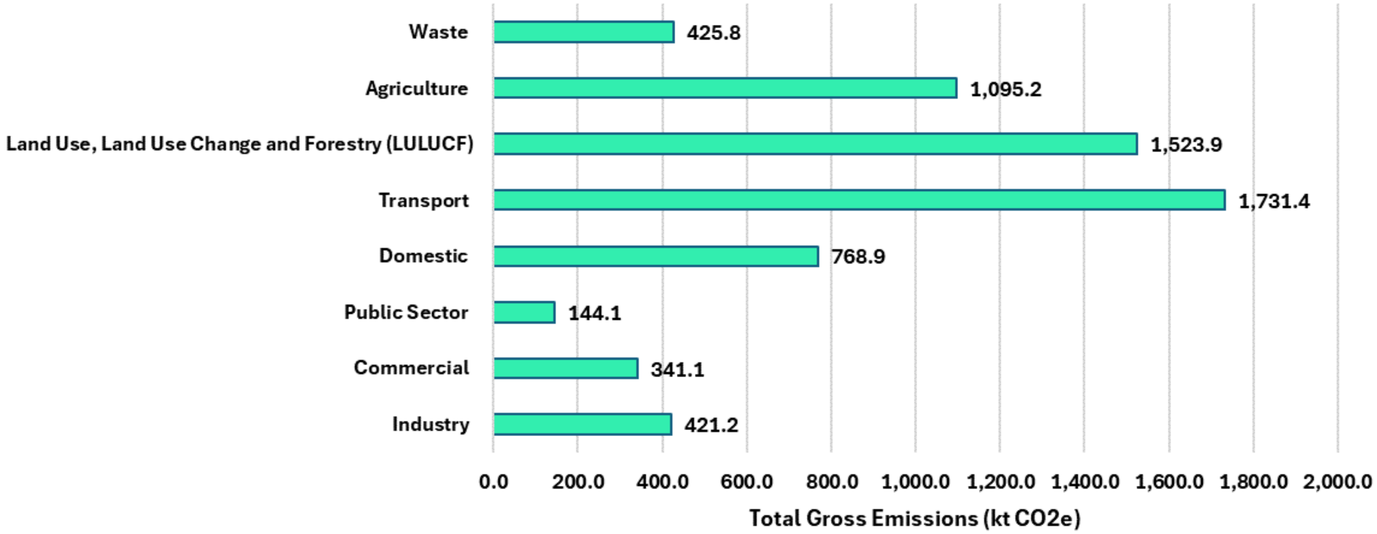
# Cambridgeshire Carbon Footprint

The latest government data shows the carbon footprint for Cambridgeshire was around 6.4 million tonnes $CO_2e$ in 2023 (out of 356$MtCO_2e$ for the UK as a whole). Whilst still an enormous amount, the Cambridgeshire total is on a steady falling trajectory, down from 8.9 $MtCO_2e$ in 2005. The 2023 figure identifies a 0% change in emissions due to an increase in waste, agriculture and Land Use, Land-Use Change, and Forestry (LULUCF), but a decrease in other sectors such as transport, domestic, public sector, commercial and industry from the previous year (2022).

The following table splits Cambridgeshire's emissions of 6.5 million tonnes $CO_2e$ (2023) into various main sectors.

Cambridgeshire's largest source of emissions therefore came from transport (27%), followed closely by LULUCF (24%). In fact, Cambridgeshire is the worst performing county in the UK by far under the LULUCF category, emitting twice as much as the next worst county (Norfolk). In fact, many counties have a minus LULUCF score, meaning their land absorbs more carbon (such as through trees growing) than it emits, which helps them offset some of their emissions from other sectors. The reason for Cambridgeshire's very high LULUCF emissions is simple, high intensive farming, the subsequent drying of our peat lands, combined with very low levels of tree cover. To reduce our LULUCF emissions will require significant changes in the way we manage and farm our land, and it is unlikely we could ever eliminate emissions arising from this source in Cambridgeshire.

**$CO_2e$ Emissions for Cambridgeshire (2023) in Thousand Tonnes (kt $CO_2e$)**




- Figure 1 (above) displays the Carbon footprint by sector for Cambridgeshire.

# East Cambridgeshire Carbon Footprint

This section reports on the 'carbon footprint' of East Cambridgeshire as a geographical area.

The latest government data shows the carbon footprint for East Cambridgeshire was around 1.4 million tonnes $CO_2e$ in 2023 (out of 376$MtCO_2e$ for the UK as a whole). Th following table splits East Cambridgeshire's emissions of 1.4 million tonnes CO2e (2022) into various main sectors.

The East Cambridgeshire total is on a very steady falling trajectory, down from 1.6 MtCO2e in 2005 to 1.4 $MtCO_2e$ in 2023. The 2023 figure identifies a 5% increase in emissions from the year before (2022). Like Cambridgeshire, LULUCF (41%) once again dominates our district's emissions. Excluding LULUCF, our total emissions (that is, from all other sectors combined) are calculated as being 0.8 $MtCO_2e$.

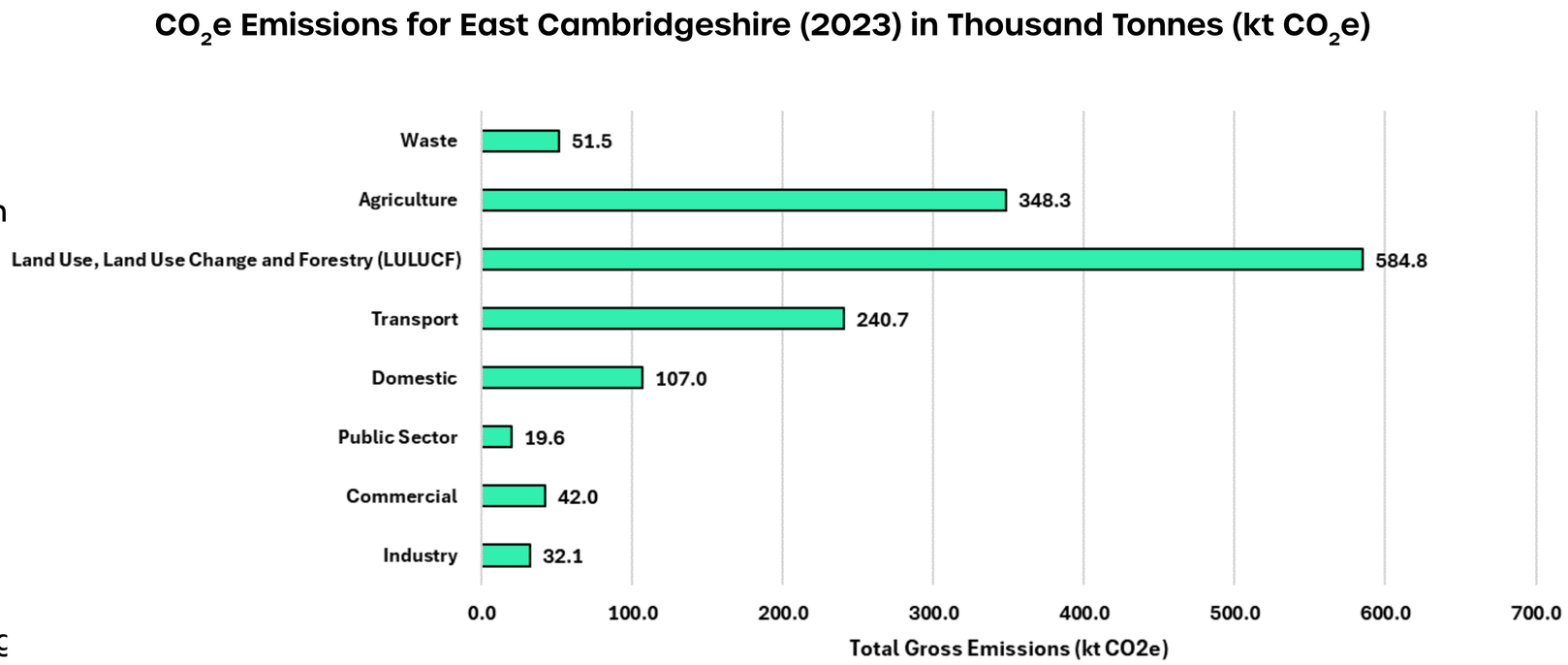



Figure 2 (above) displays the Carbon footprint by sector for East Cambridgeshire.

# ECDC Carbon Footprint

This next section of the report is to assess and quantify greenhouse gas emissions, such as carbon dioxide, from East Cambridgeshire District Council, classifying them into three categories. These categories are scope 1 (direct), scope 2 (indirect), and scope 3 (indirect). This carbon emissions report for ECDC will identify emission hotspots, providing accurate data for potential targeted reduction strategies.

The baseline carbon footprint (using data for the financial year 1 April 2018 to 31 March 2019), as set out in detail in our Environment Plan 2020, resulted in a baseline carbon footprint for the council being established as **1,317 tonnes of $CO_2e$** (comprising 839 $tCO_2e$ scope 1; 165 $tCO_2e$ scope 2; and 313 $tCO_2e$ scope 3).

Each year since, the council has reported an update on its annual emissions. For our seventh set of annual data, for the financial year 2024 to 2025, our total gross emissions were **3182.4 tonnes of $CO_2e$**. Whilst this is a significant increase in our overall emissions compared with our baseline year, this increase is a direct result of the expansion of data we have collected for scope 3 emissions. On a like-for-like basis, our scope 1 and 2 emissions have significantly dropped  compared with the baseline year. Please see the appendix for further details of this year's data collection methods.

# Scope 1

We achieved in excess of a 50% reduction in baseline emissions through the replacement of diesel with Hydrotreated Vegetable Oil (HVO) fuel in most of our fleet vehicles. This reduction is expected to increase further in 2025 to 2026 as the entire fleet transitions to HVO.

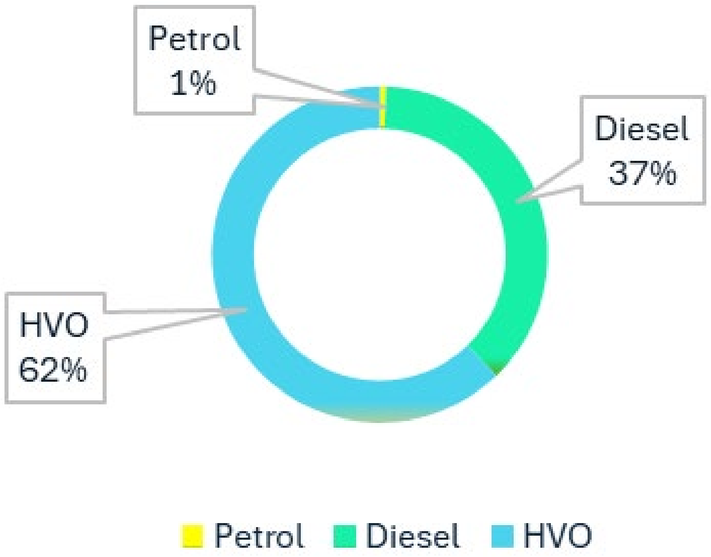
Regular maintenance of our air conditioning units confirmed zero leaks, allowing us to report no fugitive emissions.

Additionally, we can confirm that the use of heating oil was fully discontinued in 2024 to 2025.

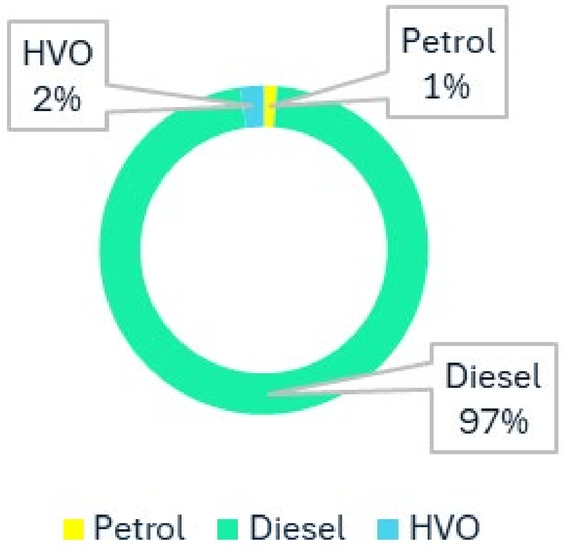
| Scope 1 | 2018 to 2019 | 2019 to 2020 | 2020 to 2021 | 2021 to 2022 | 2022 to 2023 | 2023 to 2024 | 2024 to 2025 |
|---|---|---|---|---|---|---|---|
| Gas Consumption | 63.7 | 71.0 | 81.6 | 74.6 | 68.5 | 73.4 | 65.0 |
| Heating Oil | n/a | n/a | 17.8 | 18.4 | 17.7 | 3.8 | 0.0 |
| Fugitive Emissions (Refrigerants) | 9.7 | n/a | n/a | n/a | 6.7 | 2.9 | 0.0 |
| Fleet Vehicles | 765.4 | 800.1 | 792.5 | 750.2 | 793 | 815.8 | 285.9 |
| **Gross Emissions** | **838.8** | **871.1** | **891.9** | **843.2** | **885.8** | **895.9** | **350.9** |

Figure 3 (above) displays the figures that make up the council's scope 1 emissions. All figures are in tonnes of CO2e.

**Percentage of consumption from different fuel use**




**Percentage of emissions from different fuel use**




The diagrams to the left (Figure 4) help to demonstrate the considerable difference between fuels used and the emissions arising. For example, in 2024/25 the council used 183,000 litres of HVO fuel for its refuse collection vehicles. This accounted for 62% of total fuel consumption but only 2% of the corresponding emissions.

- Figure 4 (left) display the differences in the consumption of fuels when compared to their emissions in scope 1.

# Scope 2

There has been a small increase in this year's scope 2 emissions, partly due to an administrative error in previous years (we under-reported electricity use at E-Space North building by a factor of 10). There has also been a further increase in electricity consumption in three of the toilet facilities when compared to the previous year: Barton Road (+3000kWh), Soham (doubled) and Littleport toilets (more than doubled).We continue to investigate why these facilities have had such a significant jump in electricity use.

Despite this increase, there remains an overall trend of reduction in emissions for Scope 2 from the baseline year. This is largely due to the decarbonisation of the National Grid and the implementation of solar panels on E-Space North.

ECDC is on a green energy tariff, which is an electricity supply contract where the provider matches consumption with renewable generation, supporting investment in low-carbon energy. However, electricity supplied through the national grid remains a mix of sources, which is why the council reports emissions using the location-based method for accuracy and transparency.


| Scope 2 | 2018 to 2019 | 2019 to 2020 | 2020 to 2021 | 2021 to 2022 | 2022 to 2023 | 2023 to 2024 | 2024 to 2025 |
|---|---|---|---|---|---|---|---|
| Building use | 152.5 | 118.3 | 86.5 | 72.5 | 81.6 | 74.6 | 86.6 |
| Streetlighting | 12.0 | 1.4 | 8.7 | 8.7 | 5.7 | 6.4 | 3.7 |
| **Gross Emissions** | **164.5** | **119.7** | **95.2** | **81.2** | **87.2** | **80.9** | **90.2** |

Figure 5 (above) displays the figures that make up the council's scope 2 emissions. All figures are in tonnes of CO2e.

# Scope 3

We have this year dramatically increased the range of items we are accounting for under our scope 3 emissions. These new items fall into three broad areas, material use (goods we buy), staff commuting and staff pensions. Whilst still not perfect, we are now far more accurately reporting the true scale of our emissions. The vast majority of district councils make little or no attempt to calculate their scope 3 emissions, therefore are probably under-reporting their true emissions by possibly 80% or more.

The procurement of 42,000 new household bins for residents of East Cambridgeshire District accounted for 512 tonnes $CO_2e$. This figure was calculated using data provided directly by the supplier. In figure 6, this is the certificate provided to us by the supplier to confirm these emissions.

Vehicle purchases were included for the first time, contributing an estimated 150 tonnes $CO_2e$.

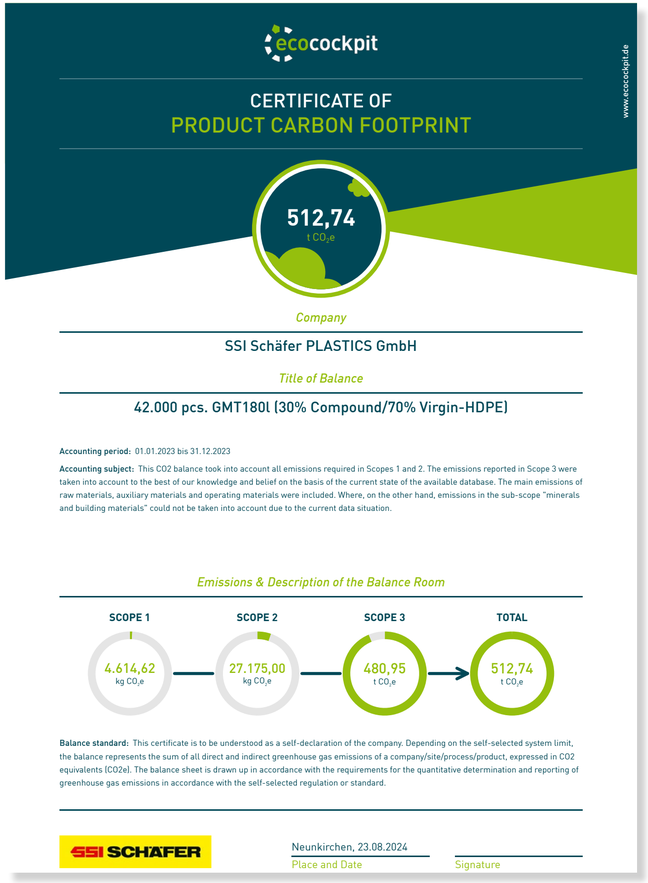
The purchase of IT equipment was also included, accounting for 42.0 tonnes $CO_2e$.

## Staff commuting

Staff commuting emissions were measured and included in reporting for the first time, totalling 183 tonnes of CO2e. See appendix for the questionnaire used to gather our primary data for this section.

## Pensions (financed emissions)

Both past and present staff pensions of East Cambridgeshire District Council were also included for the first time, reflecting the growing importance of financial investments within scope 3 accounting. See slide 12 for more information on pensions.



ecocockpit

www.ecocockpit.de

CERTIFICATE OF
PRODUCT CARBON FOOTPRINT

512,74
t $CO_2e$

*Company*

SSI Schäfer PLASTICS GmbH

*Title of Balance*

42.000 pcs. GMT180l (30% Compound/70% Virgin-HDPE)

**Accounting period:** 01.01.2023 bis 31.12.2023

**Accounting subject:** This CO2 balance took into account all emissions required in Scopes 1 and 2. The emissions reported in Scope 3 were taken into account to the best of our knowledge and belief on the basis of the current state of the available database. The main emissions of raw materials, auxiliary materials and operating materials were included. Where, on the other hand, emissions in the sub-scope "minerals and building materials" could not be taken into account due to the current data situation.

*Emissions & Description of the Balance Room*

| SCOPE 1 | SCOPE 2 | SCOPE 3 | TOTAL |
|---|---|---|---|
| 4.614,62 kg $CO_2e$ | 27.175,00 kg $CO_2e$ | 480,95 t $CO_2e$ | 512,74 t $CO_2e$ |

**Balance standard:** This certificate is to be understood as a self-declaration of the company. Depending on the self-selected system limit, the balance represents the sum of all direct and indirect greenhouse gas emissions of a company/site/process/product, expressed in CO2 equivalents (CO2e). The balance sheet is drawn up in accordance with the requirements for the quantitative determination and reporting of greenhouse gas emissions in accordance with the self-selected regulation or standard.

SSI SCHÄFER

Neunkirchen, 23.08.2024
Place and Date

Signature

Figure 6 (above), certificate of the carbon footprint of our bin purchase.

| Scope 3 | 2018 to 2019 | 2019 to 2020 | 2020 to 2021 | 2021 to 2022 | 2022 to 2023 | 2023 to 2024 | 2024 to 2025 |
|---|---|---|---|---|---|---|---|
| Water and Treatment | 7.1 | 7.5 | 8.1 | 5.9 | 6.5 | 3.5 | 2.7 |
| Waste Generated in Operations | 0.5 | 0.6 | 0.6 | 0.6 | 0.4 | 0.4 | 0.3 |
| Business Travel | 81.9 | 84.7 | 24.0 | 41.8 | 17.0 | 20.4 | 17.2 |
| Material Use | n/a | n/a | n/a | n/a | 65.8 | 29.8 | 713.9 |
| Transmission and Distribution Losses | 14.0 | 10.2 | 10.2 | 7.0 | 8.0 | 7.0 | 7.3 |
| Well-To-Tank | 210 | 221.7 | 210.7 | 209.6 | 210.7 | 217.9 | 237.7 |
| Staff Commuting | n/a | n/a | n/a | n/a | n/a | n/a | 183.0 |
| Staff Pensions | n/a | n/a | n/a | n/a | n/a | n/a | 1578.4 |
| **Gross Emissions** | **313.5** | **324.7** | **253.5** | **265.0** | **308.4** | **278.9** | **2,740.5** |

Figure 7 (above) displays the figures that make up the council's scope 3 emissions. All figures are in tonnes of $CO_2e$.

# Pensions

This year marks the first time East Cambridgeshire District Council has investigated and reported on the financed emissions associated with our pensions. While the council does not directly manage its pension investments, it is a participant in the Cambridgeshire Pension Fund, which pools assets across multiple local authorities. As such, our influence over investment decisions is limited, but we recognise that pensions can represent a significant source of financed emissions and must be considered as part of our overall climate impact.

This council's share of the Cambridgeshire Pension Fund is an approximately 1.2% of the fund's total monetary value. Using the pension fund's own published calculations, it means our share of the emissions arising from pension investments are estimated to be 1,578.4 tonnes of $CO_2e$ for 2024 to 2025.

Furthermore, this figure of 1578.4 tonnes of $CO_2e$ only accounts for scope 1 and 2 emissions as the pension fund has yet to account for their scope 3 emissions with their listed equity and corporate bonds.

For complete transparency with our own data and to inform the reader, this data only accounts for 57.5% of the total assets (consisting of listed equity and corporate bonds). Cambridgeshire pension fund does not currently account for investments in infrastructure, private equity, property and government bonds.

Therefore, it is likely that ECDC's share of emissions are much higher than the 1,578.4 tonnes of $CO_2e$ being reported. However, as data collection methods continue to improve within the pension fund's own operations, we will have a better understanding of our own financed emissions. More information can be found about Cambridgeshire pension fund pathway to net zero in the Analytics for Climate Transition document (opens in new window).

| Type of asset | Weighted Average Carbon Intensity (WACI) Result ($tCO_2e$/$million) | Carbon Footprint ($tCO_2e$/$million) | Estimated ECDC Financed Emissions ($tCO_2e$) |
|---|---|---|---|
| Listed Equities | 58.6 | 25.6 | 868.9 |
| Corporate Bonds | 84.2 | 64.8 | 709.3 |

Figure 8 (above) displays the carbon intensity (WACI) of the portfolio, the estimated carbon footprint per $ million and the estimated emissions from the council's listed equity and corporate bonds. ECDC total financed emissions (estimated), 1578.4 tCO2e.

# Conclusion

The 2024 to 2025 reporting year marks significant progress towards East Cambridgeshire District Council's climate ambitions of better accounting for our carbon emissions. We have achieved a 50% reduction in scope 1 emissions from our 2018 to 2019 baseline, reductions driven largely by the transition to Hydrotreated Vegetable Oil (HVO) for our refuse collection vehicles, and scope 2 improvements resulting from energy efficiency measures and cleaner electricity sourcing.

This year has also seen a broader and more detailed assessment of scope 3 emissions, including expanded material use data, the introduction of staff commuting estimates, and analysis of staff pensions. By strengthening our data coverage, we are better positioned to identify priorities, target high-impact actions, and track progress with greater accuracy.

**Measure emissions**

We need to acknowledge our emissions to measure them.

**Reduce emissions**

Through energy efficiency measures, renewable energy sources and a sustainable procurement policy, we could reduce our emissions.

**To residual emissions**

Residual emissions are the essential emissions that cannot be reduced/cut.

**Offsetting**

Carbon capture measures to rid impact of residual emissions.

**Net zero**

Residual emissions are offset through tree planting schemes and other carbon capture tech.

# Appendix

**Carbon Audit 2024 to 2025**

Climate Change and Natural Environment

# Method

In this appendix, we set out further details on the method employed and the assumptions used, together with acknowledgment of the limitations in the method. Calculating an organisation's carbon footprint is very challenging and reported data each year should be read with some caution.

The council is reporting on emissions within its operational control boundary, following the Greenhouse Gas (GHG) Protocol reporting standards (opens in new window).

The baseline is a fixed point against which a reduction target can be set and future performance monitored. Our baseline was set as emissions arising in 2018/19. To calculate $CO_2e$ emissions arising, it is necessary to convert the 'raw' data (such as kWh of electricity used) into $CO_2e$ emissions.

This process is relatively straightforward, using what are known as 'conversion factors'. The carbon conversion factors used for this Carbon Audit are the UK Government published carbon conversion factors for 2025 (opens in new window).

**Material use and purchased goods**

This section of scope 3 emissions has been measured differently this year, through mass (tonnes) instead of monetary value (£). This is in accordance with up-to-date government guidelines and provides a more accurate estimate of emissions arising from our purchased goods. This also better aligns us with other local councils' methods which will be beneficial after local government reorganisation.

**Staff commuting**

Data was collected through a self-reporting questionnaire sent via email. We had 100 responses which is 50% of the staff. We then doubled the emissions to gain a better idea of our emissions. In the future, we hope for a better response rate to improve the accuracy of the data.

**Pensions**

The calculations of the pension used the conversions of 25.6 tonnes $CO_2e$ per $million for listed equity and 64.8 tonnes $CO_2e$ per $million for corporate bonds, but these conversions had been calculated by the pension fund and only account for scope 1 and 2 emissions.

# Data confidence

In the tables below we have evaluated and reported on our method of data collection in the three different scopes.

- Figure 10 (scope 1 table below) displays the level of confidence in emissions data collected for scope 1.
- Figure 11 (scope 2 table below) displays the level of confidence in emissions data collected for scope 2.

| Scope 1 | Method of data collection | Confidence in data |
|---|---|---|
| Fuel | BE fuelcards and logging data | High |
| Gas | Gas bills | High |
| Fugitive Emissions | Maintenance certificates | High |

| Scope 2 | Method of data collection | Confidence in data |
|---|---|---|
| Electricity | Electricity bills | High |

| Scope 3 | Method of data collection | Confidence in data |
|---|---|---|
| Water | Water bills | High |
| Staff Business Travel | Staff mileage claims | High |
| Staff Commuting | Self-reporting questionnaire | Medium to low |
| Material Use | Logging of large purchases that can be found on our website and logging of data by individual teams. | Medium |
| Waste | Data logs | High |
| T and D Losses | Calculated from electricity use | High |
| Well-To-Tank | Calculated from fuel use | High |
| Pensions | Calculated using conversions from Cambridgeshire pension fund with figures of ECDC's proportion of fund which were provided by the fun | Medium |

- Figure 12 (scope 3 table above) displays the level of confidence in emissions data collected for scope 3.

# Data confidence, continued

**Staff commuting**

This scored lower due to the response rate of 50%. If we wanted to improve the accuracy of the data, we would need a higher response rate, and we will consider how to achieve this for next year.

**Material use**

This scored lower due to the lack of detail in data collection despite this being in accordance with government guidelines. For example, the weight of a computer is much lower than that of a printer but with these guidelines, the printer would have a higher carbon footprint despite the computer requiring more and rarer materials.

**Pensions**

As discussed on slide 12, the pension fund is still improving their scope of data to include scope 3 as well as all their assets. In 2024 to 2025 they improved their data collection by reporting on their corporate bonds, increasing scope from 42% to 57%.

Raw data

# Scope 1

| Element | Fuel | Consumption units | Consumption | Emissions ($tCO_2e$) |
|---|---|---|---|---|
| BE fuel Cards | Petrol | Litres | 1,812 | 3.8 |
| BE fuel Cards | Diesel | Litres | 29,240 | 73.5 |
| Refuse Collection Vehicles | HVO | Litres | 183,439.8 | 6.5 |
| Refuse Collection Vehicles | Diesel | Litres | 80,454 | 202.2 |
| Heating | Natural gas | kWh (Gross CV) | 355274.8 | 65.0 |
| Heating | Heating oil | Litres | 0 | 0 |
| Fugitive Emissions | HFC-32 | KG | 0 | 0 |
| Fugitive Emissions | R410A | KG | 0 | 0 |
| Fugitive Emissions | HCFC-22/R22 | KG | 0 | 0 |
| **Total** | **n/a** | **n/a** | **n/a** | **350.9** |

Figure 13 (above) displays the different fuel consumption and associated emissions in scope 1.

Raw data

# Well-to-tank

| Emissions source | Consumption units | Year | Consumption | Conversion factor | Emissions ($tCO_2e$) |
|---|---|---|---|---|---|
| Heating | kWh (Gross CV) | 2024 to 2025 | 355274.8 | 0.030 | 10.7 |
| Total petrol in scope 1 | Litres | 2024 to 2025 | 1812.1 | 0.6 | 1.1 |
| Total diesel in scope 1 | Litres | 2024 to 2025 | 109694.4 | 0.6 | 67.0 |
| Total HVO | Litres | 2024 to 2025 | 183439.8 | 0.6 | 102.5 |
| Total Staff Business Travel | n/a | 2024 to 2025 | 78,721 | n/a | 4.8 |
| Total Staff Commuting | n/a | 2024 to 2025 | 822,874 | n/a | 31.6 |
| T and D Losses | kWh | 2024 to 2025 | 435,885.0 | 0.1 | 20.0 |
| **Total** | **n/a** | **2024 to 2025** | **n/a** | **n/a** | **237.7** |

Figure 14 (above) displays the well-to-tank emissions within scope 3.

Raw data

# Material use

| Emissions source | Method | Consumption units | Year | Consumption | Conversion factor | Emissions ($tCO_2e$) |
|---|---|---|---|---|---|---|
| Aggregates | Primary material production | Tonnes | 2024 to 2025 | 1 | 930.0 | 0.9 |
| Electrical items, IT | Primary material production | Tonnes | 2024 to 2025 | 1.7 | 24865.5 | 42.1 |
| Metals | Primary material production | Tonnes | 2024 to 2025 | 39.3 | 3815.8 | 150.0 |
| Paper and board, paper | Closed-loop source | Tonnes | 2024 to 2025 | 6.1 | 1044.3 | 6.4 |
| Plastics, average plastics | Primary material production | Tonnes | 2024 to 2025 | 483.1 | 3164.8 | 512.9 |
| Batteries, alkaline | Primary material production | Tonnes | 2024 to 2025 | 0.003 | 4633.5 | 0.02 |
| Paper and board, mixed | Primary material production | Tonnes | 2024 to 2025 | 1.2 | 1282.7 | 1.5 |
| **Total** | **n/a** | **Tonnes** | **2024 to 2025** | **532.4** | **n/a** | **713.9** |

Figure 15 (above) displays the raw data of material goods.

Raw data

# Waste

| Emissions source | Method | Consumption units | Year | Consumption | Conversion factor | Emissions ($tCO_2e$) |
|---|---|---|---|---|---|---|
| WEEE, mixed | Open-loop | Tonnes | 2024 to 2025 | 1.3 | 6.4 | 0.01 |
| Plastics, average plastics | Landfill | Tonnes | 2024 to 2025 | 20.7 | 8.9 | 0.2 |
| Paper and board, mixed | Closed-loop | Tonnes | 2024 to 2025 | 13.3 | 6.4 | 0.1 |
| Organic, mixed food and garden waste | Open-loop | Tonnes | 2024 to 2025 | 10.9 | 0.000 | 0.00 |
| **Total** | **n/a** | **Tonnes** | **2024 to 2025** | **46.1** | **n/a** | **0.28** |

Figure 16 (above) displays the four types of waste collection within the category of waste and their emissions.

Raw data

# Staff business travel

| Emissions source | Consumption units | Year | Consumption | Conversion factor | Emissions ($tCO_2e$) |
|---|---|---|---|---|---|
| Small car (diesel) | Miles | 2024 to 2025 | 18,316 | 0.2 | 4.1 |
| Small car (petrol) | Miles | 2024 to 2025 | 9,057 | 0.2 | 2.1 |
| Small car (hybrid) | Miles | 2024 to 2025 | 21,564 | 0.2 | 5.8 |
| Medium car (diesel) | Miles | 2024 to 2025 | 356 | 0.3 | 0.1 |
| Medium car (petrol) | Miles | 2024 to 2025 | 8,241 | 0.3 | 1.5 |
| Medium car (hybrid) | Miles | 2024 to 2025 | 76 | 0.2 | 0.03 |
| Large car (diesel) | Miles | 2024 to 2025 | 8,554 | 0.3 | 2.9 |
| Large car (petrol) | Miles | 2024 to 2025 | 518 | 0.4 | 0.1 |
| Large car (hybrid) | Miles | 2024 to 2025 | 3,374 | 0.3 | 0.3 |
| Average car (battery electric vehicle) | Miles | 2024 to 2025 | 8,665 | 0.1 | 0.3 |
| **Total** | **Miles** | **2024 to 2025** | **78,721** | **n/a** | **17.2** |

Figure 17 (above) displays the raw data of staff business travel.

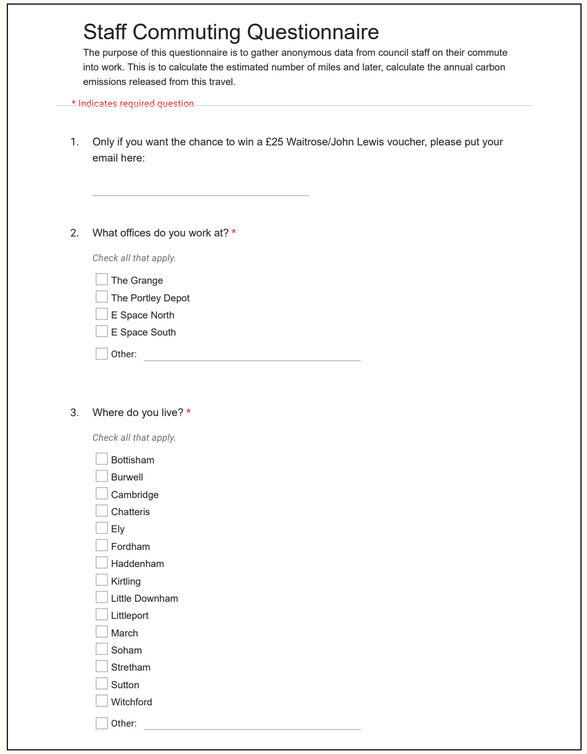
Raw data

# Staff commuting

| Emissions source | Consumption units | Year | Consumption | Conversion factor | Emissions ($tCO_2e$) |
|---|---|---|---|---|---|
| Small car Petrol | Miles | 2024 to 2025 | 157,012 | 0.2 | 36.3 |
| Small car Diesel | Miles | 2024 to 2025 | 94,892 | 0.2 | 21.4 |
| Small car Hybrid | Miles | 2024 to 2025 | 27,674 | 0.2 | 5.0 |
| Medium car Petrol | Miles | 2024 to 2025 | 170,522 | 0.3 | 48.6 |
| Medium car Diesel | Miles | 2024 to 2025 | 78,706 | 0.3 | 21.3 |
| Average car Battery Electric Vehicle | Miles | 2024 to 2025 | 50,214 | 0.1 | 4.2 |
| Large car Petrol | Miles | 2024 to 2025 | 30,822 | 0.4 | 13.3 |
| Large car Diesel | Miles | 2024 to 2025 | 84,816 | 0.3 | 28.3 |
| National Rail | KM | 2024 to 2025 | 128,216 | 0.04 | 4.6 |
| **Total** | **n/a** | **2024 to 2025** | **822,874** | **n/a** | **183.00** |

Figure 18 (above) displays the raw data of staff commuting which we gathered from a self-reporting questionnaire by staff.

# Staff commuting questionnaire



## Staff Commuting Questionnaire

The purpose of this questionnaire is to gather anonymous data from council staff on their commute into work. This is to calculate the estimated number of miles and later, calculate the annual carbon emissions released from this travel.

* Indicates required question

1. Only if you want the chance to win a £25 Waitrose/John Lewis voucher, please put your email here:

2. What offices do you work at? *

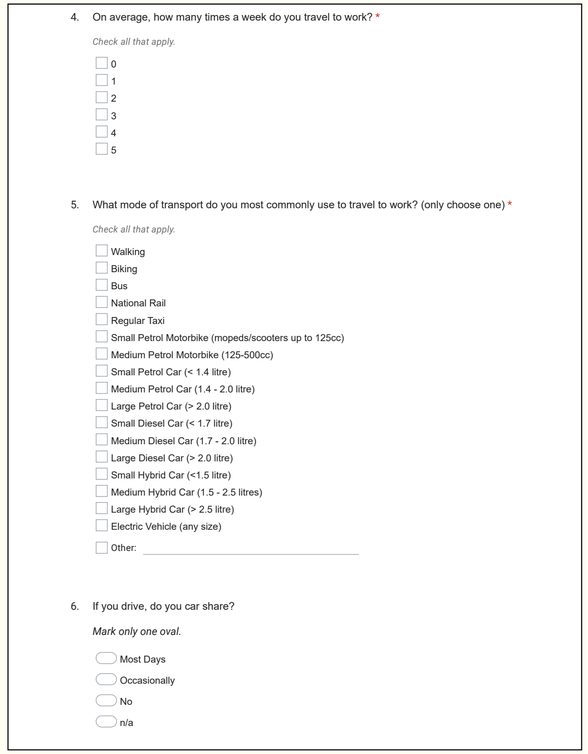
*Check all that apply.*

- [ ] The Grange
- [ ] The Portley Depot
- [ ] E Space North
- [ ] E Space South
- [ ] Other: _____

3. Where do you live? *

*Check all that apply.*

- [ ] Bottisham
- [ ] Burwell
- [ ] Cambridge
- [ ] Chatteris
- [ ] Ely
- [ ] Fordham
- [ ] Haddenham
- [ ] Kirtling
- [ ] Little Downham
- [ ] Littleport
- [ ] March
- [ ] Soham
- [ ] Stretham
- [ ] Sutton
- [ ] Witchford
- [ ] Other: _____



4. On average, how many times a week do you travel to work? *

*Check all that apply.*

- [ ] 0
- [ ] 1
- [ ] 2
- [ ] 3
- [ ] 4
- [ ] 5

5. What mode of transport do you most commonly use to travel to work? (only choose one) *

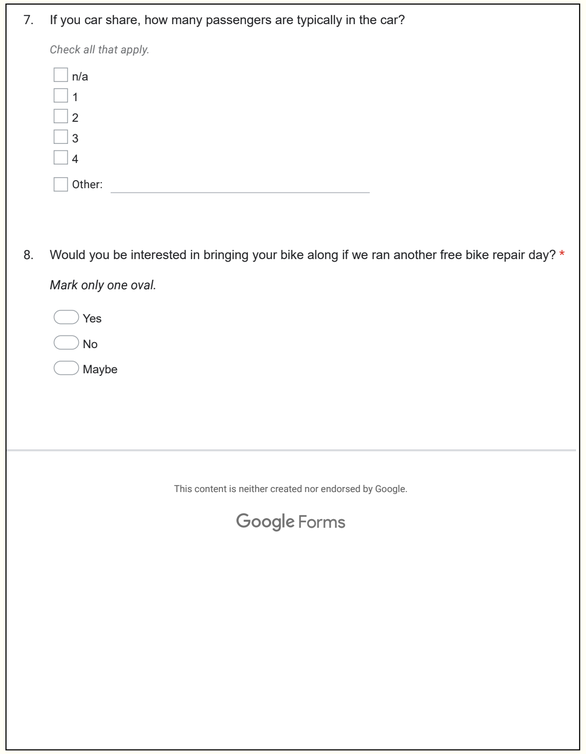
*Check all that apply.*

- [ ] Walking
- [ ] Biking
- [ ] Bus
- [ ] National Rail
- [ ] Regular Taxi
- [ ] Small Petrol Motorbike (mopeds/scooters up to 125cc)
- [ ] Medium Petrol Motorbike (125-500cc)
- [ ] Small Petrol Car (< 1.4 litre)
- [ ] Medium Petrol Car (1.4 - 2.0 litre)
- [ ] Large Petrol Car (> 2.0 litre)
- [ ] Small Diesel Car (< 1.7 litre)
- [ ] Medium Diesel Car (1.7 - 2.0 litre)
- [ ] Large Diesel Car (> 2.0 litre)
- [ ] Small Hybrid Car (<1.5 litre)
- [ ] Medium Hybrid Car (1.5 - 2.5 litres)
- [ ] Large Hybrid Car (> 2.5 litre)
- [ ] Electric Vehicle (any size)
- [ ] Other: _____

6. If you drive, do you car share?

*Mark only one oval.*

- ◯ Most Days
- ◯ Occasionally
- ◯ No
- ◯ n/a



7. If you car share, how many passengers are typically in the car?

*Check all that apply.*

- [ ] n/a
- [ ] 1
- [ ] 2
- [ ] 3
- [ ] 4
- [ ] Other: _____

8. Would you be interested in bringing your bike along if we ran another free bike repair day? *

*Mark only one oval.*

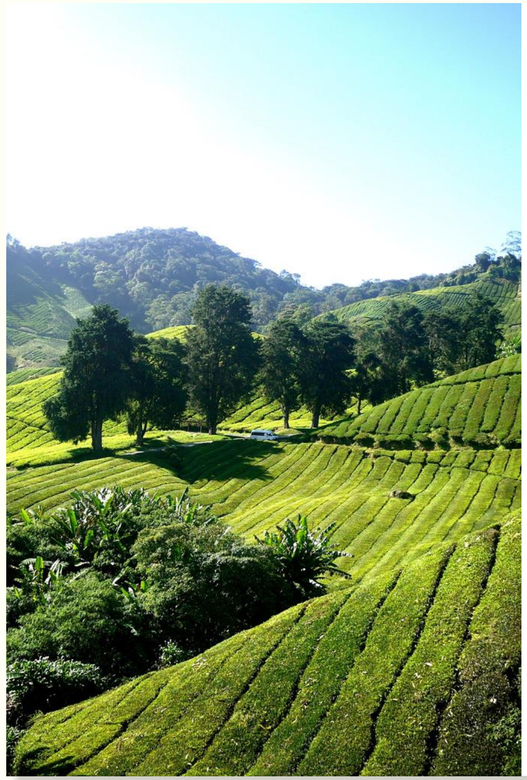
- ◯ Yes
- ◯ No
- ◯ Maybe

This content is neither created nor endorsed by Google.

Google Forms

- Figure 19 (above) is a template of the questionnaire that was used to gather primary data on staff commuting. We used average miles between the office and their town/village, how many times a week they commuted to work and what method they used to work out their total mileage to convert into their emissions for the year.

# Pure Green Supply Certificates



**Pure Green**
Supply
Certificate

This is to certify that

East Cambridgeshire District Council

Uses electricity that is **100%** generated from **wind, solar and hydro** sources

**Supply Period:** 01/10/2023 – 30/09/2024

**Signed:** Mark Rose

Mark Rose, Director, Sales & Marketing on behalf of **TotalEnergies Gas & Power**

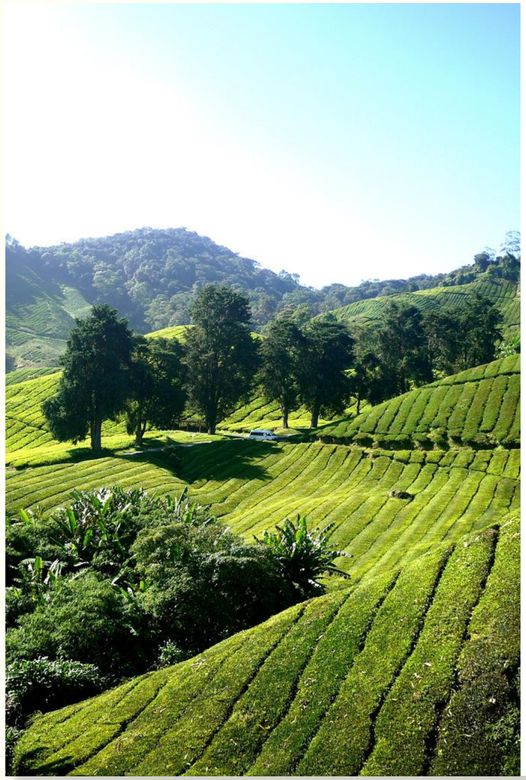
business.totalenergies.uk

**Date: 20/12/2024**

TotalEnergies

Independently assured renewable electricity

Our independent assurance report was created by Deloitte and assures whether the renewable electricity supplied by TotalEnergies under our Pure Green product is backed by relevant Renewable Energy Guarantee of Origin (REGO) certifies from solar, wind, tidal and hydroelectric generation sources. This means that your electricity usage can be reported as zero carbon under a market-based emissions reporting approach in accordance with Greenhouse Gas Protocol Scope 2 Reporting Guidance.



**Pure Green**
Supply
Certificate

This is to certify that

East Cambridgeshire District Council

Uses electricity that is **100%** generated from **wind, solar and hydro** sources

**Supply Period:** 1st October 2024 to 30th September 2025

**Signed:** Mark Rose

Mark Rose, Director, Sales & Marketing on behalf of **TotalEnergies Gas & Power**

business.totalenergies.uk

**Date: 22/07/2025**

TotalEnergies

Independently assured renewable electricity

Our independent assurance report was created by Deloitte and assures whether the renewable electricity supplied by TotalEnergies under our Pure Green product is backed by relevant Renewable Energy Guarantee of Origin (REGO) certifies from solar, wind, tidal and hydroelectric generation sources. This means that your electricity usage can be reported as zero carbon under a market-based emissions reporting approach in accordance with Greenhouse Gas Protocol Scope 2 Reporting Guidance.

Figure 20 (above), ECDC pure green energy supply certificates for the financial year of 2024 to 2025.

**End of document.**