

Agenda Item 13

Cabinet Member: Claire Malcomson, Cabinet Member for Climate Change

Strategic Leadership Team Lead:

Author: Amber Preston Service Lead for Property, Regeneration and Climate Action

Email: amber.preston@mvdc.gov.uk

Date: 16 June 2026

Ward(s) affected: All

Key Decision: No

SUBJECT: Climate Change: Carbon Model 2023/24 and Action Plan for 2026/27

Recommendation:

It is recommended that Cabinet -

1. approves the Climate Action Plan 2026/27, which sets out the key actions to be undertaken in 26/27
2. notes the Carbon Footprint Report 2024/25 and the Climate Change Adaptation Report

APPENDIX A Climate Action Plan 2026/27

APPENDIX B Carbon Footprint Report 2024/25

APPENDIX C Climate Change Adaptation Report

Executive Summary:

The Council declared a climate emergency in June 2019 and committed to becoming carbon neutral by 2030. This report provides an update on progress against the 2025/26 Climate Action Plan and presents the Council's Carbon Footprint for 2024/25. It also seeks Cabinet approval for the Climate Action Plan for 2026/27.

Progress against the 2025/26 Action Plan includes continued delivery across key workstreams, such as decarbonisation of buildings, renewable energy generation, sustainable transport, supply chain engagement and education and behaviour change. Governance arrangements and data quality have continued to improve, supporting more informed decision-making across the organisation.

The Carbon Footprint for 2024/25 shows total emissions of 9,574 tCO₂e, representing an increase compared to the previous year. This increase is almost entirely attributable to increased activity in the supply chain, which offset emissions reductions in the direct (Scopes 1 and 2) emissions. This is primarily driven by increased supply chain and capital project activity, alongside improved data and methodology. Scope 3 emissions continue to account for the majority of the Council's carbon footprint, consistent with the position across local government. These means that although MVDC's total emissions increased, this is almost entirely attributable to indirect (Scope 3) emissions that we are now recording more accurately. There was an overall reduction in direct emissions (Scopes 1 and 2).

The Climate Action Plan for 2026/27 builds on this evidence base and prioritises high-impact actions aligned with the Council's eight climate action pillars. Delivery will require coordinated, Council-wide action and continued engagement with suppliers and partners. Cabinet is asked to approve the Climate Action Plan for 2026/27 and note the Carbon Footprint Report for 2024/25.

The Climate Action Plan can be found in Appendix A.

Council Strategy Priorities and Commitments:

Greener

Striving to become carbon neutral and maximising opportunities to ensure Mole Valley remains a highly attractive area.

We will

- *Support recycling, waste reduction and measures to improve sustainability*
- *Promote the development of sustainable infrastructure, with a particular focus on active travel*
- *Work towards becoming a carbon neutral organisation by 2030 while using our role as place leader to influence carbon reduction across Mole Valley*
- *Influence partner agencies to prevent and lessen the impact of environmental issues, focusing our efforts on water quality, air quality and flooding*

Opportunity

Enabling a prosperous local economy with thriving towns and villages.

We will

- *Facilitate sustainable development that takes into account social, economic and environmental factors, including protection of the Green Belt*

1.0 Background/Introduction

- 1.1 The Council declared a climate emergency in June 2019 and committed to the Council becoming carbon neutral by 2030. A Climate Change Strategy, approved in October

2021, set out the initial actions the Council would take to reduce its carbon footprint and that annual monitoring and reporting to Cabinet be undertaken.

- 1.2 This report provides an update on progress against the 2025/26 Climate Action Plan, a summary of the Carbon Footprint report for 2024/25 (A full report is attached at Appendix B and the Climate Action Plan for 2026/27).

2.0 Progress against the Action Plan 2024/25

- 2.1 Progress against the 2024/25 Action Plan is outlined below:

Table 1. Action Plan Workstreams Update

Key Pillar	Actions Undertaken
Supply Chain	- A centralised list of sustainability and social value commitments across larger value contracts has been created. - Monitoring of progress/delivery of SV against commitments within contracts is underway and there is regular engagement with key suppliers on sustainability, social value and carbon footprint ➤ Focus has been on five contracts highlighted through the 2023/24 carbon footprint assessment ➤ Examples of Social Value projects delivered include: ▪ Hosting webinars for energy efficiency for local business and members of the community ▪ Panto tickets donated to 50 local families ▪ Volunteering (for example litter picking, allotments, community gardens) ▪ Work experience placements for MVDC school children ▪ Sponsorship and/or attendance at MVDC events - A centralised list of potential MVDC sustainability and social value projects has been compiled
Buildings	- 2 properties have been converted to emergency accommodation which have included energy efficiency measures and low energy and/or renewable technologies such as insulation and air source heat pumps - EPC improvements have been made to least 2 additional emergency accommodation properties
Energy Generation	- The installation of Solar Carports at Leatherhead Leisure Centre is completed
Transport	- Sustainable travel opportunities have been identified and promoted to MVDC staff, including an increase in the cycle to work scheme to allow electric bikes and active travel (including the offer of Cycle Proficiency training) together with the promotion of EV bikes, cars and charging points

Waste	- Staff were encouraged to reduce waste through promotions including working with StaffHub deliver a targeted Lunch & Learn session focused on food waste reduction. - Several blog posts and Social Media posts covered waste reduction including <i>Think Beyond Recycling</i> and <i>Why Repair Cafés Matter</i>
Governance	- The 2022/23 Carbon Footprint has informed decision making and supported the identification of key areas of focus - Officers have implemented methods and processes to ensure and improve data quality - MVDC continue to monitor and report on carbon performance - Each Service has identified and implemented action to improve environmental and/or sustainability performance. Service Area Commitments have been in the following areas ➤ Waste (18.8%) ➤ Education & Behaviour Change (34.4%) ➤ Travel & Transport (31.3%) ➤ Governance (12.5%) ➤ Energy (3.1%) - At least one representative from each service area has undertaken the e-learning Climate Action training
Land Use	- 44 trees have been planted - 466 hedging plants have been put in - 18 bird boxes installed
Education and Behaviour Change	- The MVDC e-learning Climate Action training has been promoted and made available to organisations outside of MVDC including local business including the business located in the Swan Centre - MVDC has continued to communicate and engage with residents, communities and businesses to mobilise climate action across MVDC: Sustainable Mole Valley website: - Has been regularly updated and promoted - There have been regular Social Media updates and blog posts - MVDC and Sustainable Mole Valley have continued to support and promote events and activities of partners in the MVDC community - Over the past year, the website received 9,229 total visits, with strong engagement across key sustainability pages. - Over 1,000 visitors accessed the Sustainable Stories page, which showcases community initiatives, grants, energy-reduction activities

	and wider sustainability programmes supported by Mole Valley District Council.
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2.2 The inaugural Sustainable Mole Valley awards were held in October 2025 at Pippbrook House. This was a very special event celebrating local heroes driving environmental action. The categories spanned MVDC’s Key Action Pillars recognising those in our community delivering environmental action every day. It showcased the hard works achievements and diversity of action across Mole Valley whether this was planting a community garden, launching a low-impact business, organising a litter pick, or inspiring others to travel more sustainably.

3.0 Carbon Footprint 2024/25

3.1 The full Carbon Footprint report for 2024/25 is attached at Appendix B. The report provides an overview of MVDC’s Carbon Footprint that includes operational emissions, across Scopes 1, 2, and 3 for the Financial Year 2024/25.

3.2 The emission calculations outlined in the report are compliant with the Greenhouse Gas (GHG) Protocol Corporate Standard, the globally recognised framework for corporate carbon accounting.

- 3.3 The GHG Protocol categorises emissions into three scopes as outlined below:
- Scope 1: Direct emissions from company-owned and controlled resources (e.g. fuel consumption).
 - Scope 2: Direct emissions from the generation of purchased energy (e.g. electricity consumption). Although Scope 2 emissions are typically classified as ‘Indirect’ emission given that they occur away from the reporting entity’s owned and operated assets, the Council has deemed that all energy consumption within its assets are emissions over which it has direct control. As such, the Council designates Scope 2 emissions as Direct emissions.
 - Scope 3: Indirect emissions across MVDC’s value chain, including upstream (supply chain) and downstream (distribution chain) processes. They are subdivided into one of fifteen Scope 3 categories.

3.4 Key Findings

- Baseline Emissions: MVDC’s total emissions reached 9,574 tCO₂e in 2024/25, representing a 4.0% increase compared to the previous year (2023/2024) and a 5.5% increase compared to the baseline year (2022/2023). This increase is almost entirely attributable to increased activity in the supply chain, which offset emissions reductions in both the direct (Scopes 1 and 2) emissions.
- It is important to note that a portion of these changes, especially those relating to Indirect building emissions, also reflect improvements in data quality and methodology in the reporting period rather than actual changes in operational activity.
- Scope 3 emissions make up the largest share of MVDC carbon footprint, representing approximately 84% of total reported emissions in 2024/25.

- In comparison, Scope 1 and Scope 2 emissions account for just 10% and 6% respectively.
- This distribution is typical for UK local authorities, where indirect value chain emissions often dominate. Specifically, the majority of UK local authority Scope 3 emissions arise from the procurement of services delivered to the community, as well as from energy use in Council owned buildings that are leased to third parties. These activities fall outside of the Council's direct control but contribute significantly to its overall emissions profile, explaining the prominence of Scope 3. Together, these two categories account for over 95% of all Scope 3 emissions and just under 80% of the total footprint.

Scope	Category	Baseline (22/23)	23/24	24/25	Change from Baseline
1	Stationary combustion	1084	920	918	-15.40%
1	Mobile combustion	49	59	58	20.00%
2	Electricity	723	627	609	-15.80%
3	Purchased goods and services	2980	3849	1968	-34.00%
3	Capital goods	132	346	2589	1865.70%
3	Well-To-Tank fuels (WTT)	273	233	228	-16.50%
3	Upstream freight	16	12	15	-7.30%
3	Waste	3	4	4	36.70%
3	Business travel	2	2	1	-75%
3	Commuting and teleworking	100	128	139	38.80%
3	Downstream leased assets	3714	3030	3046	-18.00%
Total		9076	9207	9574	5.50%

*The embodied carbon content of capital goods procured by the Council, defined as any good with an assumed lifespan of over one year. Note that expenditure/investment such as building/construction are included in this category.

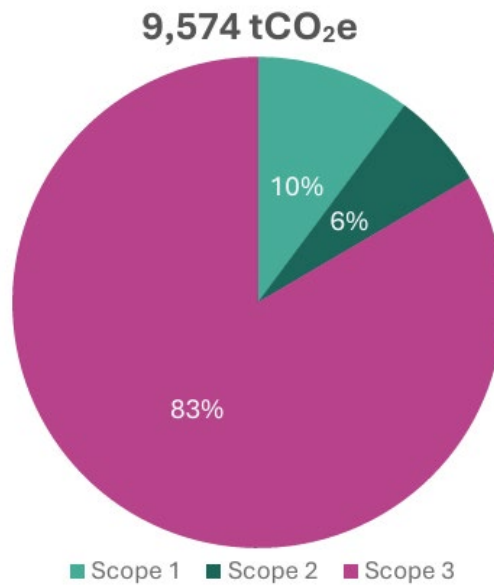


Figure1: MVDC's Emissions Overview by Scope for 2024/25

- **Key Emitting Sectors:** The emissions profile is heavily concentrated, with buildings (50%) and supply chain (48%) accounting for nearly 98% of all emissions in 2023/24. Notably, these shares were 62% and 37%, respectively, in 2023/24, highlighting the increased role the supply chain is playing in Mole Valley's footprint.

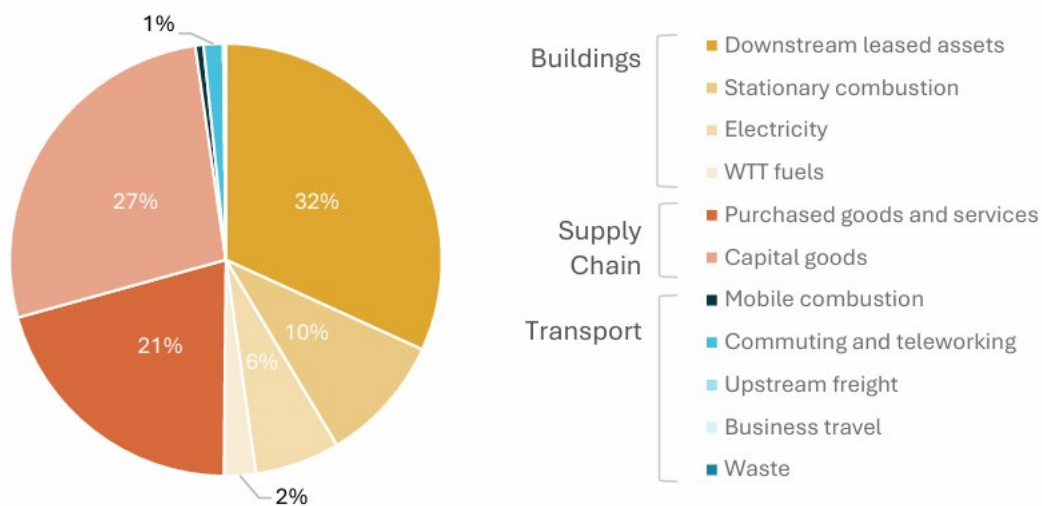


Figure 2: MVDC Emissions by Sustainability Pillar for 2024/25

4.0 Climate Action Plan 2026/27

- The Climate Action Plan works to deliver sustained climate action, by implementing policies and projects. It shall deliver urgent and direct impact, by prioritising specific actions that will make carbon savings and bolster climate resilience, accelerating

climate action.

- 4.2 The successful delivery of the Climate Action Plan workstreams will require all teams within the Council to contribute and the implications of carbon emissions will need to be mainstreamed into and underpin all decision making. This means that the council as a whole are a part of delivering the climate change agenda.
- 4.3 The Climate Action Plan for 2026/27 for MVDC prioritises action based on the Carbon Footprint Data analysis which identifies area of key focus. The Action Plan comprises workstreams that align with MVDC's 8 Pillars to enable emissions reductions across the Council's operations.



Figure 1: MVDC's Eight Key Action Pillars with the Addition of the Supply Chain

- 4.5. The purpose of the Action Plan is to provide strategic direction by translating broader decarbonisation goals into a set of actionable initiatives that should be initiated in the short term to achieve emissions reductions in line with MVDC target to be carbon-neutral by 2030.
- 4.6. The plan presents a balanced number of overarching strategic objectives with actions falling beneath them. The actions included are intended to deliver measurable, near-term results that build momentum and demonstrate early success. The overarching strategic objectives are intended to be multi-year objectives, for long-term impact.

The Action Plan:

- Aligns with MVDC's Eight Key Action Pillars
 - Prioritises high-impact emissions reductions.
 - Required Council-wide buy in and contribution
 - Includes a mix of near-term wins and long-term foundational strategic objectives.
 - Recognises the opportunity of targeted supplier engagement
- 4.6. Demonstrating progress across this portfolio will show that significant carbon savings can be achieved through coordinated, Council-wide action.
- 4.7. The Climate Action Plan can be found in Appendix A.

5.0 Climate Change Adaptation Report

- 5.1. MVDC published a Climate Adaptation Strategy, approved in September 2023. The Climate Change Adaptation Report in Appendix 3 provides further information relating to climate change adaptation and resilience in Mole Valley District. The report details:
- How the climate in Mole Valley is likely to change and the impact that it is likely to have on residents.
 - key areas of physical risks and possible impacts
 - Action being taken
- 5.2. The purpose of the report is to highlight why Climate Change Adaptation and Resilience is important together with why everyone in the district should be aware and be preparing for Climate Change, not only for their own benefit but for their family, friends, neighbours, and communities.

6.0 Financial Implications

- 5.1. There are no direct financial implications arising from this report. Individual projects will be coming forward under the climate action plan and will be subject to their own reports and business cases for consideration. The financial implications will be assessed at the relevant time and a request for funding made through the Council's business and budget planning process.
- 5.2. Items listed in the Climate Action Plan will be funded through several sources including grant funding as well as the council's approved major and minor capital programme.

7.0 Legal Implications

- 6.1 There are no legal implications arising from this report however, projects will be coming forward under the climate action programme and will be subject to their own reports and business cases. Legal advice will be given when required.

8.0 Risk Implications

- 7.1 The proposed Climate Action Plan set out the projects and programmes required to progress towards meeting the Council's carbon reduction targets and is aligned with the Council Strategy and other MVDC strategies. Climate Change is identified as a strategic risk in the MVDC Strategic Risk Register. The Climate Action Plan demonstrates the commitment and contribution of MVDC in mitigating this risk.
- 7.2. Risk implications will be considered in relation to individual projects as they are developed and implemented.
- 7.3. Deferring a decision on the Climate Action Plan 2026/27 would constrain its implementation.

9.0 Options

- 8.1. Option One: (Recommended option)
- (i) To note progress made in implementing the 2025/26 Climate Action Plan.
 - (ii) To agree the updated Climate Action Plan for 2026/27.

8.2. Option Two: (Not recommended)

- (i) To note progress made in implementing the 2025/26 Climate Action Plan.
- (ii) Ask officers to do more work and report back later with alternative proposals on the Climate Action Plan 2026/27.

10.0 Corporate Implications

Monitoring Officer commentary

The Monitoring Officer has confirmed that all relevant legal implications have been taken into account.

S151 Officer commentary

The S151 Officer has confirmed that all financial implications have been taken into account.

Local Government Reorganisation Implications

There are no direct implications arising from the recommendations in this report.

Equalities Implications

There are no specific equalities implications as a direct consequence of this report, but equality implications will be considered on a project-by-project basis.

Employment and Resource Implications

There are no direct employment implications associated with agreeing the action plan for 2026/27. As stated earlier in this report however the successful delivery of the Climate Action Plan workstreams will require all teams within the Council to make a contribution. The successful delivery of the Climate Action Plan will draw on staff and resources from across the whole organisation.

Sustainability Issues

The potential sustainability and environmental impact of individual projects within the Climate Action Plan will be considered on a project-by-project basis.

Consultation and Communications

The updated Climate Action Plan will require a significant amount of promotional activity to ensure that residents, community groups and businesses are aware of the support being offered and to maximise take-up. Once the report is approved, a press release with an update on the Climate Change Action Plan will be issued and the message will be shared via MVDC communications channels.

Developing communications campaigns for specific Climate Change actions will require identifying and allocating a separate resource to deliver those projects.

Background Papers

None

APPENDIX A: Mole Valley District Council Climate Action Plan 2026

1. The Pillars

Eight key pillars have been identified that underpin the Climate Action Plan and define the interventions and mechanisms will help build the capacity, relationships, and momentum of the Council, key partners, local communities, and businesses.

The eight key pillars of the action plan are:



Figure 1: MVDC's Eight Key Action Pillars with the Addition of the Supply Chain

2. The Climate Action Plan 26/27

Using the data analysis outlined in the Carbon Footprint, actions for 26/27 have been identified and are outlined in the Action Plan 26/27 below. The plan presents a balanced number of actions intended to deliver measurable, near-term results that build momentum and demonstrate early success.

Key Pillar	Strategic Objective 26/27
Transport	Identification and promotion of sustainable travel Actions ➤ Work with all service areas that have vehicles to explore the implementation of driver management and efficient driver training ➤ Undertake marketing/promotion to support the use of Electric vehicles and promotion of active travel/public transport, including measures to encourage behaviour change ➤ Work with SCC to deliver the boroughs' Local Cycling & Walking Implementation Plan (LCWIP) to support cycling and walking ➤ Explore options for pool EV car and/or e-bikes for business travel Outcomes ➤ Reduction of emissions (Scope 3) ➤ Improved staff health and wellbeing ➤ Lowers operational costs through reduced fuel consumption and maintenance ➤ Reduction on local air pollution

Buildings	Decarbonisation of Assets Actions ➤ Decarbonisation of housing properties through the installation of energy efficiency measures and renewable energy technologies ➤ Decarbonisation of commercial properties through renewable energy and energy efficiency improvements ➤ Explore installing rainwater harvesting systems that could be used to preserve water ➤ Explore opportunities to implement green leases in commercial lettings Outcomes ➤ Reduction of emissions (Scope 1, 2 & 3) ➤ Improved customer experience ➤ Improved health and well-being of tenants ➤ Support the development of the local retrofit sector ➤ Improvement in EPC rating across Emergency Accommodation assets ➤ Improvement in EPC rating across commercial assets ➤ Supporting local green jobs and the green economy ➤ Reduction in long-term operational costs.
Energy Generation	Generation of low carbon and Renewable Energy Actions ➤ Undertake marketing/promotional activities to support the increase in take-up of national or other energy efficiency and or renewable energy grants and schemes. ➤ Explore opportunities to implement renewables, battery storage, demand side response etc. Outcomes

	➤ Reduction of scope 1 & 2 emissions ➤ Demonstration of best practise ➤ Reduction in long-term operational costs ➤ Supporting local green jobs and the green economy ➤ Long-term price guarantee ➤ Energy security and resilience for critical Council assets
Resilience/Land Use	Identification and implementation of action to protect our people and places from the impacts of extreme weather and climate change Actions ➤ Identify possible locations for nature-based solutions that will help prevent flooding including rain gardens and rainwater harvesting systems to improve the ability of the natural environment to store water and reduce surface water run-off ➤ Ecological Enhancement: ○ Improvement of the tree and soft landscaping cover to create and maintain habitats that are of benefit to wildlife. ○ Improve native tree species mix, diversity and ecological value of the green assets and Tree canopy cover percentage ○ Implement drought resistant planting ○ Investigate how can parks and open spaces preserve water usage ➤ Identify areas for new planting ➤ Instal wildlife improvement measures such as bird and bat boxes and explore opportunities to support community groups to install wildlife measures such as bird and bat boxes, and support local groups improving local spaces to provide drought-resistant planting, plants suitable for wildlife ➤ Include recycled and sustainable materials in specifications for new / upgraded play area tenders and increase the weighting given to these considerations Outcomes ➤ Reduce flooding and through improved natural drainage ➤ Enhance biodiversity and wildlife

	➤ Improved readiness for flooding and wildfires
Waste	Identification, implementation and promotion of reduction in waste and water Actions ➤ Implement an education and behaviour change programme for staff ➤ Reduce water consumption through a combination of efficiency, reduction and substitution measures ○ Identify areas where action can be taken to reduce water use ○ Explore installing rainwater harvesting systems that can be used to preserve water across parks assets such as allotments ○ Explore opportunities to provide resident advice on saving water ➤ Review opportunities to make council-run events including consultations more sustainable, particularly in terms of the materials purchased, and develop ideas into guidance/training for all relevant service teams Outcomes ○ Reduction of emissions (Scope 3) ○ Improved staff health and wellbeing ○ Reduced operational costs
Education and Behaviour Change	Roll out of MVDC Carbon Awareness training together with communicating and engaging with residents, communities and businesses to mobilise climate action across MVDC: Action ➤ Host a Green Skills/jobs/Careers event ➤ Engage with local schools on Climate and Sustainability topics

	➤ Promote and encourage composting and 'grow your own' ➤ Provide informative accessible material for staff, councillors, residents, businesses and all relevant stakeholders, partners, contractors and suppliers on the delivery of climate positive/sustainable initiatives and explain what the Council is doing itself ➤ Engage with a range of partners via existing networks to deliver shared sustainability objectives and share best practice Outcomes ➤ Reduced embodied carbon in infrastructure and building projects ➤ Reduction of emissions (Scope 1, 2 & 3) Greater awareness of Climate Change and individuals, organisations and businesses can do to reduce their impact
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Governance	Delivery of Climate Strategy objectives into strategic decision-making including the monitoring and reporting of the Carbon Footprint Actions ➤ Utilise the 23/24 Carbon Footprint to inform decision making and identify key areas of focus ➤ Continue to explore and implement methods to improve data quality ➤ Continue to monitor and report on carbon performance ➤ Engage with the supply chain ➤ Review and identify effective options for offsetting remaining emissions from 2030 onwards ➤ Ensure the Sustainable Procurement Charter is being implemented across all aspects of council purchasing. ➤ All service areas to include relevant sustainability actions within business plans and monitor progress Outcomes ➤ An action plan targeted on opportunities to maximise savings ➤ Reduction of emissions (Scope 1, 2 & 3) ➤ Greater knowledge and understanding of carbon emissions within the supply chain
Supply Chain	Driving improved Carbon Reduction and Social Value outcomes through the MVDC supply chain. Actions ➤ Continue to monitor supplier sustainability KPIs and seek to maximise social value deliverables ➤ Continue to explore and implement methods to improve data quality ➤ Continue to work with suppliers to monitor, record and reduce their Carbon Footprint

	Outcomes ➤ Reduction of emissions (Scope 3)
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Emissions Baseline Refresh 24/25

Mole Valley District Council

April 2026



City Science
Delivering decarbonisation

CAB189

cityscience.com

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Authors	Version
See “Contributing Authors” below	0.2

Contributing Authors

Holly Bailey-Burnley, MSc, BSc	Energy Consultant	City Science
Mila Gao-Ahlner, MFin, BSc	Energy and Carbon Consultant	City Science
Zach Gaeddert, MPA, BA	Associate Director of Carbon Accounting	City Science



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1. Introduction

1.1 Context

Mole Valley District Council (MVDC) has commissioned City Science to update its progress to achieving carbon-neutral operations by 2030. This report presents the updated emissions for 2024/25. Building upon previous years emissions reporting, this work provides a cohesive update to MVDC's current emissions across Scopes 1, 2 and 3, including a sector-by-sector breakdown.

1.2 Report Structure

The structure of this Emissions Baseline Refresh is detailed below:

- **Introduction:** Outlines the report's purpose and summarise City Science's scope of work, for the emissions baseline assessment.
- **Emissions Refresh:** Presents a comprehensive analysis of MVDC's emissions profile for financial year 2024/2025. A breakdown of emissions is provided across all relevant Scopes and Scope Categories, alongside commentary on year-on-year change, deep dives into hotspots such as the supply chain.
- **Key Findings:** Summarises key report findings and next steps for MVDC.
- **Appendices:** Includes the interactive dashboard guide.

1.3 Overview

Local authorities have long recognised the importance of measuring, tracking, and reducing emissions within their boundaries. More recently, there has been a growing emphasis on understanding the institutional, or 'organisational', carbon footprint related to Council operations.

An organisational carbon footprint assesses emissions from an organisation's entire value chain, including Direct emissions from fuel combustion and Indirect emissions induced by its activities. As leaders in their communities, local authorities must measure and reduce their footprints to demonstrate their commitment to achieving district-wide net zero goals.

The following sections present MVDC's emissions profile for the 2024/25 financial year, as well as the methodology used to calculate it. This work builds upon MVDC's previous corporate carbon baseline undertaken by the Carbon Trust in 2018/19, as well as City Science calculations undertaken in 2022/23 and 2023/24, to monitor emission progress for MVDC.

2. Emissions Refresh

Chapter at a Glance

This chapter provides an overview of MVDC's operational emissions, across Scopes 1, 2, and 3 for the Financial Year 2024/25. Following an overview of year-on-year changes, an in-depth analysis of MVDC's complete emissions for the most recent Financial Year (2024/25) is provided. The data reveals an increase in the Council's total emissions across all scopes between the baseline year of 2022/23, and the most recent reporting period. Emissions have risen 5.5% from 9,076 tCO₂e in the 22/23 financial year to 9,574 tCO₂e in the most recent reporting period (24/25), influenced primarily by increased activity in the supply chain and slightly offset by improved building performance.

2.1 Method

2.1.1 Reporting Compliance

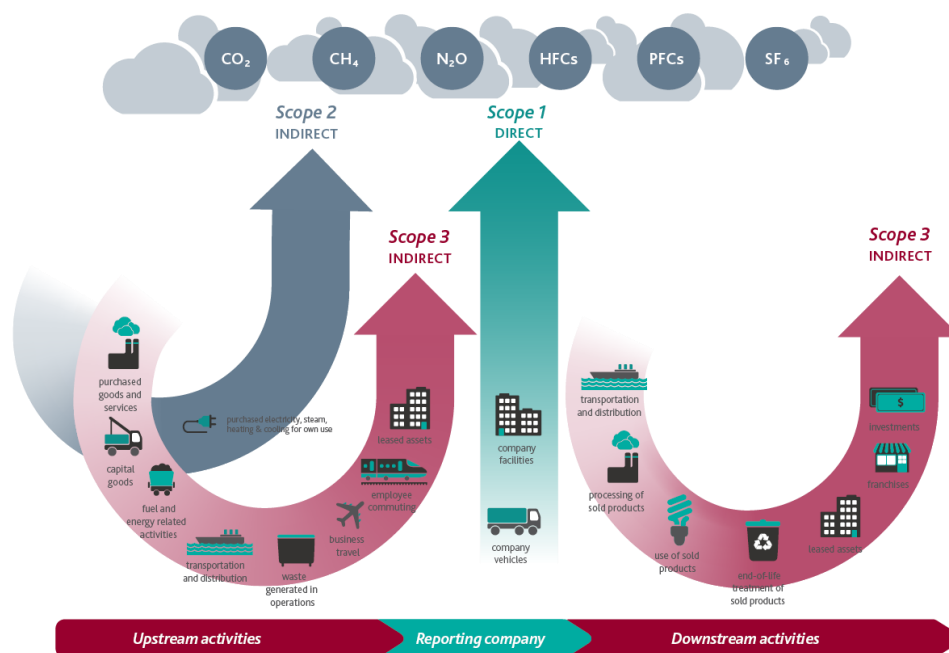
The emission calculations outlined in this report are compliant with the Greenhouse Gas (GHG) Protocol Corporate Standard, the globally recognised framework for corporate carbon accounting. This report accurately represents all material emission categories pertaining to MVDC's corporate carbon footprint.

2.1.2 Operational and Organisational Boundaries

Operational and organisational boundaries refer to the geographic and temporal scope of an organisation's emissions inventory. The temporal scope of this corporate emissions update assessment, or 'reporting period', covers the period from 1st April 2024 to 31st March 2025.

The GHG Protocol categorises emissions into three scopes (see Figure 2-1) as outlined below:

- **Scope 1:** Direct emissions from company-owned and controlled resources (e.g. fuel consumption).
- **Scope 2:** Direct emissions from the generation of purchased energy (e.g. electricity consumption). Although Scope 2 emissions are typically classified as 'Indirect' emissions given that they occur away from the reporting entity's owned and operated assets, the Council has deemed that all energy consumption within its assets are emissions over which it has direct control. As such, the Council designates Scope 2 emissions as Direct emissions.
- **Scope 3:** Indirect emissions across MVDC's value chain, including upstream ('cradle-to-gate', or supply chain) and downstream ('gate-to-grave', or distribution chain) processes. They are subdivided into one of fifteen Scope 3 categories.



Source: Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Accounting and Reporting Standard

Figure 2-1: Overview of GHG Protocol Emission Factors (GHG Protocol, 2004)

The operational boundaries for this emissions inventory were defined in accordance with the GHG Protocol. All Direct emissions (Scope 1) from owned or controlled sources (such as on-site combustion of fossil fuels) and from purchased electricity, steam, heat, or cooling (Scope 2) were accounted for within the temporal scope of the Financial Year 2024/25. Additionally, all relevant Indirect emissions from upstream and downstream activities (Scope 3) were assessed, including emissions associated with purchased goods and services, transportation, and leased assets.

Full details of the method are outlined in Appendix A, including a more detailed view of the operational boundary, and a breakdown of each category, in relation to MVDC's specific business operations. It also highlights any immaterial or irrelevant categories to MVDC's organisational carbon footprint.

2.1.3 Changes to Operational Boundaries from Previous Reporting Periods

MVDC has previously undertaken work to comprehensively measure its direct and indirect operational emissions across Scopes 1, 2, and 3 prior to the 22/23 financial year. While this provided a strong foundation for monitoring and reducing emissions, it did not fully account for all sources within the Council's operational carbon footprint. As such, subsequent reporting periods present a more comprehensive and detailed assessment of the Council's emissions across all three scopes, ensuring that all relevant sources are included. This expanded baseline allows MVDC to set net zero targets that fully reflect its environmental impact and provides a robust framework for effective emissions reduction.

As a result of this boundary change, the Council's reported emissions in the 22/23 financial year increased significantly compared to previous years (**Error! Reference source not found.**). However, this should not be viewed as a negative development. This increase does not reflect a rise in actual emissions, but rather an improvement in reporting methodology. In accounting for its full environmental impact, MVDC can take ownership of these emissions, set more effective reduction targets and lead by example in driving district-wide decarbonisation.

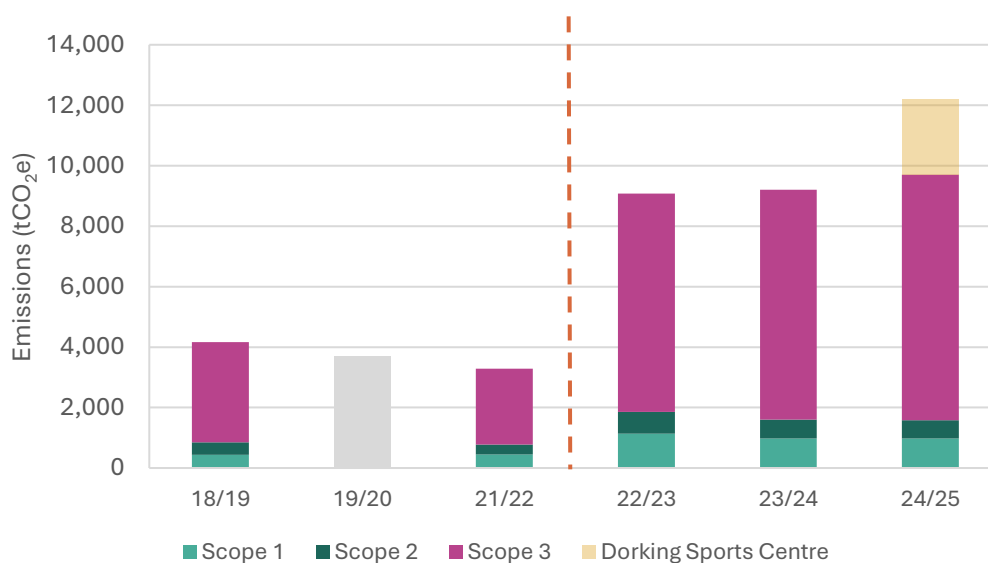


Figure 2-2: MVDC Carbon Emissions Year-on-Year with Boundary Changes (CS, 2026)

As highlighted in **Error! Reference source not found.**, changes to the Council’s reporting boundaries have impacted emissions across Scopes 1, 2, and 3. The figure highlights the expected increase in emissions based on methodology updates. The key changes to the reporting boundary are as follows:

- Supply Chain:** MVDC’s organisational GHG inventory now accounts for the full upstream, cradle-to-gate environmental impact of goods and services procured by the Council. These emissions are estimated using a spend-based approach, applying the multi-regional, environmentally extended input-output (EEIO) lifecycle analysis tool ‘Exiobase’. Expenditure is now analysed at the individual line-item transaction level, rather than the contract level, allowing for increased granularity in classifying activity associated with each expenditure. Future reporting aims to enhance accuracy through direct supplier engagement. This change affects the GHG Protocol categories: Purchased Goods and Services and Capital Goods (Scope 3).
- Council Estate Energy Usage:** Energy consumption across all Council-owned buildings is now included, regardless of tenure status. Any leased asset owned by MVDC is incorporated within its footprint, with the classification of energy usage as direct (Scopes 1 and 2) or indirect (Scope 3) emissions depending on the lease agreement. This change affects the GHG Protocol categories: Stationary Combustion (Scope 1), Electricity (Scope 2), and Well-to-Tank Fuels and Downstream Leased Assets (Scope 3).

2.1.4 Dorking Sports Centre

A further change to the operational boundary in 2024/25 relates to the inclusion of Dorking Sports Centre within the Council’s estate, as highlighted in Figure 2.2. Incorporating this asset represents a positive development, as it reflects a more complete representation of the Council’s estate and the emissions sources over which it can exert influence. Given MVDC’s role in managing and investing in its buildings, the sports centre should ultimately form part of the organisational carbon footprint to ensure that future capital decisions relating to energy efficiency and decarbonisation are appropriately captured.

However, emissions associated with the facility are currently derived solely from its Energy Performance Certificate (EPC), rather than from primary energy consumption records. The

available EPC appears to produce materially higher emissions estimates than would be expected for a facility of this type, suggesting that it may not provide a reliable basis for carbon accounting in its current form and may require review or re-certification. While EPC-based methodologies, in most cases, offer a reasonable proxy where primary data is unavailable, the outputs in this instance are not considered sufficiently robust for inclusion within the baseline. On this basis, Dorking Sports Centre has been excluded from the reported footprint for the current reporting period.

MVDC will engage with the relevant stakeholders to obtain primary energy consumption data for the facility, enabling its inclusion in future reporting periods. This will ensure that a significant energy user, over which the Council can exert meaningful influence, is accurately accounted for within the organisational boundary and reflected in the baseline going forward.

2.1.5 *Calculation Methods*

The accuracy and reliability of the Council's corporate carbon footprint are significantly influenced by the specific data types employed for emissions calculations, particularly in terms of measurement units and the corresponding calculation methods.

Key estimation methods for emissions include:

- **Product-specific:** The most precise method, relying on emissions factors tailored to individual products.
- **Supplier-specific:** A more accurate approach utilising emissions data provided directly by suppliers.
- **Average Data:** A commonly used method based on emissions per physical unit. While generally accurate, the precision can vary depending on the measurement unit (e.g. volume of fuel is more precise than distance for vehicle emissions).
- **Spend-based:** The least accurate method due to various market factors, including industry-specific inflation, price discrimination, and purchasing power.

Given the nature of the Council's data, which precluded the use of product- or supplier-specific emissions rates, average-data calculations were prioritised whenever feasible. However, due to challenges in obtaining data in physical units for financial transactions of goods and services, a spend-based approach was relied upon in certain instances.

2.1.5.1 *Data Quality Improvement Opportunities*

While estimating the Council's organisational footprint using the best available data is a valuable first step, improving data quality can significantly enhance the accuracy and reliability of the calculations. This, in turn, will lead to a deeper understanding of the sources and hotspots of emissions, facilitating the identification and prioritisation of decarbonisation initiatives.

Two key strategies can help improve data quality:

- **Increasing Primary Data Availability:** The Council can increase the accuracy of its footprint by reducing reliance on estimations from advanced modelling techniques and collecting primary data directly from relevant sources. This is particularly important in material sectors such as Indirect emissions from energy consumption in Council-owned properties.
- **Enhancing Primary Data Quality:** Ensuring that data is collected in optimal units of measurement can significantly improve the accuracy of emissions calculations. For example, using physical units (mass) for material-intensive capital goods can provide more precise estimates compared to relying on monetary values.

2.1.5.2 Environmentally Extended Input-Output Tables and Spend-Based Carbon Accounting

Environmentally Extended Input-Output (EEIO) tables are the foundation of spend-based carbon accounting. EEIO tables measure the flow of economic transactions and various environmental impacts across multiple industries and countries, which allows for the estimation of an average emissions impact per unit of currency in a given industry-country combination, or a 'spend-based emission factor'. City Science calculate spend-based emission factors from Exiobase, a leading EEIO database.

2.2 Council Emissions Overview

This section provides an overview of MVDC's organisational emissions over time, benchmarking progress and assessing areas for improvement.

As shown in Table 2-1, MVDC's organisational emissions have increased slightly relative to the 2022/23 baseline, rising by 5.5% by 2024/25. This change is primarily driven by the supply chain, and in particular a substantial increase in emissions associated with Capital Goods, especially in construction-related activities. This increase has more than offset reductions achieved in operational emissions, including improvements in both directly controlled buildings (Stationary Combustion and Electricity) and assets leased to third parties (Downstream Leased Assets), where emissions have declined over the same period.

This trend highlights the growing importance of supply chain emissions within the Council's overall footprint. While emissions from buildings remain a critical priority (given they are under direct Council control and can be reduced through targeted capital investment), the supply chain represents an increasingly significant proportion of total emissions. As such, achieving meaningful reductions will increasingly depend on proactive supplier engagement, particularly in emissions-intensive sectors such as construction and capital delivery.

Scope	Category	Baseline (22/23)	23/24	24/25	Change from Baseline
1	Stationary combustion	1,084	920	918	-15.4%
1	Mobile combustion	49	59	58	20.0%
2	Electricity	723	627	609	-15.8%
3	Purchased goods and services	2,980	3,849	1,968	-34.0%
3	Capital goods	132	346	2,589	1,865.7%
3	Well-To-Tank fuels (WTT)	273	233	228	-16.5%
3	Upstream freight	16	12	15	-7.3%
3	Waste	3	4	4	36.7%
3	Business travel	2	2	1	-75.0%
3	Commuting and teleworking	100	128	139	38.8%

Scope	Category	Baseline (22/23)	23/24	24/25	Change from Baseline
3	Downstream leased assets	3,714	3,030	3,046	-18.0%
Total		9,076	9,207	9,574	5.5%

Table 2-1: MVDC Emissions (tCO₂e) Overview by Scope, Category and Year (CS, 2026)

As per above, supply chain emissions (Purchased Goods and Services + Capital Goods) have increased between the 2022/23 baseline and 2024/25, primarily due to a rise in emissions associated with Capital Goods. This change is largely the result of improved financial data for the current reporting period, which enabled clearer identification of capitalised expenditure. As a result, a portion of spend previously recorded under Purchased Goods and Services has been correctly reclassified as Capital Goods, explaining the apparent 34% reduction in the former and the corresponding increase in the latter.

While much of this shift reflects improved classification rather than a fundamental change in procurement activity, there also appears to have been a genuine increase in capital and construction-related expenditure in 2024/25. As these sectors are comparatively emissions-intensive, they contribute to a modest overall increase in total supply chain emissions across the two categories of approximately 9%. The clearer identification of capital goods emissions is a positive development, as these activities involve different decarbonisation levers and supplier engagement strategies; a more accurate baseline therefore enables the Council to target resources more effectively within its supply chain decarbonisation strategy.

It should be noted that the improvements observed in building-related emissions do not yet reflect the inclusion of Dorking Sports Centre. Once primary data is obtained and the facility is incorporated into the Council's footprint, the overall scale of emissions associated with operational buildings is expected to increase, reinforcing the importance of continued investment in building decarbonisation alongside supply chain interventions.

2.3 Financial Year 2024/25 Emissions

The following section examines MVDC's corporate carbon footprint for the most recent reporting period (24/25). The section provides a comprehensive breakdown of emissions distribution across Scopes 1, 2 and 3, offering a breakdown by category and a detailed assessment of MVDC's high-emitting sectors.

2.3.1 MVDC's Emissions Breakdown by Scope

Scope 3 emissions make up the largest share of MVDC carbon footprint, representing approximately 84% of total reported emissions in 2024/25 (Figure 2-3). In comparison, Scope 1 and Scope 2 emissions account for just 10% and 6% respectively.

This distribution is typical for UK local authorities, where indirect value chain emissions often dominate. Specifically, the majority of UK local authority Scope 3 emissions arise from the procurement of services delivered to the community, as well as from energy use in Council-owned buildings that are leased to third parties. These activities fall outside of the Council's direct control but contribute significantly to its overall emissions profile, explaining the prominence of Scope 3. Together, these two categories account for over 95% of all Scope 3 emissions and just under 80% of the total footprint.

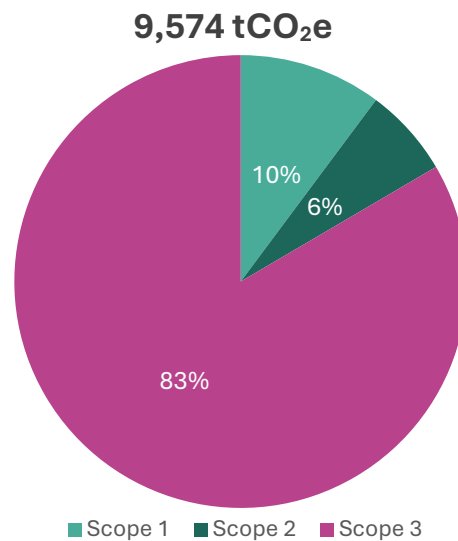


Figure 2-3: MVDC's Emissions Overview by Scope for 24/25 (CS, 2026)

2.3.2 MVDC's Emissions Breakdown by Category

Figure 2-4 provides a breakdown of emissions by category within each Scope and further illustrates the dominance of indirect emissions in MVDC's footprint. Notably, nearly 80% of total emissions arise from three Scope 3 categories: the two supply chain categories (i.e. Purchased Goods and Services and Capital Goods) and energy use in buildings owned by the Council but leased to third parties (Downstream Leased Assets). If emissions from energy use in Council-owned and operated buildings (Scope 1 and 2) are included, along with upstream emissions associated with their production and distribution (WTT Fuels), this combined "Council-owned buildings" category, together with the supply chain, accounts for nearly 98% of total emissions.

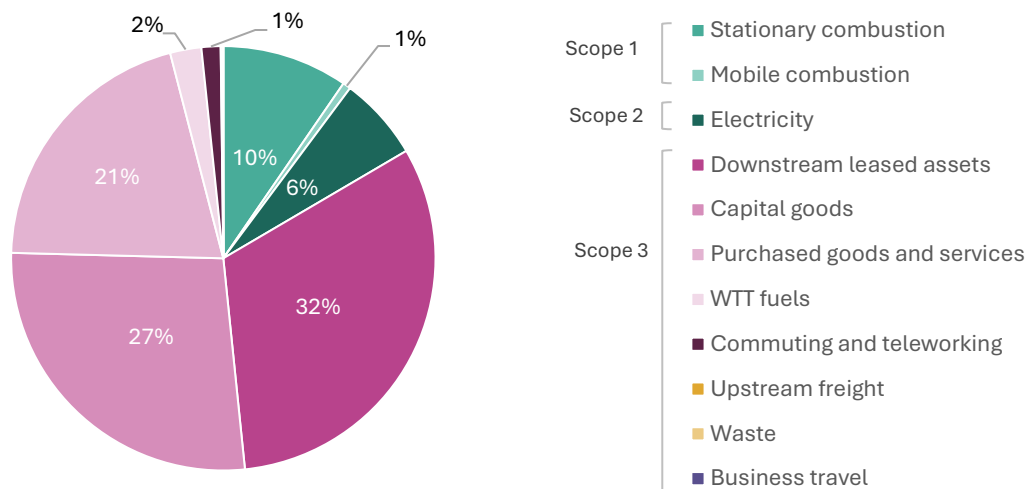


Figure 2-4: MVDC's Emissions Breakdown by Category for 24/25 (CS, 2026)

This concentration highlights a clear decarbonisation pathway. Although the Council's overall footprint is significant, a relatively narrow set of intervention areas – namely, improving energy performance across its estate (through electrification and energy efficiency) and addressing emissions within its supply chain (via supplier engagement and more sustainable procurement practices) – will be critical in delivering the most meaningful

reductions. Whilst the challenge is significant, the opportunities for targeted action are well-defined.

2.3.3 MVDC's Emissions Breakdown by Sustainability Pillar

Building on the category-level analysis above, emissions can also be organised by MVDC's Sustainability Pillars, which reflect the practical areas where MVDC will need to focus action in order to achieve its net zero objectives. These sectors are aligned with the Council's strategic decarbonisation plan and help translate emissions data into clear, actionable workstreams. Figure 2-5 illustrates the distribution of emissions across these pillars.

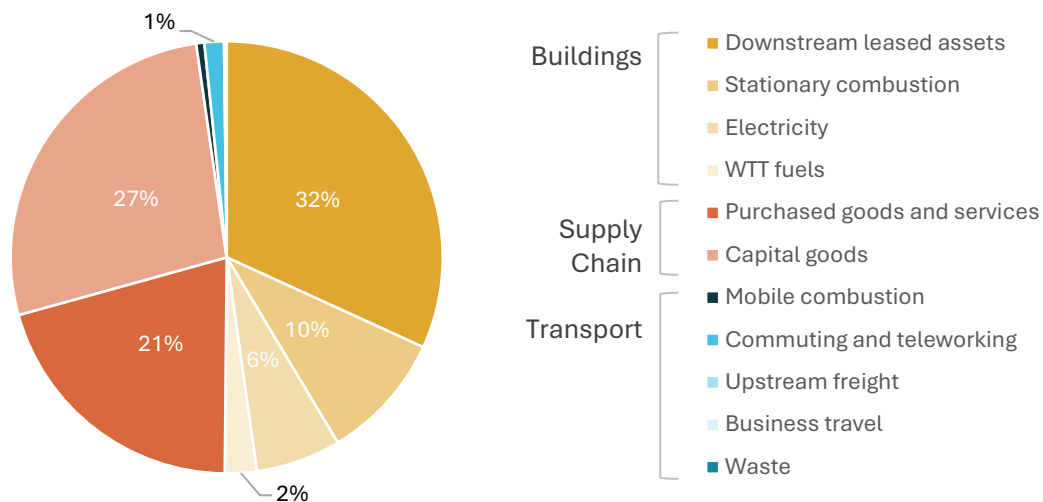


Figure 2-5: MVDC Emissions by Sustainability Pillar for 24/25 (CS, 2026)

As noted previously, the majority of emissions stem from buildings (50%), both those operated directly by the Council and those leased to third parties and from procurement through the supply chain. This is closely followed by MVDC's supply chain emissions, accounting for 48% of total emissions in 23/24. Transport-related emissions, which include the Council's fleet, employee commuting, and business travel, account for a comparatively small 2% of total emissions. Operational waste, meanwhile, is almost negligible (<0.01%). It is important to clarify that the waste category here refers strictly to waste generated by Council employees through its own operations, in line with GHG Protocol definitions. Broader waste produced in Council-owned buildings by tenants, or the public, would be accounted for under the wider district emissions footprint, rather than that of the Council itself.

2.3.4 Building Emissions

Emissions from buildings make up approximately 50% of MVDC's total carbon footprint. This includes energy use in both Council-occupied properties and, more significantly, Council-owned assets leased to third parties. The classification of these emissions depends on the nature of the lease agreement and the extent to which the Council retains operational control and decision-making authority over energy efficiency and decarbonisation investments. Under the GHG Protocol's operational control approach, emissions from buildings under short-term or "operating" lease arrangements are typically classified as Scope 1 or 2, as the Council retains responsibility for utilities and maintenance, and therefore has greater scope to influence decarbonisation. Conversely, buildings under long-term, or "financial", lease agreements are classified as Scope 3. Although these assets are Council-owned, their day-to-day energy use and retrofit decisions are largely determined by the leaseholders, limiting the Council's influence over emissions reductions.

A major barrier to accurate emissions accounting in this sector is the limited availability of primary energy consumption data across both Direct and Indirect building assets. In lieu of primary data, City Science matched buildings to their Energy Performance Certificates (EPCs) using the Unique Property Reference Number (UPRN), enabling reasonably accurate emissions estimates based on certified energy usage. However, a large proportion of properties lacked available or up-to-date EPCs. In these cases, energy consumption was modelled using postcode-level averages for heating type, energy use, insulation levels, and other relevant building characteristics.

As such, a detailed building-level analysis is not considered appropriate at this stage, given the inherent uncertainty and potential margin of error associated with these estimates. This limitation underscores the importance of improving data quality through the systematic collection of primary energy consumption data. In particular, engagement with lease operators and other relevant stakeholders should be prioritised as a first step, to enable more accurate and reliable emissions reporting in future iterations.

Figure 2-7: Direct Emissions (Scopes 1 and 2) without Dorking Sports Centre (CS, 2026)

2.3.5 *Supply Chain Emissions*

Supply chain emissions represent approximately 48% of MVDC's total carbon footprint, making them the second-largest emissions source. These emissions include both the procurement of goods directly used in Council operations, such as office supplies, IT equipment, and consumables, and, more significantly, the commissioning of services delivered to the community. Examples include waste collection, housing services, grounds and building maintenance, and other outsourced operational functions. In addition, capital goods, particularly construction services involved in building or upgrading infrastructure, are typically a material source of emissions for UK local authorities. These fall under the capital goods category because they result in the creation of long-term assets.

The critical challenge here is that these emissions lie largely outside the Council's direct control, as they originate from third-party suppliers. As such, reducing supply chain emissions will require strategic action beyond internal operations.

2.3.5.1 *Purchased Goods and Services Emissions*

Figure 2- highlights the Council's key suppliers of non-capital goods and services for the 2023/24 financial year. By far the most significant contributor is the Surrey Heath Borough Council, which accounts for 8% of all emissions in the Purchased Goods and Services category. Other notable sources of supply chain emissions include services provided by Idverde (4%), which delivers cleaning and general maintenance, and A. M. Noon Ltd (3%), which provide building repairs. However, while several key suppliers make notable individual contributions, the bulk of Purchased Goods and Services emissions stems from the wider supplier group, which collectively represents 74% of the total footprint.

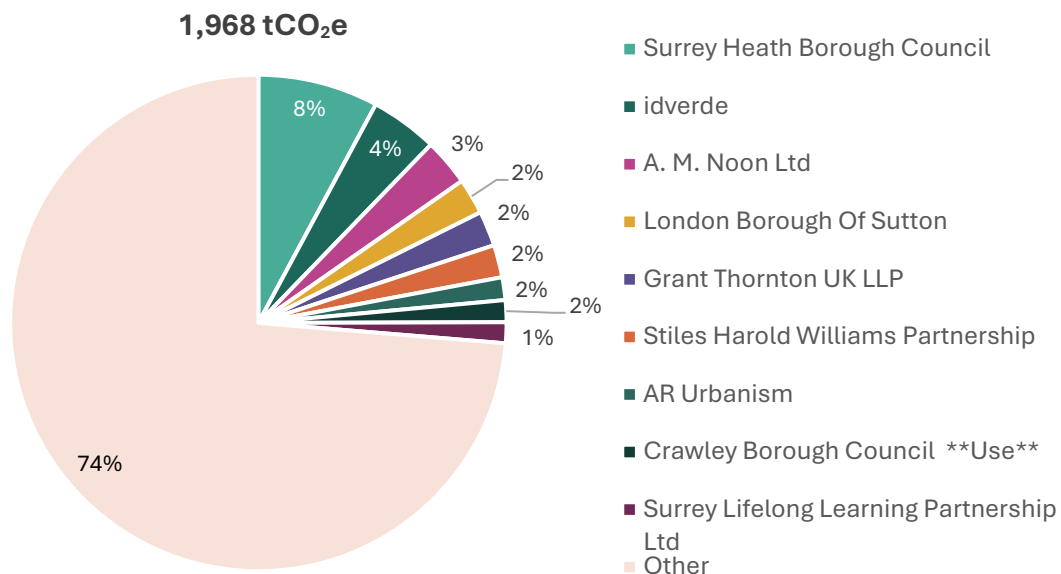


Figure 2-8: MVDC Supply Chain Emissions for Purchased Goods and Services in 24/25 (CS, 2026)

2.3.5.2 Capital Goods Emissions

Capital goods are defined under the GHG Protocol as long-term assets distinct from day-to-day operational purchases. MVDC's emissions from Capital Goods for 23/24 were comparatively low, with the most significant contributions coming from the procurement of Electric Vehicle (EV) charging infrastructure from Blink Charging and medical alarm equipment from Chiptech. Other notable sources included the acquisition of a property (via Taylor Rose law firm), accessibility refurbishments undertaken jointly with Surrey County Council, and civil engineering services delivered by Leith Hill Plant.

However, in the 24/25 reporting period, Capital Goods emissions reached 2,589 tCO₂e, representing a substantial share of MVDC's total footprint (27%) for the year. The largest single contributor was Galliford Try Building Southern, accounting for 29% of Capital Goods emissions, followed by AtkinsRéalis at 14% and Clarion Housing Group at 9%. Additional significant contributors included Chiptech International Limited (6%), GLL (6%), and Surrey County Council (5%). Smaller but notable shares arose from Stone Edge Conservation Ltd (4%), Mount Green Housing Association Ltd (3%), and Wye Valley Demolition Ltd (3%), while the remaining 19% was made up of a wider group of suppliers delivering various construction, refurbishment, and long-lived asset-related works. This distribution indicates that Capital Goods emissions in 2024/25 were driven by a diverse set of high-value infrastructure and construction activities, with a small number of major contractors responsible for the majority of impacts.

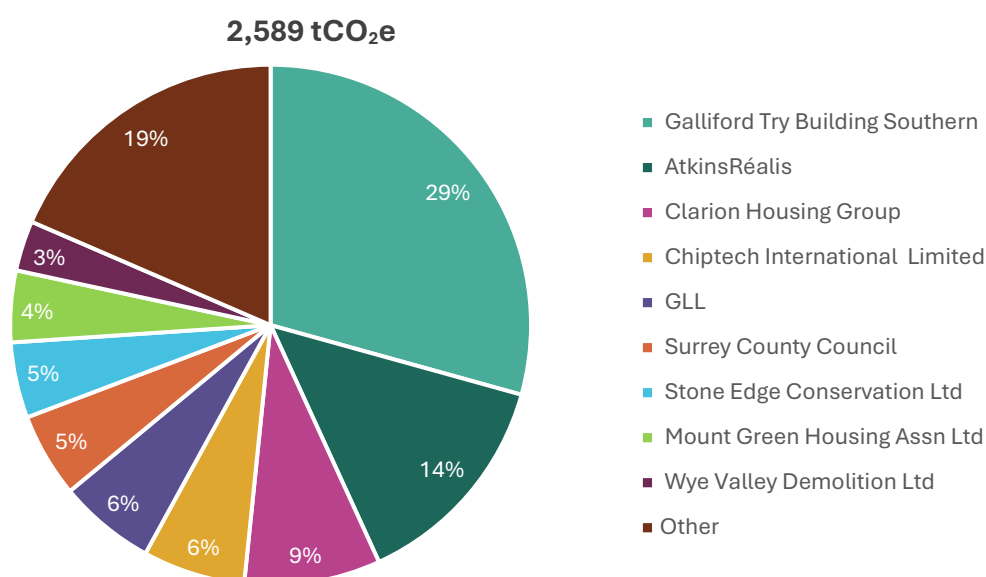


Figure 2-9: MVDC Supply Chain Emissions for Capital Goods and Services in 24/25 (CS, 2026)

2.4 Key Findings

The Council's emissions profile is heavily concentrated, with nearly 98% of emissions arising from building energy use and the supply chain. This underscores the importance of focusing decarbonisation efforts on a small number of high-impact areas to achieve meaningful progress.

2.4.1 Buildings

Buildings contribute to over half of MVDC's total emissions. However, data gaps, particularly the lack of reliable, building-level energy consumption data, pose a critical barrier to targeted action. Improving data quality should be a foundational step in the Council's net zero strategy. While Dorking Sports Centre account for a disproportionate share of emissions and offer a clear route to early reductions, a long-term asset strategy is also required to manage decarbonisation across the wider estate in a phased and cost-effective manner.

2.4.2 Supply Chain

Supply chain emissions make up approximately 48% of the total footprint and are central to the Council's decarbonisation challenge. Key interventions include embedding emissions requirements into procurement processes, engaging directly with suppliers, and equipping contract managers to monitor carbon performance.

2.4.2.1 Purchased Goods and Services

Emissions in this category amount to 21% of MVDC's 24/25 carbon footprint. While several key suppliers make notable individual contributions, the bulk of Purchased Goods and Services emissions stems from the wider supplier group. Developing structured carbon performance expectations and integrating suppliers into procurement and contract management processes will be critical to reducing emissions.

2.4.2.2 *Capital Goods*

Emissions from capital goods typically stem from carbon-intensive activities such as construction, refurbishment, and infrastructure procurement, where both the services and materials involved are often highly emission-intensive. Enhancements to the classification methodology have significantly improved the allocation of expenditure between Capital Goods and Purchased Goods and Services, resulting in a clearer and more representative split in the 24/25 analysis.

Moreover, capital investment by local authorities tends to vary significantly year-on-year, driven by the timing of large-scale infrastructure projects. This variability means that even if emissions from capital goods are relatively low in one year, they can spike significantly in another, reinforcing the need for early and ongoing supplier engagement and clear sustainability criteria in capital procurement.

3. Key Findings and Next Steps

3.1 Key Findings

The key findings of this report are as follows.

- **Baseline Emissions:** MVDC's total emissions reached 9,574 tCO₂e in 2024/25, representing a 4.0% increase compared to the previous year (2023/2024) and a 5.5% increase compared to the baseline year (2022/2023). This increase is almost entirely attributable to increased activity in the supply chain, which offset emissions reductions in both the direct (Scopes 1 and 2) and indirect (Scope 3) estate.
- **Scope 3 Emissions:** Indirect Scope 3 emissions dominate the footprint, with 83% of the total in 2024/25.
- **Key Emitting Sectors:** The emissions profile is heavily concentrated, with buildings (50%) and supply chain (48%) accounting for nearly 98% of all emissions in 2023/24. Notably, these shares were 62% and 37%, respectively, in 23/24, highlighting the increased role the supply chain is playing in Mole Valley's footprint.
- **Priority Areas:** A number of clear opportunities have been identified for targeted action, including:
 - **Building-related emissions:** Despite falling in prominence, buildings still make up over half of the Council's total footprint.

Action: Prioritise securing accurate, building-level energy consumption data for Dorking Sports Centre to replace EPC-based estimates and enable a precise emissions baseline. Once data is available, develop a tailored decarbonisation plan for the site, including building fabric improvements, electrification of heating systems, and opportunities for on-site renewable generation. Given the scale of impact, Dorking Sports Centre should be treated as a stand-alone priority project within the Council's wider estate decarbonisation programme.

- **Supply Chain related emissions:** MVDC's supply-chain emissions now comprise nearly half of the footprint (48%). The Capital Goods category is especially concentrated, with Galliford Try Building Southern, AtkinsRéalis, and Clarion Housing Group together contributing more than 50% of emissions in the category, highlighting the dominance of a small number of major contractors in driving impacts.

Action: Engage high-emitting suppliers to understand their carbon impact and align them with the Council's net zero goals. Emissions performance should be embedded within procurement processes, including the use of minimum carbon standards in bid specifications and evaluation criteria. To support delivery, contract managers should be equipped with a system for tracking supplier sustainability KPIs across the contract lifecycle, ensuring ongoing accountability and progress toward Scope 3 supply chain reductions.

3.2 Next Steps

To continue to enable deliver of MVDC's operational commitment to be carbon neutral by 2030 we suggest the key next steps are as follows.

- **Driving Forward the Action Plan:** Prioritise immediate implementation of actions focused on buildings and the supply chain, targeting high-impact assets and suppliers first. Develop detailed delivery timelines, resource requirements, and governance structures to operationalise the Climate Action Plan, supported by a Financial Implementation Plan to ensure feasibility and funding.
- **Annual Monitoring & Evaluation:** Establish a robust annual emissions reporting cycle to track progress against the 2030 target, incorporating continuous improvement in data quality, particularly for Scope 3 emissions and building energy use. Use performance against KPIs to adjust and refine the action plan, ensuring it remains responsive to new insights and evolving circumstances.

4. Appendix A

Categories covered within the scope of emissions are outlined in Table 4-1.

Scope	Type of Emissions	Description	Data and Method
Scope 1	Stationary Combustion	Emissions from natural gas used for heating in Council buildings, including Council-owned buildings leased under the conditions of an operating lease agreement.	Monthly gas consumption data is collected for each site, and data gaps are estimated using a scaling factor. Where utility bills are unavailable, Energy Performance Certificate (EPC) primary energy values or in-house modelling are used to estimate consumption. The UK Government's natural gas combustion conversion factors are applied to the monthly consumption data.
Scope 1	Mobile Combustion	Emissions from fossil fuel combustion in Council-operated vehicles.	Annual mileage data provided by the Council is used. If Council data is incomplete, Driver and Vehicle Licensing Agency and Ministry of Transport mileage data is used to fill gaps. The UK Government's distance-based conversion factors by vehicle fuel and body type are applied to mileage data.
Scope 2	Electricity	Emissions from electricity used across Council-operated sites, including for heat, lighting, appliances, and EV charging.	Electricity consumption data is aggregated annually, and missing data is estimated using a scaling factor. Where utility bills are unavailable, EPC primary energy values or in-house modelling are used to estimate consumption. The UK Government's electricity generation conversion factors are applied to the monthly consumption data.
Scope 3	Purchased Goods and Services	The embodied carbon content of goods or services procured by the Council	Emission rates are calculated from the environmentally extended input-output table Exiobase (see Section 3.2.4) and mapped to 4-digit Nomenclature of Economic Activities (NACE) codes to improve alignment with business data. City Science's software performs a 'materiality assessment' on the Council's expenditure, assigning emission rates at the NACE 4-digit level across

Scope	Type of Emissions	Description	Data and Method
			increasing levels of granularity (account, supplier, and description).
Scope 3	Capital Goods	The embodied carbon content of capital goods procured by the Council, defined as any good with an assumed lifespan of over one year. Note that expenditure on services connected to the creation of a Council-owned capital good, namely building construction services, are included in this category.	Emission rates are calculated from the environmentally extended input-output table Exiobase (see Section 3.2.4) and mapped to 4-digit NACE codes to improve alignment with business data. City Science's software performs a 'materiality assessment' on the Council's expenditure, assigning emission rates at the NACE 4-digit level across increasing levels of granularity (account, supplier, and description).
Scope 3	Well-to-Tank (WTT) Fuels, or Fuel- and Energy-Related Activities (FERA)	Emissions from the upstream extraction, transport, refining, and delivery of fuels used by the Council, including transmission and distribution losses.	Emission factors are applied to primary data from building and vehicle fuel use, including specific factors for electricity transmission losses and fuel well-to-tank processes.
Scope 3	Upstream Transportation and Distribution	Emissions from transporting purchased goods to Council locations.	Emission rates are calculated from the environmentally extended input-output table Exiobase (see Section 3.2.4) and mapped to 4-digit NACE codes to improve alignment with business data. City Science's software performs a 'materiality assessment' on the Council's expenditure, assigning emission rates at the NACE 4-digit level across increasing levels of granularity (account, supplier, and description).
Scope 3	Waste	Emissions from the collection and	Primary waste data in tonnage is used to calculate emissions from waste

Scope	Type of Emissions	Description	Data and Method
		disposal of waste generated by Council operations. Indirect waste emissions from the wider district are excluded.	collection and disposal by waste category, type, and route, based on the UK Government Conversion Factors.
Scope 3	Business Travel	Emissions from travel for work purposes by Council employees (excluding journeys between employee residence and a Council office), including air, rail, bus, or personal car journeys.	Emission rates are calculated from the environmentally extended input-output table Exiobase (see Section 3.2.4) and mapped to 4-digit NACE codes to improve alignment with business data. City Science's software performs a 'materiality assessment' on the Council's expenditure, assigning emission rates at the NACE 4-digit level across increasing levels of granularity (account, supplier, and description).
Scope 3	Employee Commuting and Teleworking	Emissions from employees commuting to Council offices and additional energy use from working remotely.	Annual commuting distance by transportation modes estimated using Council-provided data on employee full-time equivalents and UK Government data on regional journey modal share, average commuting distance, and average work-from-home rates. The UK Government's distance-based conversion factors by vehicle fuel and body type are applied to mileage data. Teleworking total annual hours are calculated using the inverse value of percentage of days commuting, then multiplied by Council full-time equivalents and average working hours per year (accounting for annual leave and national holidays). The UK Government conversion factor for homeworking (heating and electricity) is then applied to this value.
Scope 3	Downstream Leased Assets	Emissions from energy use in	EPC primary energy data is used to estimate total energy consumption,

Scope	Type of Emissions	Description	Data and Method
		Council-owned buildings leased under the conditions of a financial lease agreement.	and UK Government energy statistics by building type are used to estimate electricity and gas consumption. Where utility data is unavailable, in-house modelling is applied, with UK Government electricity emission factors used for calculation

Table 4-1: Categories Covered in the Scope of Emissions

Categories not covered within the scope of emissions are outlined in Table 4-2.

Scope	Type of Emission	Reason
Scope 1	Fugitive Emissions	Emissions from refrigerant leaks in office cooling units were assessed and found to be immaterial to the Council's carbon footprint.
Scope 1	Process Emissions	The Council does not have industrial processes that result in Direct GHG emissions.
Scope 2	Purchased Heating, Cooling, and Steam	Council and EPC data indicated that no Council-owned buildings purchased energy from a district energy network.
Scope 3	Upstream Leased Assets	Council data indicates that the Council do not lease assets from third parties.
Scope 3	Downstream Transportation and Distribution	The Council does not manufacture and sell physical products.
Scope 3	Processing of Sold Products	The Council does not manufacture and sell physical products.
Scope 3	Use of Sold Products	The Council does not manufacture and sell physical products.
Scope 3	End-of-Life Treatment	The Council does not manufacture and sell physical products.
Scope 3	Franchises	Council data did not indicate that any franchise agreements are in place.
Scope 3	Investments	Council data did not indicate that they hold any significant investments that would result in emissions.

Table 4-2: Categories Not Covered within the Scope of Emissions (CS, 2026)

Executive Summary

In response to the Council's declaration of a Climate Change and Nature Emergency, this report provides background and context to the importance of climate change adaptation and resilience in Mole Valley District.

Within this century we are likely to see:

- a 2°C to 4°C rise in average temperatures,
- up to 25% more rainfall in winter,
- up to 20% more rainfall in summer,
- sea levels rising up to 450cm in a high emission scenario,
- extreme summer temperatures to exceed 35°C with longer heatwaves than previously experienced.

Taking the necessary action to protect our people and places from the impacts of extreme weather and climate change is vital to ensuring the area's long-term prosperity.

This report details

- How the climate in Mole Valley is likely to change and the impact that it is likely to have on residents.
- key areas of physical risks and possible impacts
- Action being taken

The purpose of this report is to highlight why Climate Change Adaptation and Resilience is important together with why everyone in the district should be aware and be preparing for Climate Change, not only for their own benefit but for their family, friends, neighbours, and communities.

Mole Valley District Council's Corporate Plan outlines the priorities that fall under the 'Greener' category of the council's strategy

- Striving to become carbon neutral and maximising opportunities to ensure Mole Valley remains a highly attractive area
- Protect and enhance the natural and built environment, and ensure our areas of natural beauty and wildlife are well looked after
- Work towards becoming a carbon neutral organisation by 2030 while using our role as place leader to influence carbon reduction across Mole Valley
- Support recycling, waste reduction and measures to improve sustainability

CONTENTS

1. Climate Change Adaptation
2. Projected Seasonal Changes
3. Demographics of Mole Valley District
4. Hazards Specific to Mole Valley
5. Responsibilities, Monitoring & Reporting

Appendix 1

1. Climate Change Adaptation

- 1.1. Climate Change refers to changes in the average weather conditions of a place over a long period of time, for example the temperature and amount of rainfall. We are interested in how the average conditions of the Mole Valley District may change under different Global Warming Level scenarios, and what this means for the people living and working in the area, the natural environment, our built assets and how we deliver council services.
- 1.2. Nobody knows for certain the exact nature and extent of future climate change, so organisations develop approaches and actions based on a range of possible scenarios.
- 1.3. In June 2019 Mole Valley District Council (MVDC) declared a Climate Emergency and subsequently supported the development and delivery of a Climate Change Strategy and Biodiversity Strategy together with Action Plan to support their delivery.
- 1.4. The council is working internally and with partners to deliver three priority programmes of climate action:
 - Carbon Reduction
 - Climate Adaptation
 - Biodiversity and nature recovery
- 1.5. Climate change adaptation refers to the measures that are needed to best prepare for the impacts that climate change will bring. Adapting to climate change means making changes and adjustments to processes, systems, practices, and structures to protect and safeguard future generations of people and the environment they live in.
- 1.6. Climate Adaptation is important as the effects of further warming are unavoidable, so it is essential to prioritise adaptation to prepare for, and deal with, the effects of climate change.
- 1.7. Climate change adaptation can also be about learning how to benefit from the potential opportunities that climate change may bring. Adaptation will support the district in becoming more resilient.

2. Projected Seasonal Changes

- 2.1. In terms of what climate changes can we expect to see in Mole Valley, in general, it can be expected that the district will see warmer, wetter winters and hotter, drier summers. It is also likely that the intensity and frequency of storms and extreme weather events will increase.
- 2.2. The independent guidance, adopted by the UK government, states that we should be preparing for a 2°C rise in the temperature across the globe whilst assessing the risk

for a 4°C rise. These changes are relative to the pre-industrial baseline (1850-1900), and across the globe we have already seen a 1.2°C rise from this baseline.

- 2.3. The timings of when these levels will be reached differ depending on future emissions and how the climate system responds. It is likely that the 2°C level will be reached in the 2050s, but it could be reached as early as 2030. There is currently a low likelihood that the 4°C global warming levels will be reached by the end of the century. However, the current emission reductions that nations across the world have pledged to, are likely to cause temperature to rise above the 2°C target.
- 2.4. Mole Valley is likely to experience both an increase in annual average temperature and increase in the maximum summer temperature. Mole Valley can expect that there will be a reduction in precipitation rate during summer and an increase during winter.
- 2.5. Some indicators of climate change that residents of Mole Valley are likely to experience include:
 - More days where the maximum temperature is higher than 25°C,
 - More days where the maximum temperature is higher than 30°C,
 - Fewer days where the daily minimum temperature is lower than 0°C,
 - More days where the average temperature is more than 5.5°C
 - Fewer days where the average temperature is less than 15.5°C
 - More days where the average temperature is more than 22°C
- 2.6. A 4°C global warming scenario would lead to substantially more frequent and intense heat extremes across the UK. In southern England, including areas such as Mole Valley, the projections show a marked increase in very hot summer days, with maximum temperatures exceeding 35°C becoming increasingly likely, alongside a rise in warm 'tropical nights' where minimum temperatures remain above 20°C
- 2.7. These changes to the climate will impact the residents of the Mole Valley in a range of ways including:
 - Transport disruption
 - Increased risk to health
 - Risk to water supplies
 - Increased energy demand during summer for cooling
 - Higher risks of flooding
 - Higher risks of fire
 - Drainage disruption
 - Power and utilities disruption
 - Impact to wellbeing and mental health

3. Demographics

- 3.1. Demographics are the structure of populations and the range of different groups that exist within these populations. Demographics reveal the characteristics of areas and groups which can be helpful for gaining an understanding of an area and opening the opportunities for analysis. Demographics are particularly important as those living in certain areas or with certain conditions could be more vulnerable to the effects of climate change and/or more likely to struggle to adapt. Climate change tends to have a greater effect on those who are:
- aged 65+ and may require extra support when climate events occur and/or may be less comfortable with technology and making changes,
 - under 5 who can't regulate their own temperature
 - with health conditions, both physical and mental,
 - on low incomes and have less disposable income to adapt and prepare for the effects of climate change,
 - renting in private or social housing and may be unable to make adaptations to their home,
 - living in social isolation and therefore have a lack of support network when climate emergencies occur,
 - of low personal mobility and may be unable to react to climate events,
 - living in close proximity to hazard sources, for example near flood zones
- 3.2. Some residents may fall into multiple of these categories, causing compounding factors of risks and vulnerabilities. These compounding factors may cause residents to experience an increased effect from climate change. Within Mole Valley, the impact and experiences caused by climate change are likely to be slightly different across the rural and urban areas of the district, and therefore a varied response will be necessary.
- 3.3. According to the Office for National Statistics (ONS) Census 2021, Mole Valley has an ageing population, with 29.9% of residents aged 65 and over and 5.1% aged 85 and over. ONS population projections indicate that the proportion of older residents in the district is expected to continue increasing significantly by 2030, reflecting national and regional ageing trends.
- 3.4. When considering the effects of Climate Change and the actions that need to be taken to adapt to these changes, it is important to consider what the district could look like in the future. Mole Valley is likely to continue to see growth of the ageing population. Therefore, when making plans on how to adapt and prepare as a district, it is going to be important to centre the plans around this growing population who will be especially vulnerable to the effects of climate change.
- 3.5. Different groups are vulnerable to the effects of climate change, the points below summarise the impact that climate change is likely to have on them and the relevance to Mole Valley.

Those aged 65+, particularly those aged 75+:

- More physically sensitive to impacts of climate – e.g. they find it harder to regulate temperatures during extreme heat
- They may have poor health or low mobility – making it harder to respond and adapt to
- Likely to have compounding vulnerabilities – e.g. social isolation and living in certain types of housing Meaning there is going to be more of the population that are vulnerable.
- Compounding factors of rurality – making it difficult for them to get out or to access services, which may be enhanced by climate change

Under 5s:

- Less able to regulate own temperature in high heats
- Reliant on care givers to support them to adapt to changes or hazards
- More susceptible to mental health issues caused by trauma of extreme events
- Smaller proportion within the district, number of young people are shrinking – less of a priority area than ageing

People with Health Conditions

- Those living in poor health, with existing physical and/or mental illness
- Impact and harm may vary depending on the conditions
- Examples - Physical limitations/limited mobility impact on
- Need to also be considering how individuals with health conditions receive care
 - climate change may people's ability to adapt, prepare or respond to changing climates or events
 - Mental health conditions may affect people's ability to adapt or cope
 - Medications may reduce ability to adapt or cope
 - Reliant on carers to adapt, respond and recover
 - Extreme events may limit ability to access healthcare, carers or medication
 - Compounding vulnerabilities affect the ability of carers to provide care

People on Low Incomes

- Less financial means by which to prepare/respond/recover from changing climate and extreme weather events
- Poverty linked to other vulnerabilities e.g. ill health or having a disability
- More likely to be renting property so can't make change or adaptations to home
- approximately 12% of children in Mole Valley live in low-income households 2–3% of the working-age population in the district are Universal Credit claimants
- Rural deprivation, including lack of access to services
- Properties less resilient and more exposed
- Reliant on public transport which may get disrupted
- Less likely to seek help this will particularly impact in a climate event like flooding

Tenants in Private or Social Housing

- More likely to be on low income – compounded vulnerability
- Reliant on landlord

- Associated with shorter residency in area, less local knowledge to understand risk
- Purpose-built flats which can be vulnerable to heat
- Live in overcrowded homes – impact ventilation and internal temperatures
- ONS Census 2021 housing tenure data, approximately 11% of households in Mole Valley live in social rented accommodation
- 14-15% live in private rented accommodation
- MVDC own and manage properties – so have a level of responsibility over those living there
- Responsibility to build homes that can withstand heat and be warm in winter

People Who Are Socially Isolated

- Examples – single pensioner households, people with pre-school age children, transient populations
- Lack of support networks to alert/support
- Unknown in the community and to local services making it harder to identify and help
- Those living in rural areas may be more likely to be socially isolated.
- Less likely to access community support

People with Low Personal Mobility

- May not be able to respond quickly during an extreme weather event
- Reliant on caregivers or support network
- Services, support or equipment may be affected
- Associated vulnerabilities
- Rural areas lack access to services

4. Hazards Specific to Mole Valley

4.1. This section looks at 4 key hazards likely to affect Mole Valley:

- Flooding
- Extreme Temperature (Cold and Heat inc drought and fire)
- Air quality

4.2. These hazards are relevant to Mole Valley due to the nature of the district. We are already witnessing the effect of these hazards in many areas of our district and the risk they pose is increasing as a consequence of the changing climate.

This includes flood events and extreme heatwaves causing significant heat-related pressures, including:

Water supply issues, with some areas experiencing low pressure or temporary interruptions due to exceptionally high demand.

Increased fire risk, with fire and rescue services across the South East reporting heightened likelihood of grassland and vegetation fires.

A rise in accidental fires linked to barbecues and bonfires, with emergency services warning that flames could spread rapidly across parched grassland and dry vegetation.

- 4.3. This section looks at what the risks are and how climate change affects them, where in the district faces particular risks from these hazards, where areas of the district are already experiencing problems caused by these hazards, what has been implemented to prepare for these hazards, and finally the specific impact of the hazard on different areas of residents' lives and council operations.

Flooding

- 4.4. Flooding is when there is an overflow of water that submerges land which is usually dry. There are many types of flooding including coastal, river, groundwater, and flash floods. Flooding is a particular risk in low-lying coastal areas and areas where flood plains have been built on.
- 4.5. Rising temperatures causes more moisture to be held in the atmosphere, which is what causes increased intensity, frequency, and duration of precipitation. When these levels of precipitation are seen, the risk of flooding increases. There is also a trend of more extreme weather events that is associated with climate change, which will also increase the risk of flooding.
- 4.6. There is significant emergency planning work that has been completed with agencies and partners across the district and county that set out what procedures and arrangements are in place should flooding occur. An example of this is Surrey Local Resilience Forum, providing resources and guidance in preparing for emergencies like flooding.
- 4.7. The impact of Flooding to Mole Valley includes:

Residents

- Damage to houses Costly and harder to get insurance for those living in flood areas
- Lack of water to houses Inability to leave house for work or social impact – may cause a loss of income
- May impact children getting to school
- Damage to those more socially vulnerable
- Potential loss of power
- Mental health impacts

Business

- Physical health impacts Staff cannot work
- Cannot open business – loss of trade Impact to the agricultural industry and production
- Damage to infrastructure; flooding can reduce electricity generation and transmission and can also cause disruption to electrical supply and transport infrastructure.

Environment

- Costly to the district to prepare for floods
- Failures to the defences which then needs them to be replaced and repaired
- Impact on wildlife and biodiversity
- Impact on emergency services

MVDC

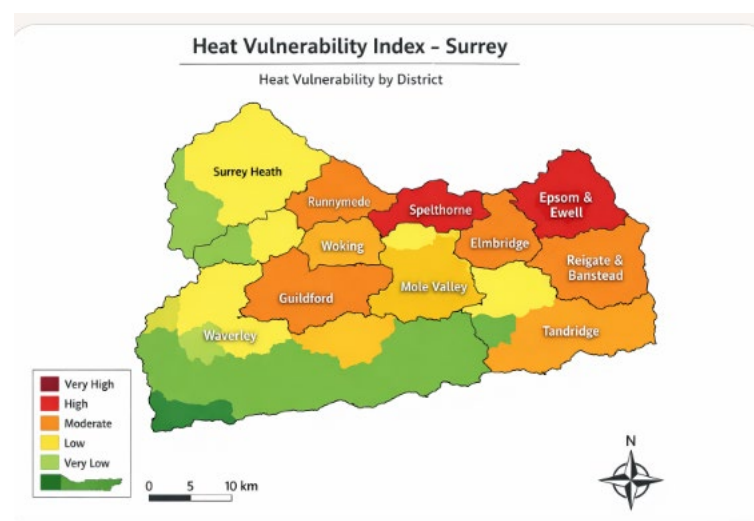
- Buildings Assets
- Staff Need to protect property from risks of flooding
- Damage to council owned housing
- Damage to council owned property
- Car park management, have to deal with flooding
- Staff physical health may affect ability to work
- Staff may not be able to get to work due to flooding

Extreme Temperatures (Extreme Cold, Heatwaves, Drought and Fire)

- 4.8. Extreme cold events—including prolonged freezes and sudden cold snaps pose significant risks to infrastructure, public health, ecosystems, and local economies. Although the UK’s long-term climate trend shows warming, climate variability means that severe cold spells will continue to occur, often with greater unpredictability. Strengthening resilience to these events is therefore essential.
- 4.9. Heatwaves are periods where there is unusually hot weather, typically lasting for more than two days. Heatwaves are an extreme weather event, which are occurring more frequently due to the effects of climate change. It is likely we will start to see heatwaves occurring every other year.
- 4.10. Heatwaves are of a particular risk to those who more vulnerable due to old age and long-term health conditions.
- 4.11. The heat vulnerability index looks at indicators relating to age, health, mobility, physical environment, income, tenure, social networks, and access to services. Surrey does not publish a single official “Heat Vulnerability Index Map,” but several authoritative maps do cover Surrey’s heat-risk and vulnerability patterns. The most complete publicly available one is the UK Health Security Agency (UKHSA) Heat Vulnerability Index, which includes Surrey at neighbourhood (LSOA) level.
- 4.12. Mole Valley sits in the mid-range of Surrey’s Heat Vulnerability Index, with pockets of higher risk concentrated in Dorking and Leatherhead’s denser urban areas, and lower vulnerability across rural southern parishes. Overall classification: Moderate. vulnerability.
- 4.13. Heatwaves impact the health and wellbeing of residents, there is an increased risk of heat exhaustion and heat stroke as well as impact on respiratory and cardiovascular diseases. When temperatures in Mole Valley hit 28°C or higher for three consecutive days. When the temperature is above 28°C, a public health alert is triggered.

4.14. While much of Mole Valley is rural, there are some areas which are more built-up with a higher density of residents. These areas are likely to experience the Urban Heat Island Effect, where the built-up areas are hotter than the surrounding countryside. The differences in temperature may be more noticeable at night. Key patterns include:

- Urban concentration: Leatherhead and Dorking show elevated vulnerability due to older housing stock, limited tree canopy, and higher proportions of elderly residents.
- Socio-demographic factors: Mole Valley's population skews older than the Surrey average, increasing sensitivity to heat events. However, relatively high income and housing quality improve adaptive capacity.
- Infrastructure: Limited urban heat island effect compared with Woking or Spelthorne, but some localised hotspots near transport corridors (A24, M25 junctions).



4.15. The impact of Extreme Temperatures on Mole Valley includes:

Residents

- Extreme heat and cold snaps impact on physical health and increase the risk of temperature related death (Hypothermia, cardiovascular stress, respiratory illness, and increased mortality among vulnerable groups)
- Particular impact on more vulnerable population
- Increased cooling cost due to need to use aircon
- Shortage of food due to growing conditions
- Transport disruption
- Drought can disrupt public water supply services causing reduced water availability
- Drought can impact water quality and the resulting negative impact on hygiene and sanitation
- Snow and/or ice can have a substantive impact on the transport infrastructure and utilities can be affected e.g. burst and frozen pipes, affecting water supply.

Business

- Drought can disrupt public water supply services
- Impact on agricultural industry likely to be impacted more
- Damage to infrastructure; extreme temperatures can reduce electricity generation and transmission and can also cause disruption to electrical supply and transport infrastructure (Burst pipes, road surface damage, rail failures, and energy-grid stress)

Environment

- Melting roads and buckling rails – impact to transport
- Impact on wildlife; many ecosystems are usually resilient to short-term drought and recover well, long-lasting, severe droughts can cause loss of habitat, species migration, spread of invasive species and overall biodiversity loss
- Extreme cold can cause stress on wildlife, frost damage to crops, and disruption of seasonal cycles
- Low river levels may also lead to reduced oxygen content for aquatic life.
- May benefit certain species of animals
- Risk of wildfire

MVDC

- Buildings Assets Staff
- More air con required, higher cooling cost
- Need to think about green spaces in new development to keep areas cool and help with urban heat islands
- Fires in properties
- Fleet/vehicles overheating
- Staff physical health - especially staff working outside

Air Quality

- 4.16. Air Quality refers to the condition of the air within our surroundings and is a measure of how clean or polluted the air is. Air pollution causes the climate to change, and climate change also causes air pollution to change, creating a cyclical effect. The warmer temperatures we are set to see are forecasted to have a damaging effect on surface air quality.
- 4.17. In general air quality in Mole Valley is good, but there are some pockets where it is poorer. MVDC have an Air Quality Strategy (AQS) but do not have any Air Quality Management Areas (AQMA) within their boundary. The AQS sets out how MVDC will monitor and take preventative action, rather than waiting for a legal limit to be breached, triggering the implementation of an AQMA. The AQS compliments the MVDC climate change strategy and Action Plans. Monitoring/testing is undertaken and the results are posted on the Council website. The results are used to produce the Annual Status Report for air quality (ASR), which is submitted to the Department for Environment, Food & Rural Affairs (DEFRA).
- 4.18. A Local Cycling and Walking Infrastructure Plan (LCWIP) which supports the district move towards more active travel, in turn reducing emissions. There are also pushes

towards moving towards cleaner energy which will also impact emissions in the district. Reducing emissions will help prevent a worsening of air quality. Once feasibility work is completed, the intention is to utilise Strategic CIL (Strategic Community Infrastructure Levy) funding followed by public consultation. The LCWIP is identified within the Priority Spending Programme as a project and has been considered to be, in principle, suitable for Strategic CIL contributions.

4.19. The impact of Air Quality on Mole Valley includes:

Residents

- Those most vulnerable effected the most
- Cardiovascular and respiratory conditions may increase
- Shortens lives and damages quality of life
- Mental health impacts

Business

- Productivity and health of workers

Environment

- Wildlife may suffer

MVDC

- Staff Need to be aware of the emissions produced from buildings
- Need to be aware of emissions produced by assets Illness of staff, particularly with respiratory and cardiovascular conditions

5. Responsibilities , Monitoring & Reporting

5.1. Improving resilience to climate change is the responsibility of everyone, different stakeholders and their responsibility over climate adaptation within the district.

Residents

- Protecting their own home from climate related emergencies
- Making adaptations to their homes to best prepare for a warming climate

Landlords

- Protecting their tenants
- Making adaptations to their properties to protect and prepare them

Businesses

- Protecting their staff
- Protecting their business operations and assets
- Preparing their assets to be best equipped for climate change

Council

- Delivering services
- Educating their residents and officers on climate change

- Encouraging residents and businesses to make adaptations
- Leading by example and being an advocate

Formal Agencies

- Varies depending on the organisation, but includes: - Assessing the risk of emergencies - Creating emergency plans - Creating business continuity arrangements

Community Groups

- Encouraging and promoting action within the community
- Educating the community
- Being aware of those in the community who are vulnerable

Landowners

- Understanding the risks to their land from climate change
- Engaging in opportunities to support community and infrastructure resilience
- Sustainable land management

Town and Parish Council

- Encouraging residents in their communities to make adaptations
- Awareness of who and where the most vulnerable are in the community
- Consider climate change when making local decisions

- 5.2. Across the district there are a range of agencies and organisations that have different roles and responsibilities relating to contingency planning for emergencies. These responsibilities include assessing the risk of emergencies occurring, creating emergency plans and business continuity arrangements. They are also responsible for sharing information with other responders and residents.
- 5.3. At a strategic level, the Surrey Local Resilience Forum (SLRF) brings together key actors that have a collective responsibility to plan, prepare, deliver and communicate multi-agency responses to a range of emergency situations – partners include emergency services, local authorities, government agencies, utility companies and healthcare providers. The work of the SLRF and its partners includes assessing the risk of emergencies occurring, creating/testing emergency plans and developing business continuity arrangements.
- 5.4. Mole Valley there are a range of Community Groups taking part in work to actively tackle climate change. Some groups are set up independently and some are set up as local hubs of bigger Climate Action groups. Most of the work of these Community Groups is focused on encouraging local action, educating the community and being a mechanism for change within the community.
- 5.5. Under the MVDC Climate Strategy, key pillars have been identified that underpin the Climate Action Plan and define the interventions and mechanisms that support building capacity, relationships, and momentum of the Council, key partners, local communities, and businesses. Action and resulting outcomes relating Climate

Change Adaptation will be recorded, monitored and reported alongside the Carbon Model in the Annual Climate Action Plan.

- 5.6. The nine key pillars of the action plan are Transport, Buildings, Energy Generation, Land Use, Waste, Education & Behaviour Change, Governance and Supply Chain.

Appendix 1

This document provides references for the data, analysis, and supporting evidence used within the 2026 Mole Valley District Council Climate Adaptation Report. Relevant links are listed using the same numbering system referenced throughout the Climate Adaptation Strategy.

Executive Summary

Mole Valley District Council (2025). Annual Plan 25-26 Available at [\[LINK\]](#) ~

Met Office Climate Change in the UK [\[LINK\]](#)

UKCP18 Marine Climate Change [\[LINK\]](#)

Met Office report details rising likelihood of UK hot days [\[LINK\]](#)

Projected Seasonal Change

2.6. Surrey climate change adaptation and resilience strategy (2023) [\[Link\]](#)

2.7. SIXTY-FIRST SESSION OF THE IPCC, Special Report on Climate Change and Cities (2024) [\[Link\]](#)

Demographics

3Mole Valley Local Plan 2020 – 2039 (2024) [\[Link\]](#)

- Socially vulnerable groups sensitive to climate impacts [\[LINK\]](#)
- Office for national statistics Mole Valley (2024) [\[Link\]](#)
- Local Authority Health Profiles (2023) [\[Link\]](#)
- English indices of deprivation (2025) [\[Link\]](#)
- Census Map, Mole Valley (2021) [\[LINK\]](#)
- Local Government Information, Total number of people on Universal Credit in Mole Valley (2025) [\[LINK\]](#)

3.3 Mole Valley Demographic [\[LINK\]](#)

3.5

Children in low income families: local area statistics [\[LINK\]](#)

Constituency data: Universal Credit claimants [\[LINK\]](#)

Census 2021 [\[LINK\]](#)

Hazards Specific to Mole Valley

4.2

Local Flooding Example [\[LINK\]](#)

Extreme Heat Example [\[LINK\]](#)

BBC UK heatwave: South East hit by rising temperatures [\[Link\]](#)

4.7. Surface Water Map, (2026) [\[LINK\]](#)

4.18.

- Wildfire statistics for England: 2020-21 [\[LINK\]](#)
- Health Effects of Climate Change (HECC) in the UK: 2023 report [\[LINK\]](#)

4.21 MVDC, Monthly Diffusion Tube Readings (2025) [\[LINK\]](#)

4.23 MVDC, The Local Cycling and Walking Infrastructure Plan (2024) [\[LINK\]](#)