CarbonNow™

Carbon Audit Report

DKP Consulting

For the year ending March 2025

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> *"This is the third annual Carbon Audit we have undertaken for DKP, which underlines their commitment to NetZero and the requirements of PPN06/21.*
>
> *Progress this year has come from efforts started before the first audit was completed and it is pleasing to see the improvements DKP are already making.*
>
> *Tony Backhouse, CarbonNow Consulting, 2025*

Founded in 1960, DKP comprises a small team of Harrogate-based Chartered Quantity Surveyors working from a single office premises. DKP works throughout the UK on construction projects for a variety of clients in both public and private sectors.

DKP's commitment to maintaining high standards in quality and environmental management is apparent in its adherence to the ISO 9001 and ISO 14001 standards. This dedication is a testament to their ongoing journey towards sustainable practices and carbon footprint reduction.

This Third Year report by CarbonNow offers insight into DKP Consulting's operations and will monitor how they have progressed from their first and second audits in the previous periods, whilst also highlighting any further improvements.

In light of the requirements of Procurement Policy Note 06/21 for public sector service providers, DKP's proactive stance is both timely and essential. The policy mandates that to be eligible for public sector contracts worth up to the value of £5m organisations must:

1. Conduct a Carbon Audit: Assess their carbon emissions to understand the baseline from which reductions can be made.
2. Create a Net Zero Plan: Develop a comprehensive strategy detailing how the company intends to reduce its carbon emissions to net zero by 2050, demonstrating its commitment to environmental sustainability.
3. Publish Their Intentions: DKP is required to publicly disclose its Carbon Reduction Plan, showing its plans and progress towards reducing carbon emissions. This should be made accessible, typically on its website, for public sector clients and other stakeholders to review.

PPN 06/21 aims to ensure that public sector suppliers are actively contributing to the UK's goal of achieving net zero greenhouse gas emissions by 2050. It also aligns public sector spending with the government's environmental objectives, promoting a more sustainable approach to public procurement. In the case of the NHS, suppliers were expected to have done this by April 2024.

Further reading:
https://www.gov.uk/government/publications/procurement-policy-note-0621-taking-account-of-carbon-reduction-plans-in-the-procurement-of-major-government-contracts

CarbonNow offers a cost-effective pathway for businesses to comprehensively understand and subsequently reduce their carbon footprint. It uses an integrated ABC programme to systematically evaluate and address carbon emissions:

Audit

Benchmark

Carbon Reduction

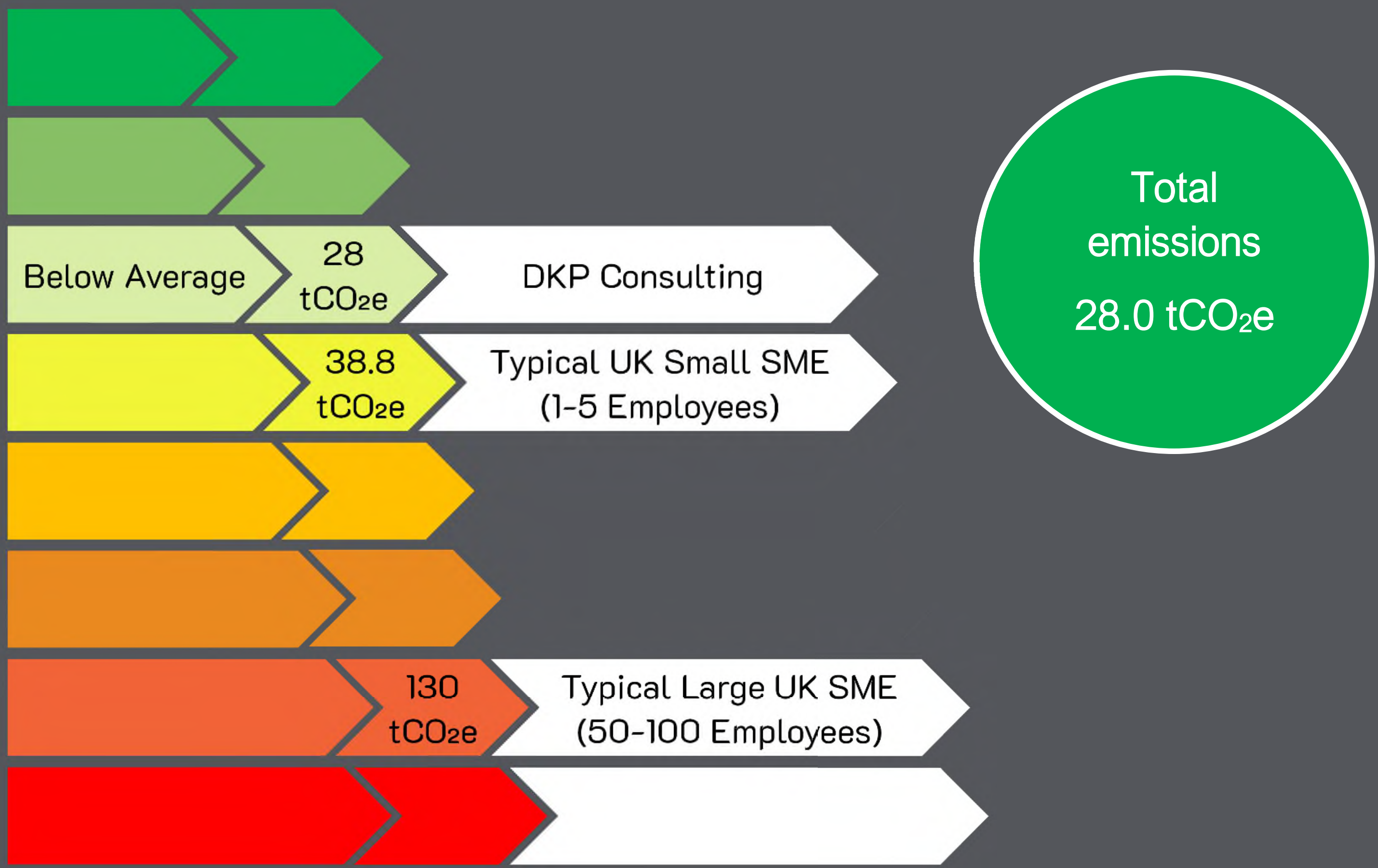
Creating a carbon footprint audit is an essential starting point for formulating an effective carbon reduction strategy and gaining insights into the magnitude of the most impactful activities.

The carbon footprint audit is calculated in accordance with Greenhouse Gas Protocols 2024 and this report and the further recommendations document will form the basis of the development of DKP’s Net Z

ero Plan.

Emission Summary

DKP Consulting has shown a commitment to environmental sustainability, as evidenced by achieving various ISO certifications. Their environmental efforts have maintained a low carbon impact across the three years, staying below the average for a similar sized company. However further enhancement can be achieved in areas such as gas consumption, employee commuting and electricity usage we expect further improvement this year with replacement windows lowering gas consumption. By acknowledging these aspects as potential next steps in their environmental strategy, DKP Consulting is well-positioned to build upon their existing achievements and continue their journey towards PPN06/21 and Net Zero.



Scope and Impact

CarbonNow has been commissioned by DKP Consulting to support its climate strategy by assessing its carbon footprint. Measuring a business's carbon footprint is an essential step in developing and improving a carbon reduction strategy and is key for understanding the scale of the most impactful activities. The carbon footprint presented here has been calculated in line with the Greenhouse Gas Protocol (GHP) Protocol and its findings are set out below. Although DKP Consulting's overall carbon emissions are slightly lower than the UK SME average they have a notable footprint in commuting, gas consumption and business trips.

Key Findings on Emissions

The emission scopes are categorised as follows:

Scope 1 - “Burn”

Emissions from Scope 1 are **direct** emissions. This means that they directly come from your organisation’s owned or controlled sources such as company vehicle emissions, an on-site furnace burning gas, an employee driving a petrol car as part of their work, refrigerant gases from air-conditioning or chillers on site.

DKP has **direct emissions** by engaging in business travel and using gas to heat their premises.

Scope 2 - “Buy”

Emissions in Scope 2 cover the **indirect emissions** from purchased sources, such as an organisation’s consumption of electricity or cooling. If a business pays an energy supplier to keep the lights on and the computers running, the emissions arising from this activity are in Scope 2. The business is responsible for these emissions because they happen as a direct result of the company’s activities, even though the actual emissions might be generated at a power station many miles away from the business itself.

DKP has **indirect emissions** for purchased electricity used for operating their premises.

Scope 3 - “Beyond”

Emissions from Scope 3 include **all** the other indirect emissions within a business’s entire value chain, including the upstream supply chain (suppliers), as well as downstream greenhouse gas emissions e.g. occurring with customers.

DKP has **embedded emissions** such as staff commuting, waste and water usage.

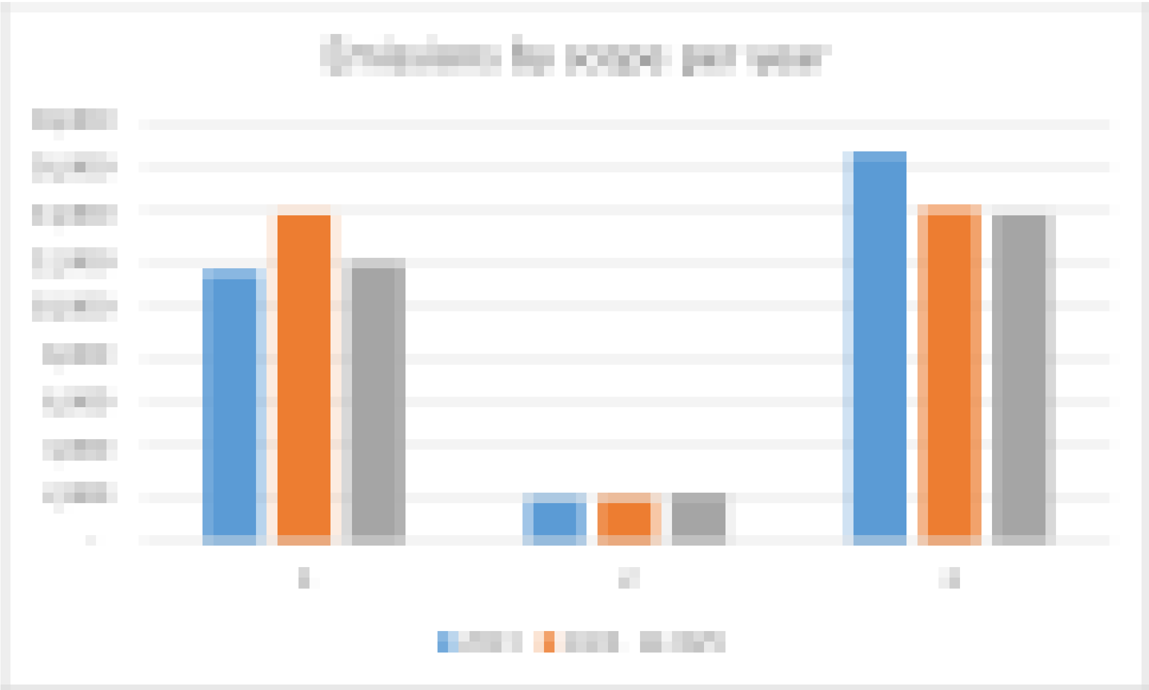
In concluding our analysis, and based on the comprehensive information provided, it has been determined that DKP’s net carbon emissions currently stand at 28.0 tCO2e a significant 7% decrease since the previous period caused by reductions in emissions in a multitude of areas. DKP have made great strides in areas such as business trips, hotel stays and gas consumption. These efficiency gains are good stepping stones to reduce emissions in some of the other areas such as staff commuting and electricity consumption.

While these figures reflect the company’s existing efforts in environmental stewardship, there remains scope for DKP to further reduce its carbon footprint. This objective aligns with the requirements of PPN 06/21, which underscores the need for public sector service providers to actively contribute towards the UK's Net Zero goals.

By continuing to refine and implement robust carbon reduction strategies, DKP can not only comply with these evolving standards but also demonstrate its ongoing commitment to environmental sustainability.

Measurement Breakdown

The tables below summarise the source of direct, indirect, and embedded emissions for DKP, across each year.



	2023	2024	2025
Scope 1	11,559	14,002	11871
Scope 2	1,848	1,886	2081
Scope 3	16,631	14,210	14051

DKP must achieve net zero by 2050, with the understanding that this target is attained over a measured and planned timeline.

DKP aims and expects to get to NetZero ahead of the 2050 deadline. The initial focus, set out in the 2023 Carbon Reduction plan is aimed at identifying and implementing cost-effective and straightforward solutions "easy wins" that contribute to an overall emission reduction, some of which they have already been implementing, such as a restrictive printing policy to reduce paper usage.

The following table underscores the significant contributions of staff commuting, business trips and gas consumption, to the emissions produced by DKP.

SCOPE	Emission Source	Emission value (kgco2e)	%
1	Business trips Cars	3,959.7	14.1%
1	Business trips Trains	332.8	1.2%
1	Business trips Air	-	0.0%
1	Gas	7,578.4	27.1%
2	Purchased electricty	2,080.7	7.4%
3	Transmission and Distribution	183.9	0.7%
3	Cloud Software	180.0	0.6%
3	Hotel Stays	124.8	0.4%
3	Water usage	10.9	0.0%
3	Waste mgmt	14.5	0.1%
3	Staff commuting	12,017.0	42.9%
3	Home working	1,495.3	5.3%
3	Office printing	24.6	0.1%
	TOTAL EMISSIONS	**28,002.4**	100%

Below we have compared the results across all three years:

SCOPE	Emission Source	Emissions 2023	Emissions 2024	Emissions 2025	% Change (since 2024)
1	Business trips Cars	3,231	5,610	3,959.7	-29%
1	Business trips Trains	130	107	332.8	212%
1	Business trips Air	-	13	-	-100%
1	Gas	8,197	8,272	7,578.4	-8%
2	Purchased electricty	1,848	1,886	2,080.7	10%
3	Cloud software	-	240	183.9	-23%
3	Transmission and Distribution	-	167	180.0	8%
3	Hotel Stays	-	229	124.8	-45%
3	Water usage	10	9	10.9	25%
3	Waste mgmt	5,965	13	14.5	16%
3	Staff commuting	8,940	11,928	12,017.0	1%
3	Home working	1,615	1,543	1,495.3	-3%
3	Office printing	102	81	24.6	-70%
	TOTAL EMISSIONS	**30,038**	**30,098**	**28,002.4**	-7%

As you can see emissions have reduced by 7% in this period, which shows that DKP is continuing to monitor emissions and that their new environmental policies and awareness has shown promising results.

There have however also been increases and stable emissions in some areas such as staff commuting, which has remained stable since last year and has seen a significant increase since 2023. We can also see that business trips via trains have increased significantly since 2024, however, whilst this presents as if more emissions are being produced, the equivalent distances via car would have produced more emissions. Therefore, whilst this shows increased emissions values, this is actually a **net reduction**. Combined with this there are significant reductions in business trips via cars, hotel stays and office printing.

Because DKP has begun to reduce emissions, they have evidence that their significant efforts are being rewarded and thus a great baseline for improving processes thus further reducing carbon emissions.

CarbonNow

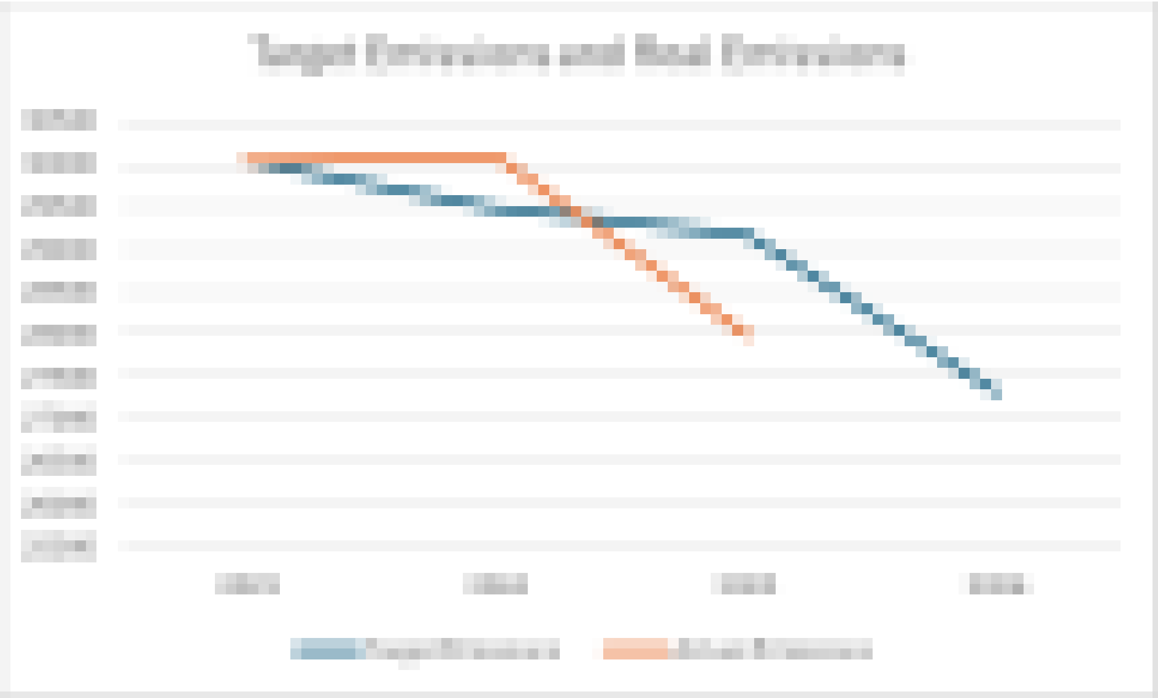
Recommendations

Commuting & Remote Work	Sustainable Office Practices	Business Travel
Continue to refine WFH policy.	Installation of new windows to reduce heating loss.	Continue the trend towards rail travel over driving.
Refine hybrid work model for efficiency, with more WFH opportunities.	Move to a green electricity tariff.	Promote remote meeting opportunities before travel.
Promote car-sharing and public transport incentives	Explore installation of Air Source Heat Pumps	Evaluate the feasibility of an electric/small petrol pool vehicle for business trips
Encourage cycling and walking to work with bike storage and shower/changing facilities		Introduce incentives for low-emission travel options

While offsetting has some negative connotations it is actually a valuable tool in the journey for reaching net zero. We will discuss your ambitions in the next recommendations phase, and we can provide support to DKP Consulting should they need it. We anticipate the cost of offsetting the current carbon footprint to be **£1,429.00**

Progress Update

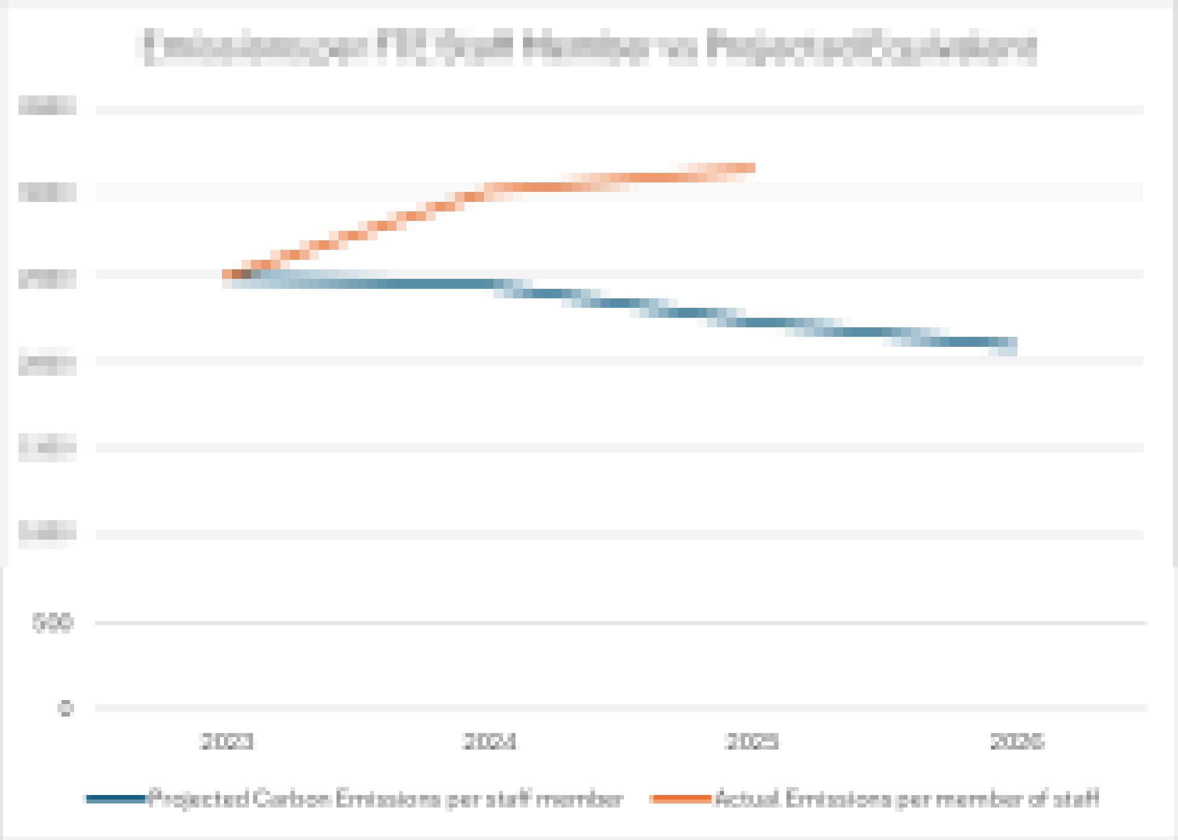
In the original carbon reduction plan (2023) there were several targets set out by DKP, so here we will examine those targets and the real emissions values.



As seen above there is some divergence between the emissions and the target emissions for the year 24. However, significant progress has been made in 25, with a significant reduction bringing DKP ahead of target emissions. This is fantastic progress, however, as shown by the target emissions for 26, they will have to continue to make progress in this year to achieve their targets.

In order to do this progress should be centred around the ‘Big 5’ emitters for DKP: Business travel, gas consumption, electricity consumption, staff commuting and home working. There has been great progress in many other areas such as printing (with the new policy reducing emissions by 70% since 2024) and waste management. However, these ‘Big 5’ areas should be the focus going forward, with plans already in place for new windows which should see a significant reduction in gas emissions over the winter of 2025-26.

Therefore, DKP’s commitment to reducing emissions has been proven with these great results, but further enhancements will have to be made to maintain this great progress going forward.



The table above shows the projected target emissions per staff member vs the actual emissions per staff member. As you can see there is some divergence between the two, with actual emissions per full time equivalent staff members rising across the three years.

However, this is starting to become stable in 2025, with only a small increase since 2024. Therefore, we believe with the steps taken by DKP and the significant progress in overall emissions, this will naturally begin to reduce. It is also important to note that in future years, they may also have more FTEs than this particular year, with two staff members joining a significant way through the period, and thus may have skewed the results somewhat.

Therefore, we believe DKP's continued commitment to reducing overall emissions will lead to this reducing in future with the potential to hit their target in the next period.

Further Recommendations

In this set of recommendations, CarbonNow offers a comprehensive view of areas for improvement, setting out a strategic pathway for DKP to build on its commendable sustainability efforts. Recognising the measures already taken, particularly in waste recycling and some sustainable travel practices, we identify opportunities for further refinement. The objective is to empower DKP to not only meet but exceed its sustainability targets, reinforcing its commitment to an environmentally responsible business model that aligns with the broader objectives of the UK's Net Zero ambitions.

However, that is not to say that further improvements, of a lower magnitude could not be relatively easily achieved. In these recommendations we focus on those activities which will have a shorter term improvement. Our recommendations are based around three themes:

1. Commuting and Remote Work
2. Sustainable Office Practices
3. Business Travel

1. Commuting and Remote Work

Continue to support their work from home policy and allow flexibility for working. Continue to assess options for commuting via public transport or car share options.

Staff commuting remains the most significant contributor to emissions, we suggest exploring initiatives such as 'No Travel Fridays' for a larger pool of employees, with special consideration made for employees who travel further distances will result in a significant reduction in emissions.

2. Sustainable Office Practices

Develop an assessment of gas usage and heating policy, looking to reduce gas emissions across the year. Assess alternative heating options such as air source heat pumps, and or reduce heating loads on days when there are less people in the office.

In regard to this, the new windows will prove to be instrumental in reducing gas emissions for DKP and will hopefully have a large impact on the overall amount of carbon.

Assess electricity usage policies and implement small changes such as PIR sensors and reducing active loads overnight. Look for energy efficient alternatives to items in the office, such as computers, printers, fridges, coffee machines.

One large area which could see significant reductions in emissions, is the electricity tariff. By moving to a green tariff, DKP could quickly and significantly reduce emissions.

DKP continues to embrace digitalisation, with a large reduction in printing emissions in 2025. This shows that their printing policy is working well, and this policy should be continued. with a reduction of over 70% in printed pages from the previous period.

It's noteworthy that DKP's efforts in recycling, especially in structured paper waste management, continue to be effective in reducing emissions. These actions contribute not only to the responsible use of resources but also aid in mitigating their Scope 3 emissions.

3. Business Travel

Foster a culture that prioritises virtual meetings and incentivise sustainable travel options including the use of public transport.

DKP has made significant progress in the area of business travel, reducing car emissions by 29%. Whilst this has increased train emissions, this is only ~200kg CO2e, compared with a reduction in car travel of ~1650kg CO2e, which is a huge net decrease in emissions. So, if DKP can continue to implement train travel over driving, this trend will continue.

Great Progress So Far

As DKP advances its Net Zero Plan and continues to disclose its environmental objectives, an annual review of these initiatives will be vital to enhancing their effectiveness and ensuring they remain in line with evolving sustainability standards. Revisiting and updating their sustainability statement will be a key aspect of their ongoing commitment.

Offsetting remains a valuable strategy for office-based businesses with limited options for on-site renewable energy or large-scale carbon sequestration including those on a journey to NetZero.

CarbonNow is happy to suggest effective offsetting strategies that align with DKP's operations.

Copyright Statement

Disclaimer

Details correct at date of publication (March 2025), and as per the information provided by the client from which calculations are derived.