Decarbonisation Delivery Plan for Council Operational Activities 2025 - 2030

Executive Summary

Neath Port Talbot Council
November 2025

Frances O'Brien, Chief Executive

"This delivery plan is fundamental for the council in identifying a route map to decarbonise council operational activities working towards net zero targets in line with Welsh Government guidelines. The success of this delivery plan will be reliant on all areas of the council working together and this is why staff were consulted during the development process to gauge their input. Every Team NPT member has a vital role to play in helping the council work towards net zero, because together, we make the difference."

Strategic Director - Environment and Regeneration

"With the establishment of our new DECC (Decarbonisation, Energy & Climate Change) team this will help to drive forward the decarbonisation delivery plan, building upon the great work which has already been achieved as part of the DARE strategy, with this new delivery plan being the next step in that evolutionary journey."

Noelwyn Daniel

Strategic Director - Strategy & Corporate Services

"The success of this delivery plan will be down to everyone playing their part across the whole council in supporting the actions and initiatives outlined in the action plan."

Andrew Jarrett

Strategic Director - Social Services, Housing & Community Safety

"This delivery plan is fundamental for the council in identifying a route map to decarbonise council operational activities working towards net zero targets in line with Welsh Government guidelines."

Introduction & Background

Neath Port Talbot Council has been working to reduce its impact on the environment over many years, driven not only by the Welsh legislation but the desire to provide the best services and high quality of life for residents within the county.

The Council has a proven track record for progressing the decarbonisation agenda evidenced by the formulation of the Decarbonisation and Renewable Energy (DARE) Strategy and through the declaration of a Climate Emergency in 2022.

This Decarbonisation Plan and supporting action plan will support the operational delivery of the Council's Decarbonisation and Renewable Energy Strategy (DARE) and the Local Area Energy Plan (LAEP). The baseline is determined from the Council's emissions of 30,371 tCO_2e from year 2023-24. If the actions in the delivery plan are achieved this will aim to bring emissions to 9,152 tCO_2e which still leaves a gap to the net zero target. However, this would be compared to 17,526 tCO_2e if the Council operates business as usual with no implementation of the delivery plan.

Map of NPT County Borough

The Quays solar canopy & charging station

Delivery Plan Objectives

1 REDUCE ENERGY USE ACROSS BUILDINGS

Plan rationalisation and improved energy performance of buildings to reduce the energy used through behaviour practices and energy performance of buildings.

2 PROVIDE DECARBONISED HEAT AND POWER

Transitioning from fossil fuels to low carbon heating in buildings, utilising renewable energy technologies and increasing renewable electricity procurement.

3 INCREASE USE OF RENEWABLE ENERGY

Overcoming barriers to increase and encourage the installation of renewable energy technologies on Council buildings and land, supporting other objectives such as EV charging infrastructure and sharing resources.

Delivery Plan Objectives

4 INCREASE USE OF LOW CARBON TRANSPORT

Electrifying the council's fleet, expanding EV charging infrastructure, and promoting active and sustainable travel options.

5 MORE SUSTAINABLE PROCUREMENT

Embedding carbon reduction criteria into procurement processes and reducing impact from supply chain.

6 WORKING IN PARTNERSHIP

Working with partners, residents and staff creates shared investment and mutual benefits for the county borough, while driving net zero and decarbonisation that improves the environment and supports economic prosperity in Neath Port Talbot.

Carbon Footprint

Annual carbon footprints are essential to provide a benchmark for measuring and tracking an organisation's progress in reducing its carbon emissions over time. They help to assess the effectiveness of sustainability initiatives and track progress against NPT's existing carbon reduction target.

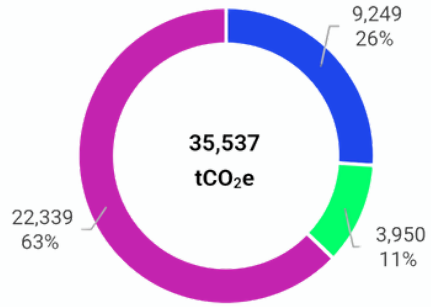
Footprints are split into three scopes to describe the source and ownership of the carbon emissions.

Scope 1	**Direct emissions from combustion of gas and other fuels**
Scope 2	**Emissions resulting from the generation of purchased electricity**
Scope 3	**Emissions made by third parties in connection with operational activities**

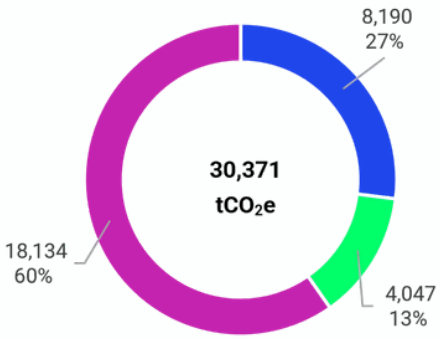
Emissions have decreased for Scope 3 year on year largely due to reductions in supply chain emissions.

These indirect emissions associated with the organisation's Purchased Goods & Services are the most significant contributions to the footprint.

NPT Council carbon emissions for FY 2022-23, by scope



NPT Council carbon emissions for FY2023-24, by scope

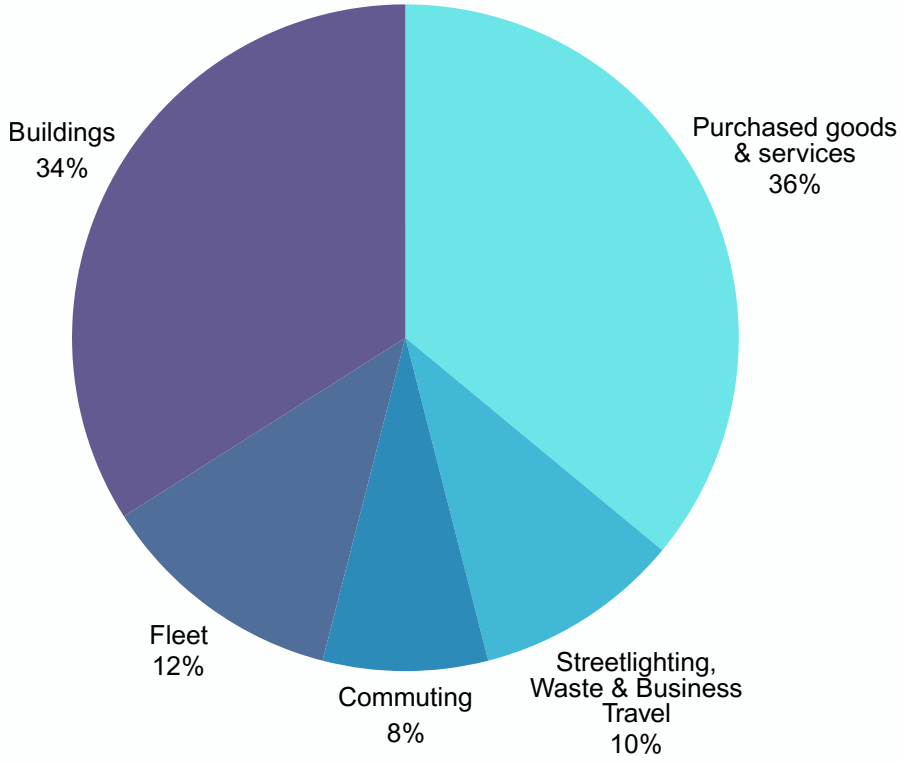


Carbon Footprint

The highest contributor of emissions for the Council come from scope 3 emissions from purchased goods and services, making up 36% of the overall footprint.The second highest is from buildings which is 34%. Emissions from Council fleet vehicles are 12%, which includes recycling lorries, street sweepers, leaf blowers and pool cars used by staff.

Commuting emissions from staff travelling to work and home emissions from Hybrid working make up 8% of the footprint. Streetlighting, Waste and Business Travel make up the remaining 10% of the overall carbon footprint.

The plan focuses on emissions across all these areas.

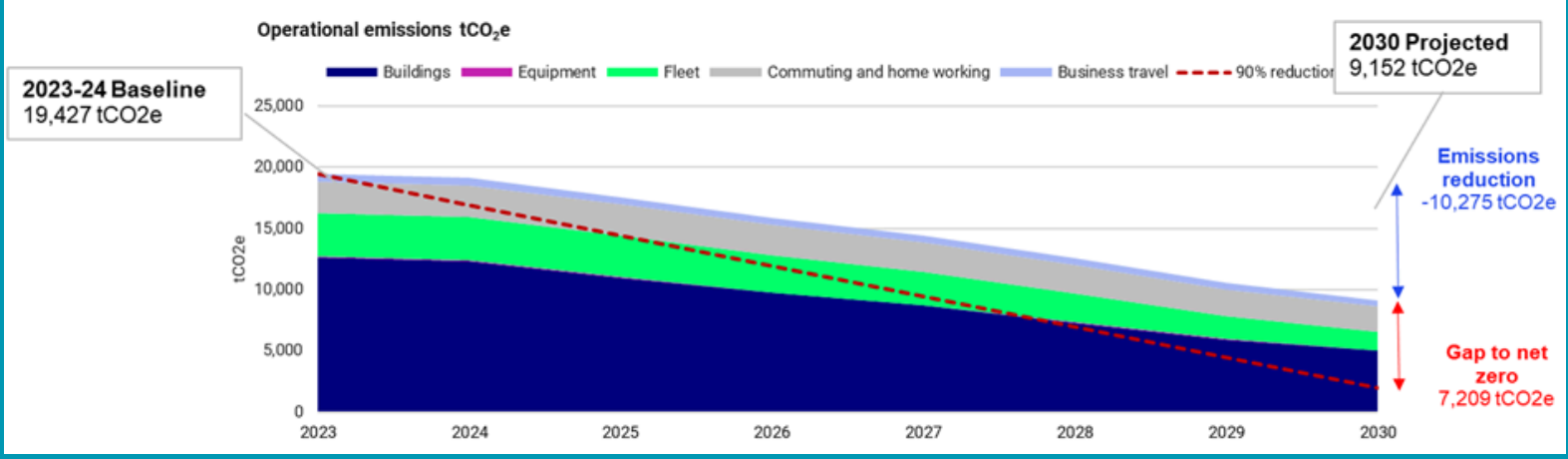


Emissions Pathways

The Carbon footprint is a baseline that tells us where we currently stand; the net zero target tells us what is required to achieve a 90% reduction by 2023, using 2023-24 baseline as shown on the red broken line on the emissions pathway below.

Using the baseline footprint, planned actions and estimated reductions in electricity grid emissions as the UK moves away from fossil fuels towards low carbon power (such as renewables), we can model the Council's future energy use year by year. However, this will change over time as policy, national progress and assumptions evolve.

Even if all the proposed actions in the current plan are delivered there is still projected to be a gap to meeting net zero. In the next few years, it is important that additional actions are considered to further reduce the emissions forecast with more innovative, aspirational actions as technology improves and costs reduce.



Purchased Goods and Services

Purchased goods and services are the Council's highest source of emissions and represent our largest Scope 3 impact, requiring a different approach compared to Scopes 1 and 2 where the Council has more direct control. The Council can support reductions in Scope 3 emissions by creating its own more sustainable procurement practices through reviewing procedures, criteria and toolkits to assess longer term impacts of any purchases and contracts.

Responsibility for emissions from the supply chain is not within the Council's direct control, but nonetheless, wherever possible we will work with local businesses to enable and support initiatives for local businesses to meet low carbon approaches to goods and services. This includes adopting a life cycle and circular economy approach to waste minimisation and carbon reduction.

Building Emissions

The Quays (top) and The Bay Technology Centre (bottom)

The Council's building emissions (including gas, electricity, F-gas, waste and water) are the second largest contributor to the overall carbon footprint, accounting for 32% of total emissions.

The transition to heat pumps is a key step in replacing fossil fuel heating (oil and gas) with electricity. Fossil fuels always produce carbon when used, whereas electricity is becoming cleaner as the UK grid decarbonises. This means electrified buildings will see emissions reduce over time, while those using fossil fuels will continue to emit.

Reducing emissions and transitioning to low-carbon heat will require a whole-building approach, improving insulation, heating, lighting, and controls together to maximise efficiency.

Initiatives such as reducing the number of operational buildings through rationalisation, alongside increased use of LED lighting and on-site solar (PV), will help lower overall energy use and reliance on grid electricity. As low-carbon heat and EV charging expand, electricity demand will increase, making energy efficiency even more important.

Ongoing monitoring and targeting of energy use across the estate will be essential to drive continuous improvement and support a more sustainable, carbon managed estate.

Fleet Emissions

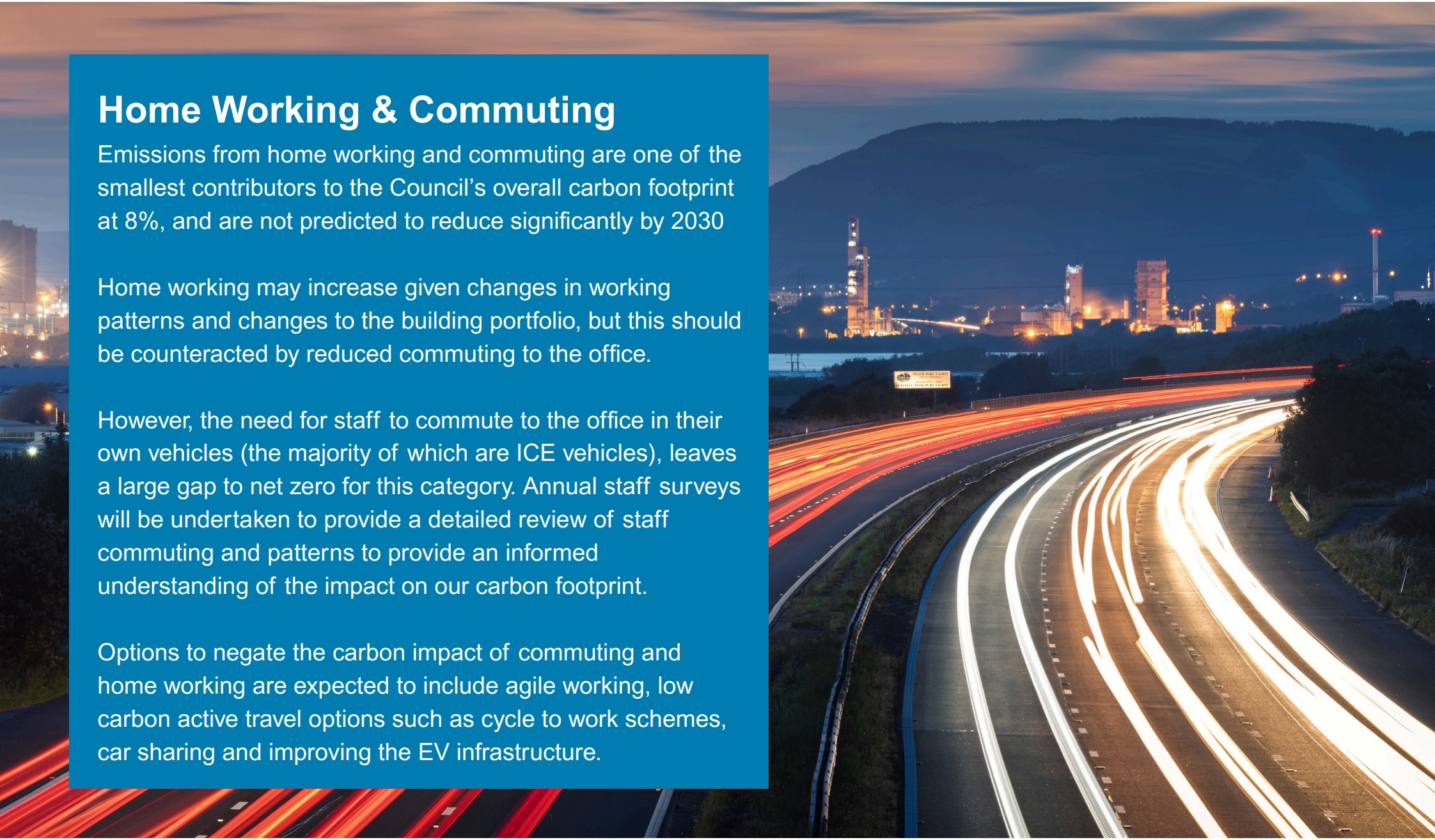
Emissions from the Council's fleet and equipment are the third highest contributor of carbon emissions for the Council at 12% of the footprint.

In the next few years, the Council will need to consider and plan additional actions to take to further reduce the emissions forecast for 2030. Naturally, most impact will be generated from actions taken soonest, though it is essential that additional actions are planned to continue the decarbonisation activity. This will require strong public-sector leadership in low-carbon transport, through encouraging EV rollout and infrastructure development.

Emissions from the Fleet's fossil fuel use are expected to reduce significantly by 2030 as the majority of diesel and petrol fleet vehicles are replaced with electric vehicles.

The remaining Internal Combustion Engines (ICE) vehicles will be replaced by 2035. Business travel emissions will also see some reduction as staff use of the electric pool cars increases over time and more meetings are held virtually rather than in person.

Electric Recycling Lorry



Home Working & Commuting

Emissions from home working and commuting are one of the smallest contributors to the Council's overall carbon footprint at 8%, and are not predicted to reduce significantly by 2030

Home working may increase given changes in working patterns and changes to the building portfolio, but this should be counteracted by reduced commuting to the office.

However, the need for staff to commute to the office in their own vehicles (the majority of which are ICE vehicles), leaves a large gap to net zero for this category. Annual staff surveys will be undertaken to provide a detailed review of staff commuting and patterns to provide an informed understanding of the impact on our carbon footprint.

Options to negate the carbon impact of commuting and home working are expected to include agile working, low carbon active travel options such as cycle to work schemes, car sharing and improving the EV infrastructure.

Governance

A unified, organisation-wide commitment is needed to achieve net zero. It is essential that every staff member, in every department, embraces this responsibility.

Cabinet Member and senior officer support is critical to drive through the actions and hold the Council accountable and the Chief Executive should have ultimate responsibility for the delivery plan.

The Director of Environment and Regeneration and the Director of Strategy and Corporate Services will take lead responsibility in the development and implementation of the decarbonisation programmes and projects.

Delivering the Council's net zero goals requires collaboration across diverse staff skill sets with a focus on energy management.

Energy management forms a core of reducing carbon emissions, but as shown in the carbon footprint, emissions from transport and particularly the supply chain are also key areas for the Council.

Conversely, land management has great potential as a source of carbon removal and renewable energy generation.

Establishing a new governance structure for climate action would support cross-departmental collaboration through thematic steering groups, focused on areas like energy, transport, land use, and procurement.

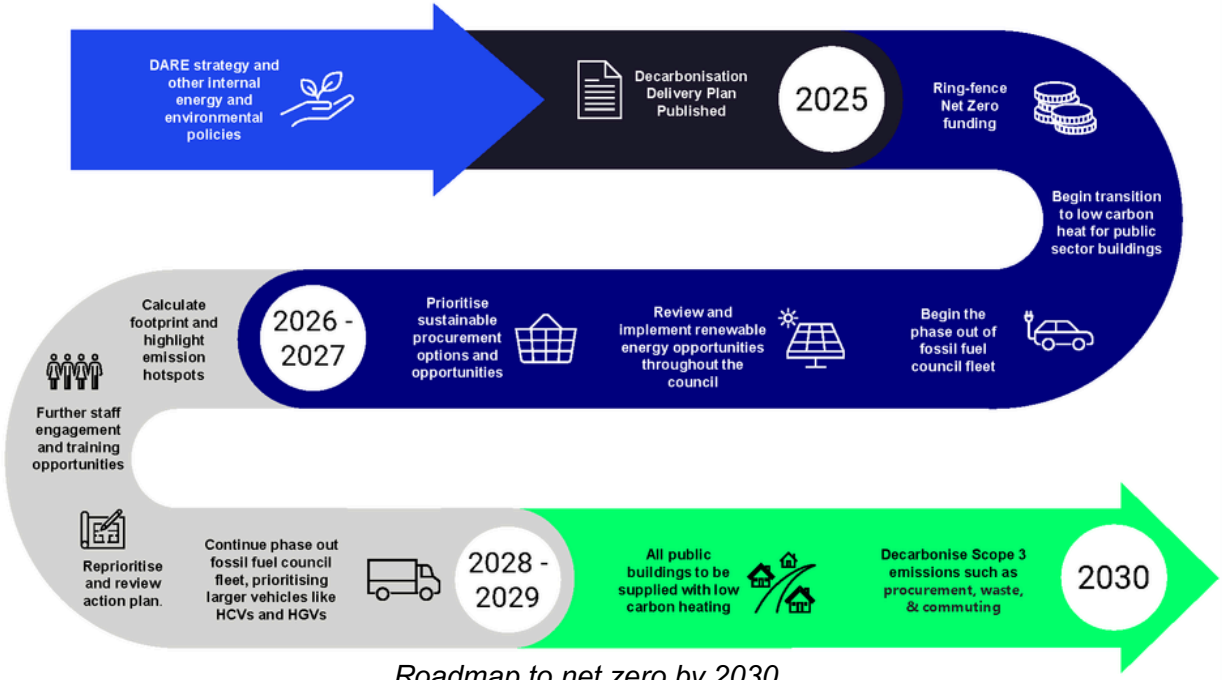
Alongside formal groups, staff engagement could be supported by climate champions, employees passionate about decarbonisation through their roles or personal actions.

An annual Carbon Report compiled in early September in line with Welsh Gov guidance, will be used to track our performance against the net zero 2030 ambition.

Funding and Implementation

Neath Port Talbot Council has been working to reduce its impact on the environment over many years, driven not only by the Welsh legislation but the desire to provide the best services and high quality of life for residents within the county. The Council has a proven track record for progressing the decarbonisation agenda evidenced by the formulation of the Decarbonisation and Renewable Energy (DARE) Strategy and through the declaration of a Climate Emergency in 2022.

Achieving net zero will bring significant financial and technological challenges but these can be mitigated with delivery of no regrets energy measures and by working together with stakeholders. This will maximise outcomes of planned capital investment, along with attracting external investment (loans and grants) into the borough while working collaboratively with other partners and businesses through a flexible, planned approach that can deliver projects at short notice and to challenging timeframes.



Roadmap to net zero by 2030

Next Steps

The delivery plan will look to identify suitable projects across key emissions areas—Fleet, Buildings, Supply Chain, Ways of Working, Land Use, and Renewables—with several low-cost enabling actions, such as building reviews and vehicle trials, needed first to support delivery. While financial return is important, carbon impact and grant funding opportunities should also guide project prioritisation. The progress of the delivery plan wil be reviewed annually to track progress and ensure continued relevance.