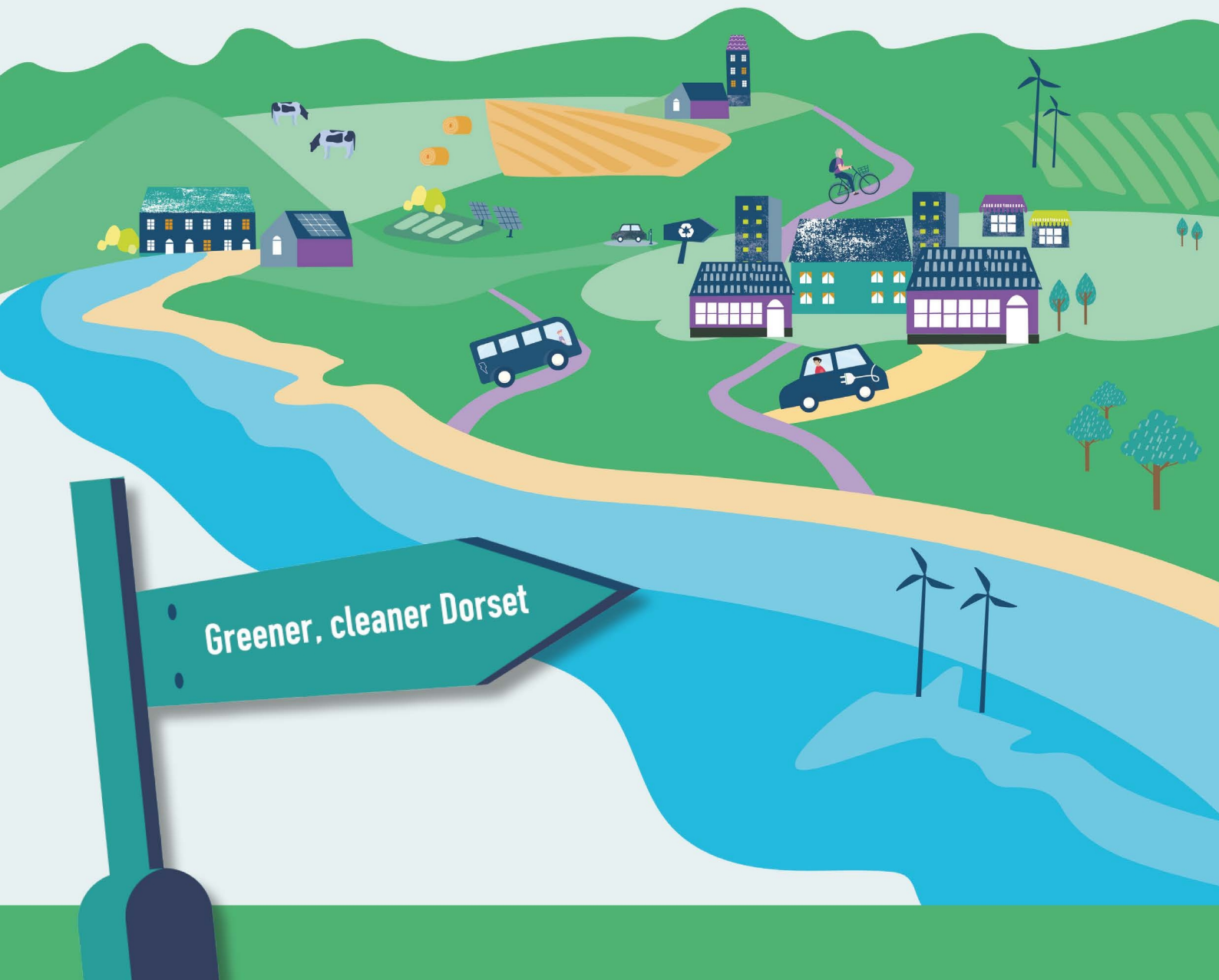


Climate and Nature

Progress Report – Autumn/Winter 2025



Contents

1. Introduction	2
2. Council-wide carbon emissions.....	3
2.1. About this data	3
2.2. Changes from previous years	3
2.3. Dorset Council's Emissions.....	4
2.4. Workstream Breakdown	8
2.4.1. Buildings and Assets.....	8
2.4.2. Waste from Dorset Council sites.....	11
2.4.3. Highways Materials	11
2.4.4. Street Lighting	12
2.4.5. Fleet	13
2.4.6. Business Mileage	15
2.4.7. Commuting.....	16
2.4.8. Dorset Travel.....	17
2.5. Performance versus targets	18
3. Dorset Council Area Emissions.....	20
3.1. About this data	20
3.2. National Context.....	21
3.3. Dorset's current footprint and national comparators	22
3.4. Change over time	23
3.5. Sectoral breakdown	24
3.6. Performance versus targets	25
4. Nature	26
5. What's Next?.....	37
5.1. Operational Programme	37
5.2. Climate Facilitation programme	38
5.3. Nature Recovery	40
5.4. Adaptation to Climate Change	41
6. Funding	42



1. Introduction

- 1.1. This report gives a quantitative summary of the progress against the Natural Environment, Climate and Ecology Strategy 2023-25, and the updates to it in the Dorset Council Plan 2024-29. The strategy is focused on three pillars: cutting our greenhouse gas emissions; helping nature to recovery by protecting and enhancing our land, rivers and seas; and adapting for the impacts of unavoidable environmental change. These pillars feed through into nine core missions that seek to address “how we power and heat things; how we build, make and dispose of things; how we use our land, rivers and seas.”¹
- 1.2. The Dorset Council Plan 2024-29 accelerated the net zero target outcomes of the Natural Environment, Climate and Ecology Strategy 2023-25, and we now aim to deliver:
- Net Zero emissions for Dorset Council’s direct operations (scopes 1 and 2²) by 2035
 - Net Zero emissions for Dorset Council’s indirect operations (scope 3) by 2040
 - Net Zero emissions for the Dorset Council area by 2045
- 1.3. The Dorset Council Plan 2024-29 also reiterates the strategy’s target for 30% of the Dorset Council area’s land to be in positive management for nature by 2030, and included further targets that:
- 80% of our urban verges will be managed to enhance their value for nature by 2030
 - Improve 300 miles of the Rights of Way network, making it more accessible to connect people’s access to nature by 2030
 - 70% of our county farms land will be managed using sustainable farming practices that balance food production and nature by 2030
 - 15,000 hectares of Dorset are covered by Landscape Recovery management agreements by 2030

¹ [Natural Environment, Climate and Ecology Strategy 2023 to 25 Refresh - Dorset Council](#)

² Scope 1 emissions are those from activities owned or controlled by an organisation.

Scope 2 emissions are those that are associated with an organisation’s consumption of purchased electricity, heat, steam and cooling

Scope 3 emissions are a consequence of an organisation’s actions that occur at sources they do not own or control and are not classed as Scope 2 emissions. i.e. business mileage, procured travel, or commuting.

[2025 Government greenhouse gas conversion factors for company reporting: Methodology paper](#)



- 1.4. This report provides an update on emissions and the nature trajectory using the latest available data. As such, it does not provide a comprehensive or detailed narrative of programme delivery, which was the subject of our earlier qualitative report on programme delivery released in July 2025.³
- 1.5. This report concentrates on nature recovery work where the council is enhancing and creating natural spaces and therefore does not account for wider nature maintenance work. As we have not provided quantitative data of nature recovery to this detail before, this report has covered both 2023/24 and 2024/24 data where possible, in order to offer points of comparison.

2. Council-wide carbon emissions

2.1. About this data

- 2.1.1. This section presents Dorset Council's operational emissions, reporting on the emissions the council has directly emitted or indirectly contributed to through its operations, such as electricity and procured travel. Emissions figures are reported in terms of tonnes of Carbon Dioxide Equivalents (tCO₂e), but incorporate the seven main greenhouse gases that contribute to climate change recognised by the Kyoto Protocol, most notable of which are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Emissions are calculated by measuring the council's consumption, such as kWh of electricity or litres of fuel, and converting it through the national conversion factor provided by the Department of Energy Security and Net Zero (DESNZ).⁴
- 2.1.2. Our 2019/20 baseline data do not take full account for external emissions such as procurement and homeworking. These figures are already captured in the Dorset-wide figures and are outside of the council's direct control. In last year's progress report, an indicative estimate for Working from Home emissions was given as 1,334.65 tCO₂e. Based on approximate staff working patterns for 2024/25, the indicative estimate for emissions from working from home is 1,392.44 tCO₂e. Further work is being carried out on monitoring and reducing the council's emissions from its wider procurement.

2.2. Changes from previous years

- 2.2.1. The council continuously works towards making its data as accurate and robust as possible. As such, the method of collection for some data may change from year to year as more accurate methods are used. In order to offer an accurate measure of comparison, changes to methodologies are backdated to the council's baseline in 2019/20.

³ [Natural Environment, Climate and Ecology Progress Report – Spring/Summer 2025.pdf](#)

⁴ [Greenhouse gas reporting: conversion factors 2024 - GOV.UK](#)



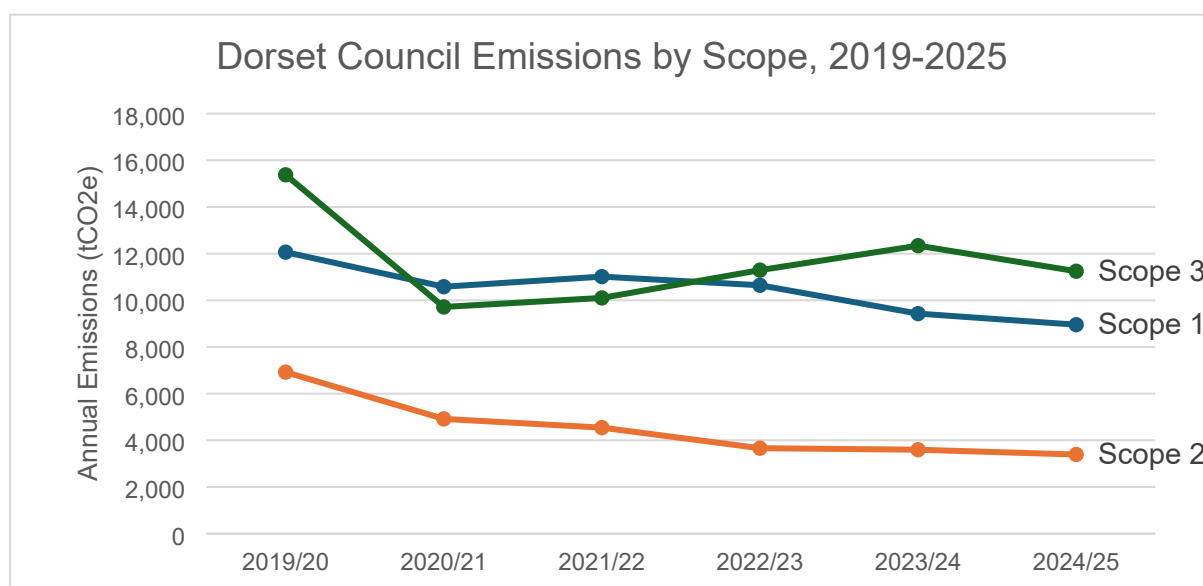
- 2.2.2. **Fleet – Well-to-Tank:** This year was the first to include Hydrotreated Vegetable Oil (HVO) as a fuel source for our fleet. The DESNZ scope 1 conversion factor for HVO is significantly below that of diesel, offering significant carbon savings for a transitional drop-in fuel. However, this does not include the full life-cycle emissions of HVO, which are covered under the Well-to-Tank emissions in Scope 3. The council has not previously measured Well-to-Tank emissions; therefore, this has been backdated to also include the Well-to-Tank emissions for our fleet's diesel and petrol usage since 2019/20. This also brings fleet's fuel emissions closer in line with its electricity emissions, which were already measuring the scope 3 factor of transmission and distribution of electricity for its EVs.
- 2.2.3. **Business Mileage and Commuting:** Business mileage and commuting emissions have previously used the conversion factor for a Medium Car in the UK. This conversion factor covers vehicles designed around an engine size of 1.4-2.0L. DESNZ offers a different conversion factor for Average Car in the UK, which accounts for all cars registered for UK roads, balanced around the ratio of ownership and average mileage for vehicles of each size. This conversion factor offers a more accurate portrayal of the types of cars used for business mileage and commuting at Dorset Council.
- 2.2.4. **Dorset Travel:** Dorset Travel has continued to monitor and review its data, which has been backdated to the baseline year to allow for accurate comparison. As data is reviewed, the service can update estimates with actual mileage accrued, giving more accurate mileage and emissions figures.

2.3. Dorset Council's Emissions

- 2.3.1. The council's operational emissions encompass eight workstreams, which vary in their coverage of direct and indirect emissions. In 2024/25, the largest scope of emissions continued to be scope 3, of which we have the least amount of influence over compared to scope 1 and 2. This includes many of the workstreams which are demand-driven, such as Dorset Travel, or led by national funding schemes, such as Highways Materials. Despite this, the council has continued to decrease emissions across all scopes.



Figure 1: *Workstreams' share of Dorset Council Scopes 1+2 Emissions, 2019/20 and 2024/25*



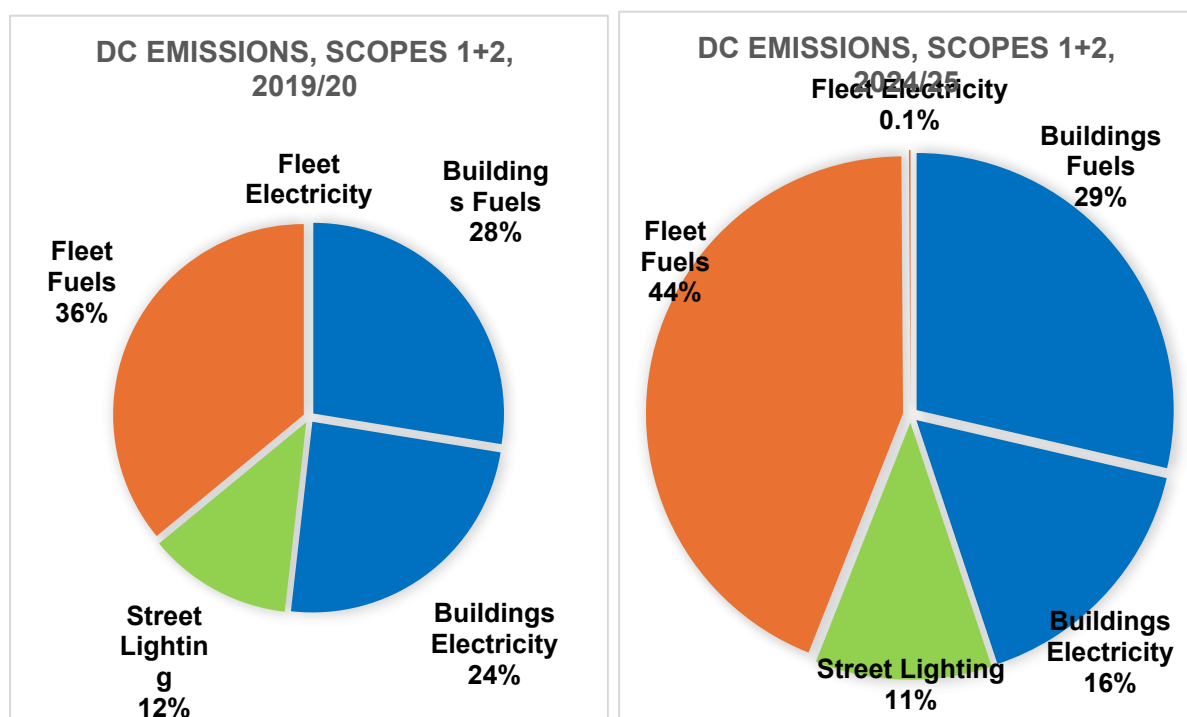
2.3.2. Our scopes 1 and 2 emissions are the areas we have more direct control or stronger influence over, comprising directly burned fuels for our buildings and fleet vehicles, and electricity for our buildings, fleet EVs, and street lighting.

Figure 2: *Dorset Council Emissions by percentage share, 2019/20 and 2024/25*

Workstream	Scopes	Percentage of council's Scopes 1+2 emissions 19/20	Percentage of council's Scopes 1+2 emissions 24/25
Buildings – Fuels	1	28%	29%
Buildings – Electricity	2	24%	16%
Fleet – Fuels	1	36%	44%
Fleet - Electricity	2	0%	0.1%
Street Lighting	2	12%	11%



Figure 3: *Workstreams' share of Dorset Council Scopes 1+2 Emissions, 2019/20 and 2024/25*



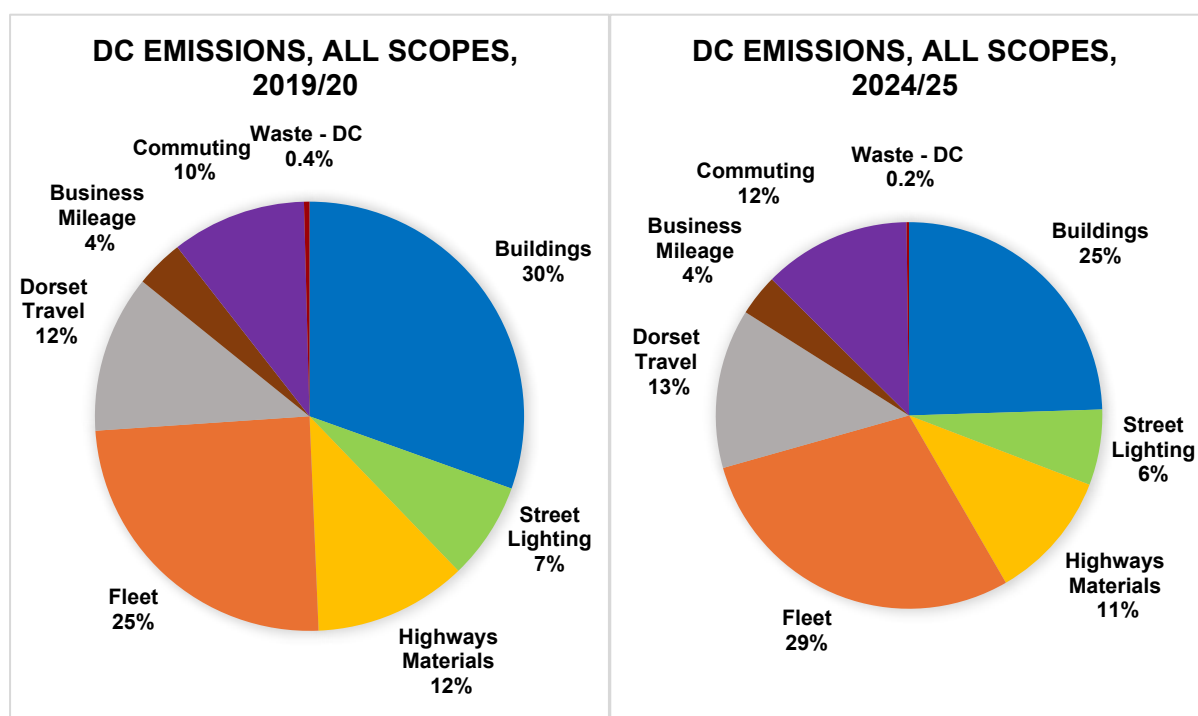
2.3.3. Across all three scopes, all workstreams have reduced their emissions compared to the baseline year of 2019/20. The rate that each workstream has reduced its emissions has varied since 2019/20, therefore the percentage share of each workstream has shifted over time. Most notably, buildings had started as the largest contributor to the council's emissions, but has now been superseded by fleet emissions, owing to the significant energy-efficiency upgrades and decarbonisation of our estate's electricity and heating systems.

Figure 4: *Dorset Council Emissions by percentage share, 2019/20 and 2024/25*

Workstream	Scopes	Percentage of council's emissions 19/20	Percentage of council's emissions 24/25
Buildings	1,2,3	30%	25%
Streetlighting	2,3	7%	6%
Highways Materials	3	12%	11%
Fleet	1,2,3	25%	29%
Dorset Travel	3	12%	13%
Business Mileage	3	4%	3%
Commuting	3	10%	12%
Waste from DC sites	3	0.4%	0.2%



Figure 5: *Workstreams' share of Dorset Council All Scopes Emissions, 2019/20 and 2024/25*



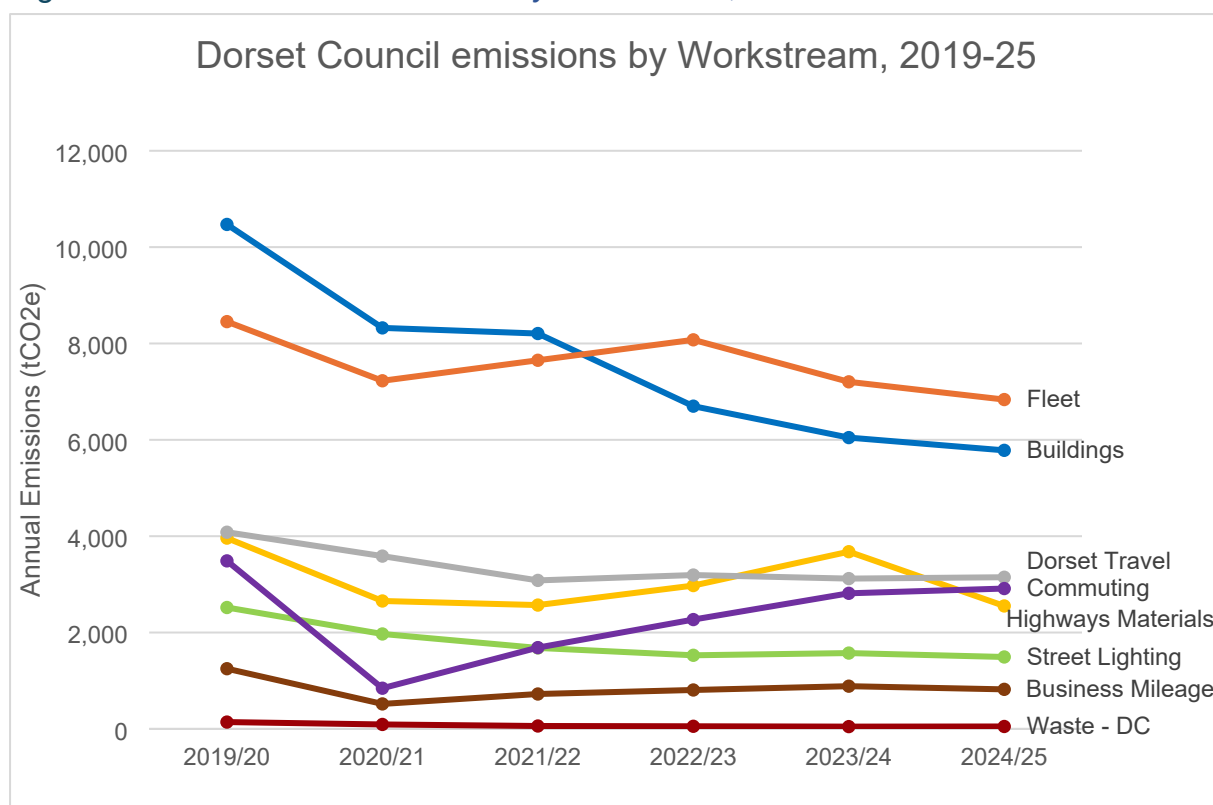
2.3.4. Although every workstream has reduced compared to the baseline, three of the eight workstreams have seen an increase in emissions compared to 23/24. These were Dorset Travel, Commuting, and Waste from DC sites. However, overall, emissions have decreased compared to 2023/24 by 7%.

Figure 6: Dorset Council Greenhouse Gas Emission Sources

Workstream	2019/20 Baseline (tCO ₂ e)	2023/24 (tCO ₂ e)	2024/25 (tCO ₂ e)	% Change from Baseline	% Change from 2023/24
Buildings	10,471.0	6,046.4	5,781.8	-44.8%	-4.4%
Street Lighting	2,519.5	1,573.5	1,492.6	-40.8%	-5.1%
Highways Materials	3,960.0	3,677.9	2,551.6	-35.6%	-30.6%
Fleet	8,453.6	7,204.0	6,835.8	-19.1%	-5.1%
Dorset Travel	4,082.2	3,119.7	3,147.7	-22.9%	0.9%
Business Mileage	1,249.2	886.3	820.7	-34.3%	-7.4%
Commuting	3,487.4	2,814.2	2,912.9	-16.5%	3.5%
Waste from DC sites	141.5	47.2	49.9	-64.7%	5.8%
Total	34,364.3	25,369.2	23,593.1	-31.3%	-7.0%



Figure 7: *Dorset Council emissions by Workstream, 2019-25*



2.4. Workstream Breakdown

2.4.1. Buildings and Assets

Compared to the baseline year (2019/20), Dorset Council's electricity, fuel and water emissions for its **buildings and assets** have **reduced by approximately 45% to 5,782 tonnes of CO₂e**.

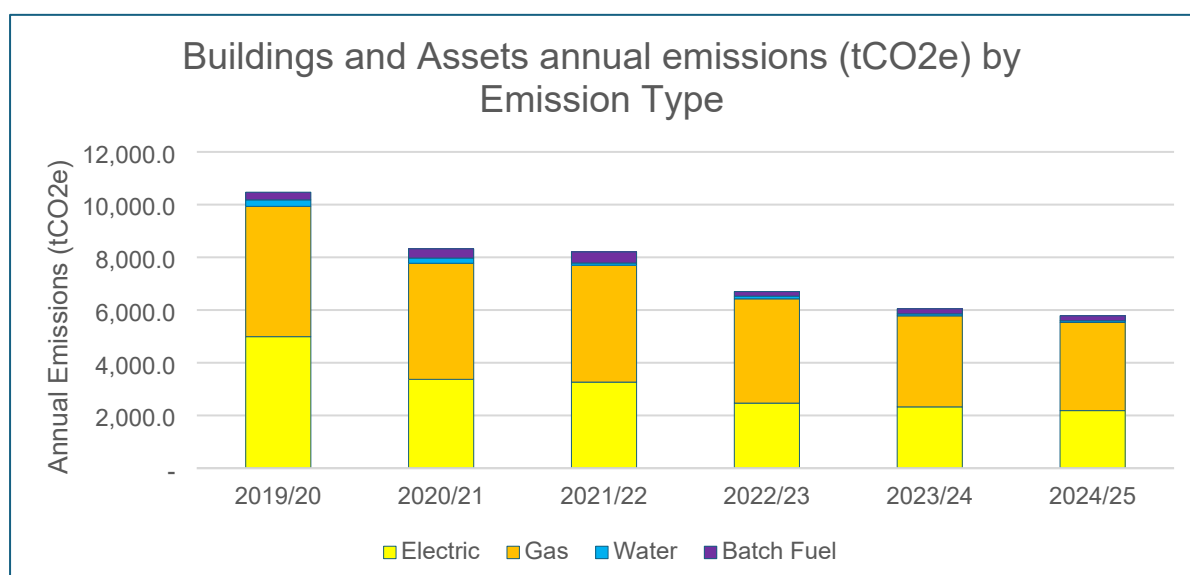
- 2.4.1.1. The council's buildings and assets have continued to achieve some of the largest emissions savings of our workstreams, both in terms of tonnage of CO₂e and as a percentage of its baseline figure. The sources of emissions within buildings and assets are electricity, natural gas, batch fuels (kerosene, red diesel, propane), and water supply and treatment.



Figure 8: *Breakdown of emissions for Buildings and Assets by Emission Sources*

Emission Source	2019/20 (tCO ₂ e)	2024/25 (tCO ₂ e)	Difference (tCO ₂ e)	% Change from baseline
Electricity	4,990.0	2,184.3	2,805.7	- 56%
Gas	4,943.9	3,344.5	1,599.4	- 32%
Batch Fuels	290.8	190.2	100.7	- 35%
Water	246.3	62.9	183.4	- 74%
Total	10,471.0	5,781.8	4,689.2	- 45%

Figure 9: *Buildings and Assets annual emissions (tCO₂e) by Emission Source, 2019-25*



2.4.1.2. Buildings and Assets is one of the few workstreams which encompasses all three scopes of emissions. The sources of emissions in each scope are:

2.4.1.3. Scope 1:

- Natural Gas
- Kerosene
- Red diesel
- Propane



Scope 2:

- Purchased electricity

Scope 3:

- Electricity transmission and distribution
- Water treatment and supply

Figure 10: *Breakdown of emissions for Buildings and Assets by Scope*

Scope	2019/20 (tCO ₂ e)	2024/25 (tCO ₂ e)	Difference (tCO ₂ e)	% Change from baseline
Scope 1	5,234.7	3,534.6	1,700.1	- 32%
Scope 2	4,599.5	2,006.9	2,592.6	- 56%
Scope 3	636.8	240.3	396.6	- 62%
Total	10,471.0	5,781.8	4,689.2	- 45%

2.4.1.4. Last year, we reported that the national conversion factor for grid electricity, provided by DESNZ, had increased compared to the year before (22/23). This year, the conversion factor has stayed stable, but the council has continued to decrease its emissions from electricity due to a 6% decrease in electricity purchased compared to the 23/24, achieving both carbon and financial savings. This is through a combination of energy efficiency upgrades and the continued expansion of on-site renewable energy generation, which has now seen a total of 6MW of solar PV capacity installed. The installation of on-site renewables also has the additional benefit of decreasing electricity transmission and distribution, a scope 3 emission.

2.4.1.5. The council has continued to decrease its usage of natural gas through replacing building heating systems and improving the energy efficiency of buildings through material upgrades. However, scope 1 emissions (gas and batch fuels) have decreased at the slowest rate, at 32% savings compared to the baseline year. This leaves scope 1 as the largest scope within buildings and assets. Whilst electricity emissions will decrease through decarbonisation of the national grid and the installation of on-site renewable energy generation, building heating will need further concerted efforts to decarbonise.

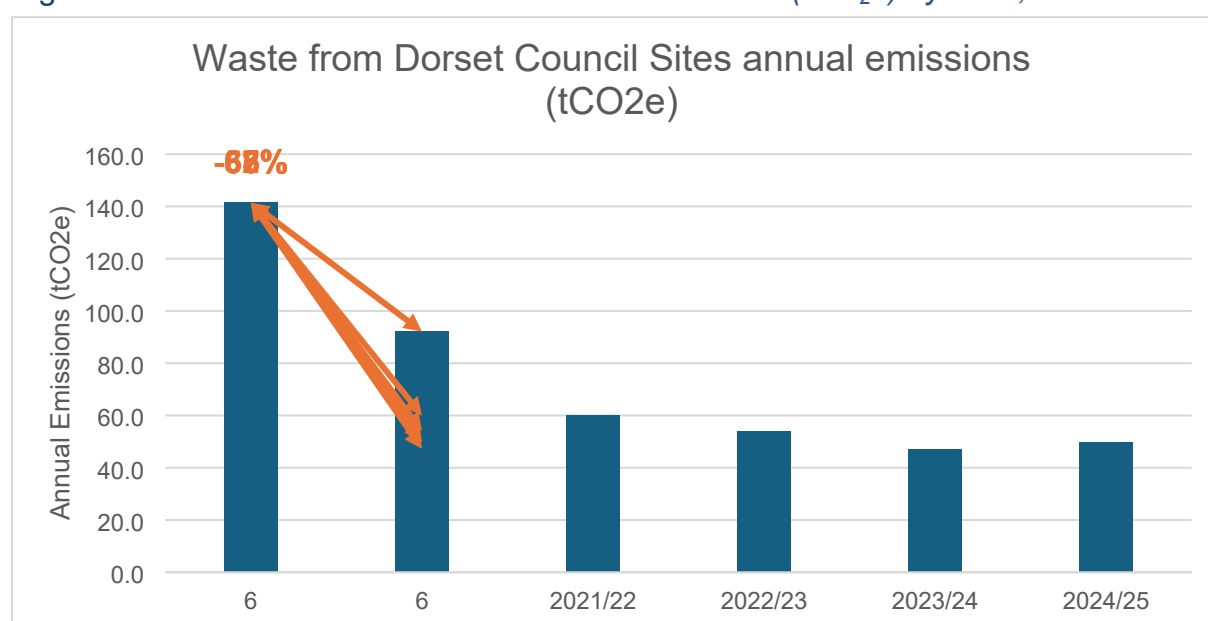


2.4.2. Waste from Dorset Council sites

Compared to the baseline year (2019/20), emissions from **Waste from Dorset Council sites** have **reduced by approximately 65% to 49.9 tonnes of CO₂e**.

- 2.4.2.1. Emissions savings from Waste from Dorset Council sites is far ahead of carbon reduction targets at a 65% saving compared to the baseline year but has seen a small regression in 2024/25 compared to the year before, which had achieved 67% savings.
- 2.4.2.2. The council sent less waste overall compared to the year prior; however, due to periods of machine breakdown at the usual treatment site, some waste had been diverted to landfill. Due to the significantly larger conversion factor for landfill compared to recycling, this has had a disproportionate effect overall carbon savings, despite progress being made in other avenues.

Figure 11: *Waste from Dorset Council Sites Emissions (tCO₂e) by Year, 2019-2025*



2.4.3. Highways Materials

Compared to the baseline year (2019/20), emissions from **Highways materials** have **reduced by approximately 36% to 2,552 tonnes of CO₂e**.

- 2.4.3.1. Emissions from Highways Materials made a significant saving in 2024/25 compared to the year before, dropping 31% compared to the year prior. This is due to a combination of a smaller highways resurfacing program and an increase in the usage of lower emission materials.

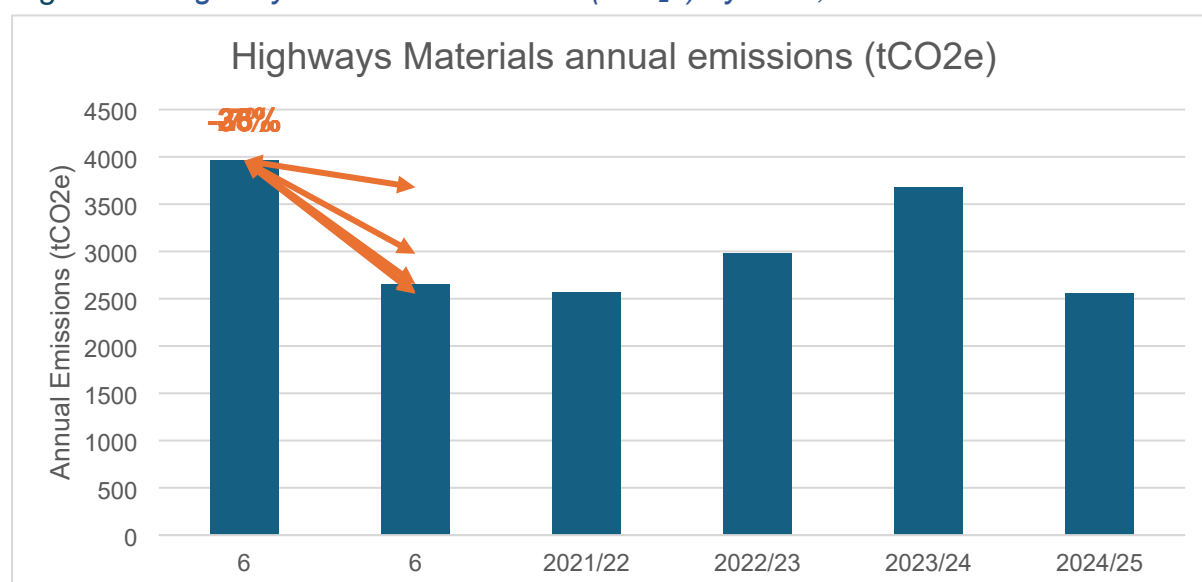


2.4.3.2. Resurfacing work was able to make use of a higher proportion of warm mix asphalt compared to the year before, which contributes towards much lower emissions compared to the hot mix alternative. This year, the Highways team were able to use a majority warm mix (low energy) asphalt for its resurfacing work.

Figure 12: Proportion of Asphalt Mix Used, 23/24 to 24/25

Year	Proportion of Material Used	
	Hot Mix Asphalt	Warm Mix (low energy) Asphalt
2023/24	56%	44%
2024/25	47%	53%

Figure 13: Highway Materials Emissions (tCO₂e) by Year, 2019-2025



2.4.4. Street Lighting

Compared to the baseline year (2019/20), emissions from **Street Lighting** have reduced by approximately 41% to 1,492.6 tonnes of CO₂e.

2.4.4.1. Street lighting comprises both Scope 2 emissions for the electricity, and Scope 3 emissions for its transmission and distribution.

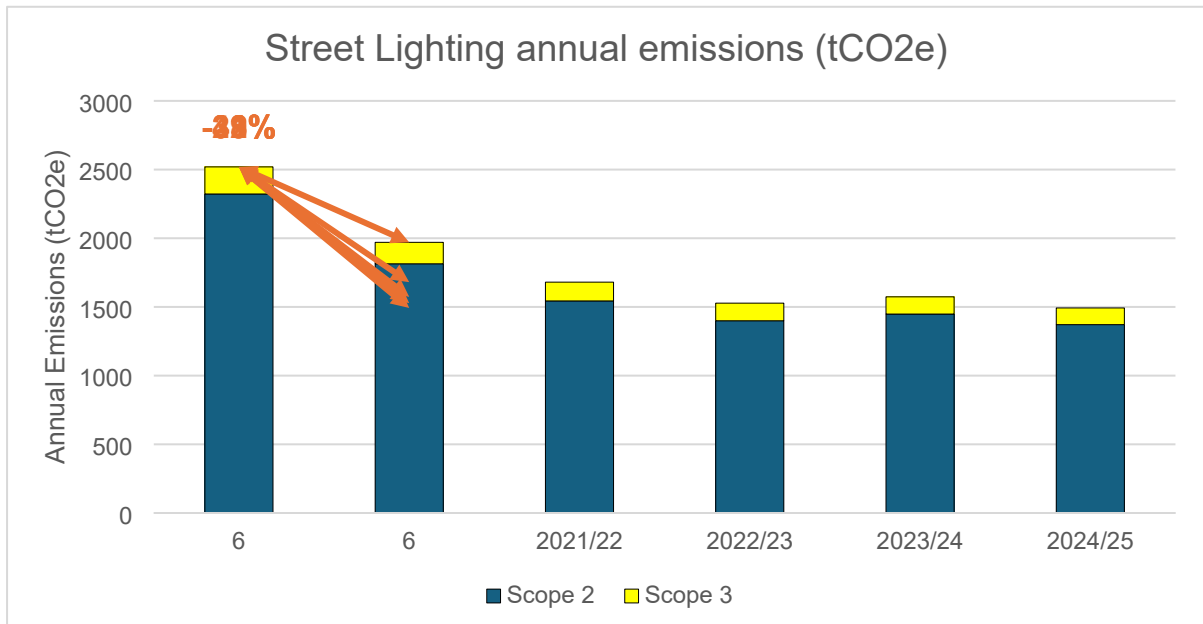
2.4.4.2. The council reduced its consumption of electricity for its street lighting by 5% compared to the year prior (2023/24), and consumed 27% less electricity compared to the baseline year (2019/20). This year, the national conversion factor for grid electricity stayed stable, therefore this decrease in



consumption has also led to a decrease in carbon emissions, achieving the 40% emissions reduction target for 2025.

2.4.4.3. The programme of street lighting replacement was halted in October 2024, pending an update to the Street Lighting policy. The updated policy was approved in September 2025, setting lower colour temperatures and introducing dimming in quiet roads. The replacement programme is currently in its design stage to incorporate the new policy for the remaining street lighting replacements. In the same cabinet paper, cabinet also approved an initiative with the street lighting service provider to replace 18,500 lanterns with more energy-efficient LED replacements over the next two to three years.

Figure 14: *Street Lighting Emissions (tCO₂e) by Year, 2019-2025*



2.4.5. Fleet

Compared to the baseline year (2019/20), emissions from the council's Fleet have **reduced by approximately 19% to 6,835.82 tonnes of CO₂e.**

2.4.5.1. Fleet is our other workstream which encompasses all three scopes of emissions. In 2024/25, we have seen a 20% reduction in Scopes 1 and 2 emissions compared to the baseline year, and a 19% reduction in total fleet emissions compared to the baseline year. The sources of emissions in each scope are:



2.4.5.2. Scope 1:

- Bunkered fuel: Diesel, Hydrotreated Vegetable Oil (HVO)
- Fuel card purchases: Diesel, Petrol

Scope 2:

- Electricity for EVs

Scope 3:

- Electricity transmission and distribution for EVs
- Well-to-tank emissions for directly burned fuels (diesel, HVO, petrol)

2.4.5.3. From this year, we have started to capture the well-to-tank emissions of our directly burned fuels in our fleet vehicles and plant (diesel, HVO, petrol). This refers to the emissions from the production and transport of a fuel. This is similar to the electricity transmission and distribution factor which we have tracked in the past for our EVs. This has required us to also backdate well-to-tank emissions from fleet to our baseline year.

2.4.5.4. This year, the council trialled hydrotreated vegetable oil as a drop-in replacement fuel for diesel which produces less emissions. HVO can be used in most vehicles with a diesel engine unless specified otherwise by the manufacturer; around 90% of our diesel fleet vehicles are viable for using HVO.

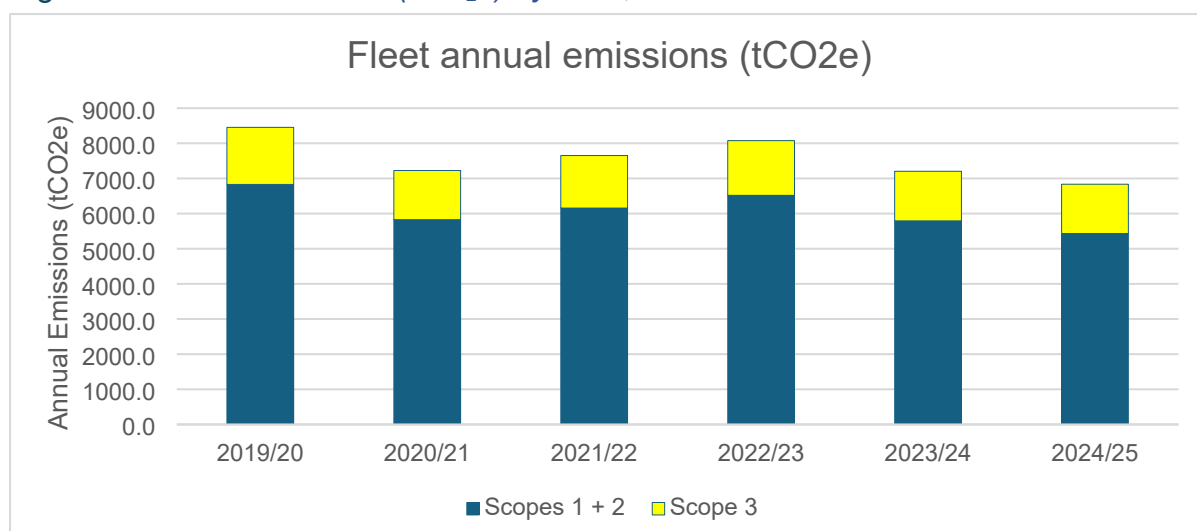
2.4.5.5. The first trial was for our highways summer surface dressing in 2024, which was then expanded to refuelling vehicles from one depot. Because of this, we have only started to see the impact of lower emissions compared to the year before. From April 2025, the rollout of HVO was expanded across the rest of the fleet, and therefore we should see a greater reduction in scope 1 emissions in next year's figures.

Table 15: *Breakdown of emissions for Fleet by Scope*

Scope	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Scopes 1 + 2	6,829.1	5,827.8	6,156.8	6,519.1	5,793.4	5,433.6
Scope 3	1,624.5	1,398.0	1,494.6	1,556.7	1,410.6	1,402.3
Total	8,453.6	7,225.9	7,651.4	8,075.7	7,204.0	6,835.8



Figure 16: *Fleet Emissions (tCO₂e) by Year, 2019-2025*



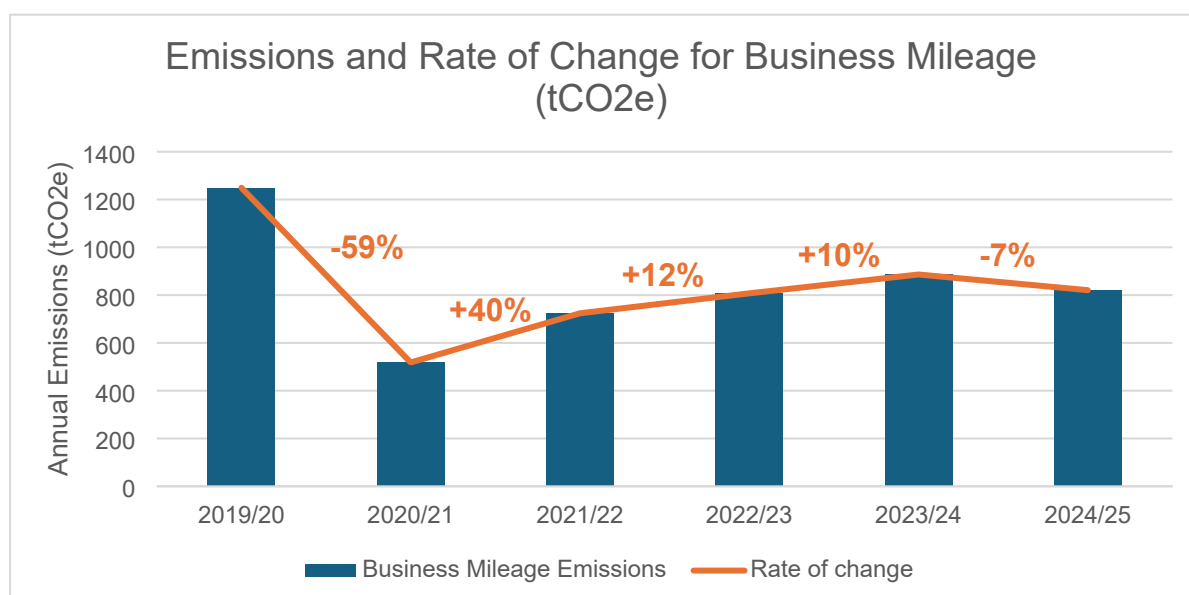
2.4.6. Business Mileage

Compared to the baseline year (2019/20), emissions from the council's **Business mileage** have **reduced by approximately 34% to 821 tonnes of CO₂e.**

- 2.4.6.1. Business mileage emissions have now decreased compared to the previous year for the first time since 2020/21. Since the sharp drop in the first year of the pandemic, emissions had been increasing year-on-year, but at a slowing rate of change. The council saw a year-on-year 7% drop in business mileage emissions in 2024/25. Whilst this is a change in the right direction, it is still above business mileage emissions for 2022/23.
- 2.4.6.2. As described in the *Changes from Previous Years* section, we have switched from using the DESNZ conversion factor for Medium-sized Cars to the conversion factor for Average Cars in the UK, which gives a more accurate reflection of the vehicles used for business mileage purposes. This new emission factor has been backdated to our baseline year of 2019/20 to allow for accurate comparison.



Figure 17: *Business Mileage Emissions (tCO₂e) and Rate of Change by Year, 2019-2025*

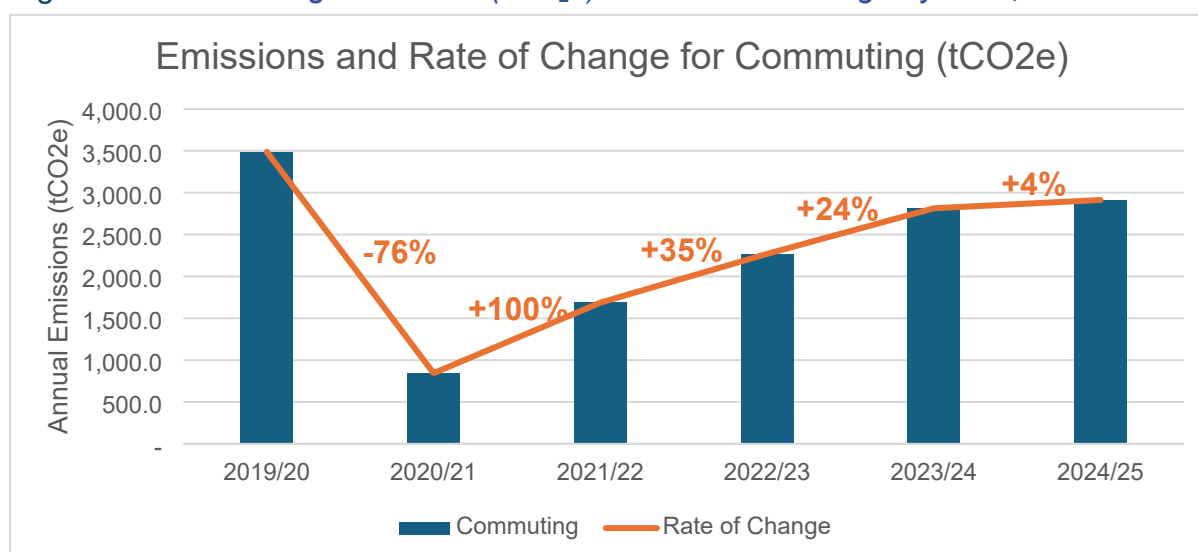


2.4.7. **Commuting**

Compared to the baseline year (2019/20), emissions from **Commuting** have reduced by approximately 16.9% to 2,912.9 tonnes of CO₂e.

2.4.7.1. Emissions from commuting have also been gradually slowing their rate of change but have not yet started their decline. Commuting emissions have continued to increase, this year with a year-on-year 4% increase compared to the year before (2023/24). Like business mileage, commuting emissions reporting also uses the average car conversion factor, attributing to the change in the baseline figure compared to previous years of reporting. All changes have been backdated to give an accurate point of comparison.

Figure 18: *Commuting Emissions (tCO₂e) and Rate of Change by Year, 2019-2025*



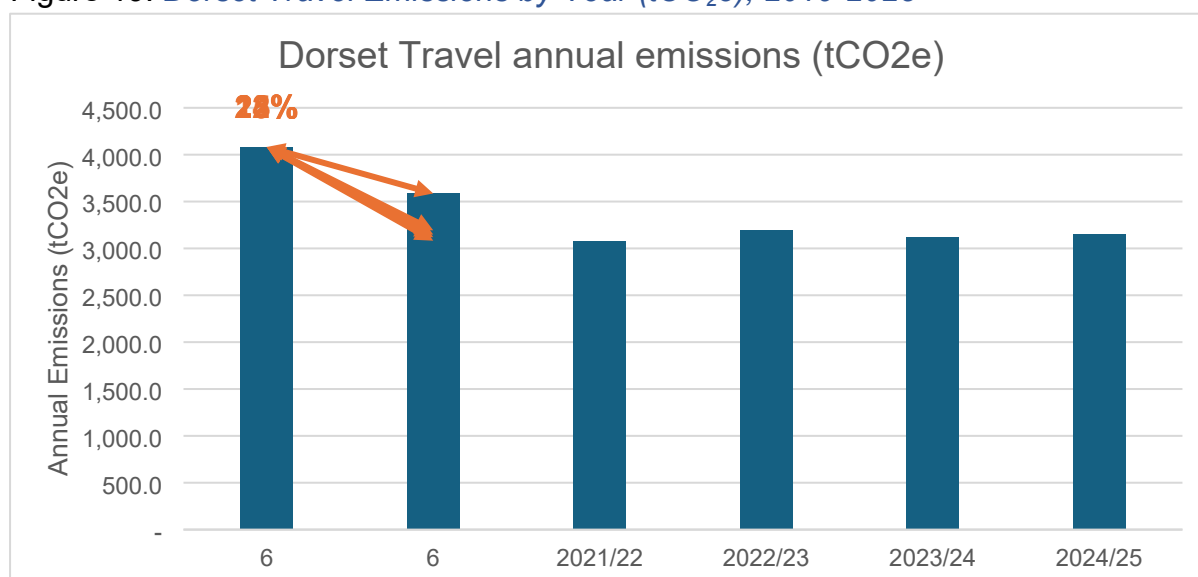
2.4.8. Dorset Travel

Compared to the baseline year (2019/20), emissions from the **Dorset Travel** have **reduced by approximately 22.9% to 3,147.7 tonnes of CO₂e.**

- 2.4.8.1. Dorset Travel has seen a slight increase in emissions, at 1% compared to the previous year (23/24). Overall, the workstream has reduced its emissions by 22.9% compared to the baseline year. Whilst the overall emissions growth rate is low, there was an increase in mileage for Children and Adults services which was counteracted by decreases in mainstream coach services and call off mileage.
- 2.4.8.2. SEND Services continue to dominate in terms of mileage, with a notable increase of 5.4% in 2024/25, reaching over 3.29 million miles. This corresponds to an increase in demand for SEND transport as the number of children has increased by 7%, although this is offset slightly by an increase in the number of children sharing transport, which helps to reduce the number of solo routes.
- 2.4.8.3. Mainstream Services have shown steady growth, peaking in 2023/24 before experiencing a slight decline in 2024/25. Call Off Services have decreased compared to the previous financial year, suggesting that students are increasingly being placed directly on contracted routes. Childcare and Adults Services have remained relatively stable, with only minor fluctuations. The data highlights a growing demand for transport services, particularly in the SEND and Mainstream areas.
- 2.4.8.4. Dorset Travel has continued to monitor and review its data, which has been backdated to the baseline year to allow for accurate comparison. As data is reviewed, we are able to update estimates with actual mileage accrued, giving more accurate mileage and emissions figures.



Figure 19: *Dorset Travel Emissions by Year (tCO₂e), 2019-2025*



2.5. Performance versus targets

Compared to the baseline year (2019/20), Dorset Council emissions have **reduced by approximately 31% to 23,593 tonnes of CO₂e.**

2.5.1. Dorset Council has set a target for reducing its scope 1 and 2 emissions to net zero by 2035, and its remaining scope 3 emissions to net zero by 2040. The targets follow trajectories with interim goals in 2025, 2030, 2035 and 2040. These trajectories provide guideline targets for each year.

Figure 20: *Target Trajectories for Carbon Emission Reduction, by Scope*

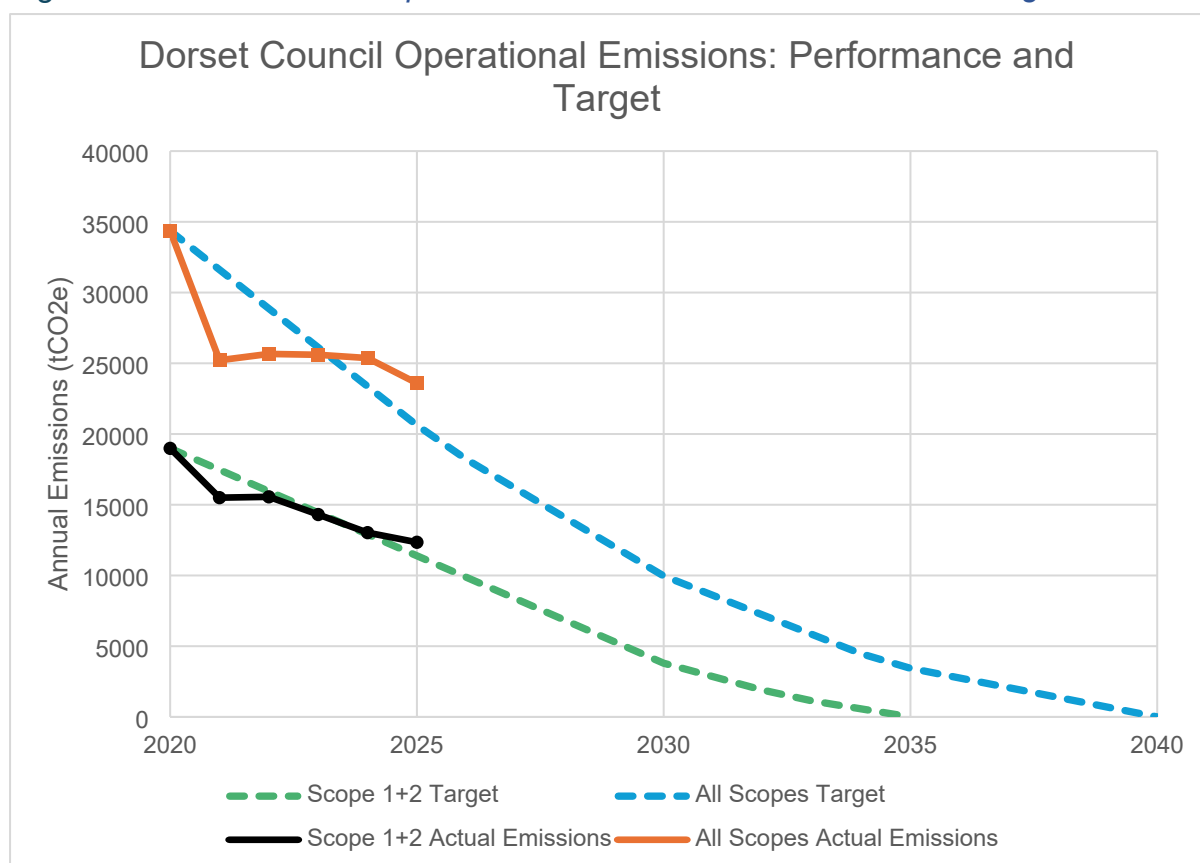
Scope	2025	2030	2035	2040
Scopes 1 + 2	40%	80%	100%	
All Scopes (1,2,3)	40%	70%	90%	100%

2.5.2. This year, the guideline target for scopes 1 and 2 was 11,391 tCO₂e (40% reduction compared to baseline emissions); Dorset Council's scopes 1 and 2 actual emissions was 12,347 tCO₂e (35% reduction compared to baseline emissions).

2.5.3. The guideline target for all operational emissions (scopes 1, 2 and 3) was 20,619 tCO₂e (40% reduction compared to baseline emissions); Dorset Council's actual total operational emissions was 23,593 tCO₂e (31% reduction compared to baseline emissions).



Figure 21: *Dorset Council Operational Emissions: Performance and Target*



2.5.4. Whilst the council has made significant progress in reducing its emissions in 2024/25, it has not achieved either of its interim goals for its 2035 or 2040 trajectories (40% reduction compared to the baseline year). However, the rate of decarbonisation for our total operations has accelerated, with notable progress in multiple workstreams, such as Highways Materials and Business Mileage in Scope 3 both seeing declines in emissions, and all Scope 1+2 workstreams also seeing declines compared to the year before.

2.5.5. The 25/26 targets will be for a 48% reduction in emissions for Scopes 1+2 (9,872.5 tCO₂e), and a 47% reduction in emissions for All Scopes (18,213.1). With the introduction of HVO fuel for council fleet vehicles, which only began in winter 2024 and was not fully implemented until April 2025, we expect a saving of around 4,000 tonnes of CO₂e, equivalent to 70% of our fleet emission. We therefore anticipate our scope 1 and 2 emissions to have reduced by 50-55% (compared to our baseline) by 2025/26, going beyond our 25/26 interim target of 48% and bringing us back on track.



Figure 22: *Dorset Council Operational Emissions by Workstream, All Scopes, 2019-2025*

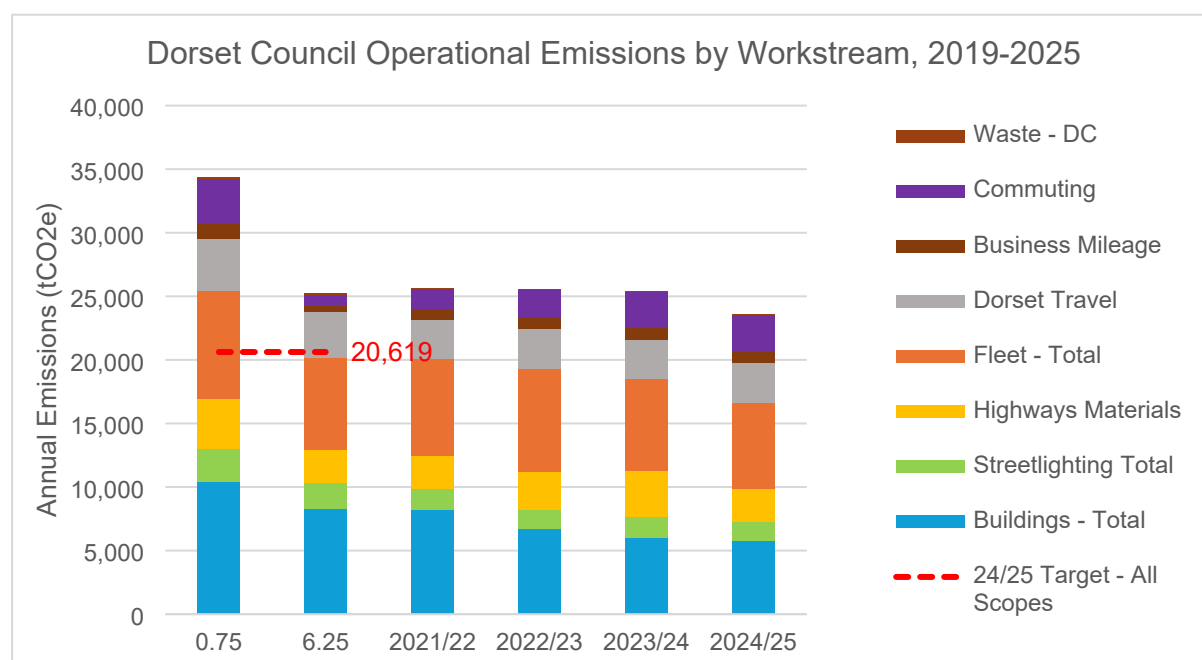
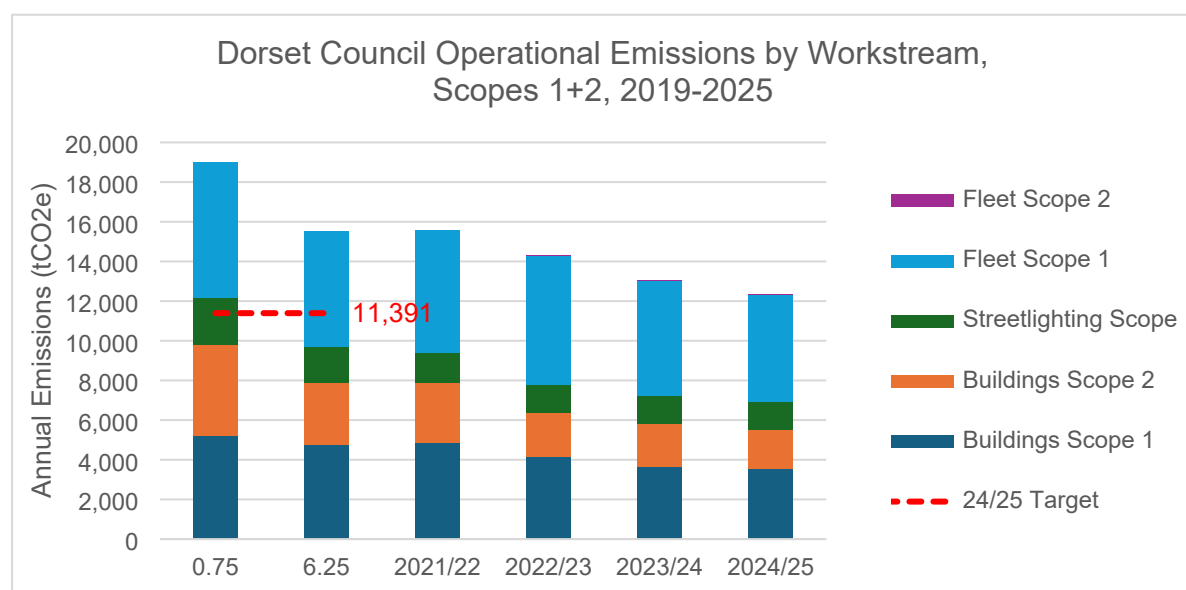


Figure 23: *Dorset Council Operational Emissions by Workstream, Scopes 1+2, 2019-2025*



3. Dorset Council Area Emissions

3.1. It is widely recognised that local authorities can influence up to 30% of the emissions in its area through the wide range of strategies and plans that set the strategic framework for Dorset, such as the local plan, local transport plan and economy strategy. And by working with partners to develop and deliver schemes and programmes that supporting residents and organisations to take action. A great deal of work is to currently taking place to embed climate and nature in all key strategies and plans and develop county wide programmes. A lot of this work is detailed in the spring progress report July 2025 and the key next steps highlighted in section 5 below.

3.2. About this data

3.2.1. This section presents the latest local (Dorset Council administrative) areawide greenhouse gas emissions for 2005-2023 for carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O). The data comes from government's annual local area emissions statistics, which provide a consistent and comparable set of local estimates across the UK.⁵ There is a two-year lag in the reporting year due to data analysis timelines. Each year, statistics throughout the entire time series are revised to account for improvements in measuring and reporting emissions, therefore emissions figures in this report may differ from those stated in prior progress reports.

3.2.2. The emissions reported are mostly those which are emitted locally – except those arising from energy supplies and waste, which are instead allocated to where the energy is used or where the waste arises (rather than to the location of power stations, refineries or waste treatment sites where emissions occur).

3.3. National Context

3.3.1. National emissions decreased by 5.95% in the year to 2023, per capita emissions reduced by 5.9%, and per km² emissions fell by 4.95%. The main driver for this has been from the continued reduction in emissions from electricity across all sectors, owing to a continued decrease in electricity demand, the increasing share of renewable energy in national electricity supply, and 2023 having a comparably higher share of electricity being imported from France, which has less carbon intensive electricity production.

3.3.2. Transport continued to be the highest source of emissions nationally (32%), followed by homes (22%), industry (15%), agriculture (14%), commercial (8%), waste (6%), public sector (3%).

⁵ [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023 - GOV.UK](#)



3.3.3. Emissions have continued to fall in all regions, regardless of geographic, demographic and industrial differences, and fell in 94% (340 out of 361) of local authority areas. The transport sector was the largest emitting sector in the majority of local authority areas (58%), followed by homes (19%), and agriculture (13%).



3.4. Dorset's current footprint and national comparators

Dorset's area-wide net emissions footprint, 2023:

2,095.4 ktCO₂e

This is comprised of agriculture (33.1%), transport (30.9%), homes (20.3%), commercial and industrial buildings (10.9%), waste (3.0%) and public sector buildings (1.8%). Around 7.7% of our gross emissions are sequestered by nature.

Dorset's per capita emissions, 2023:

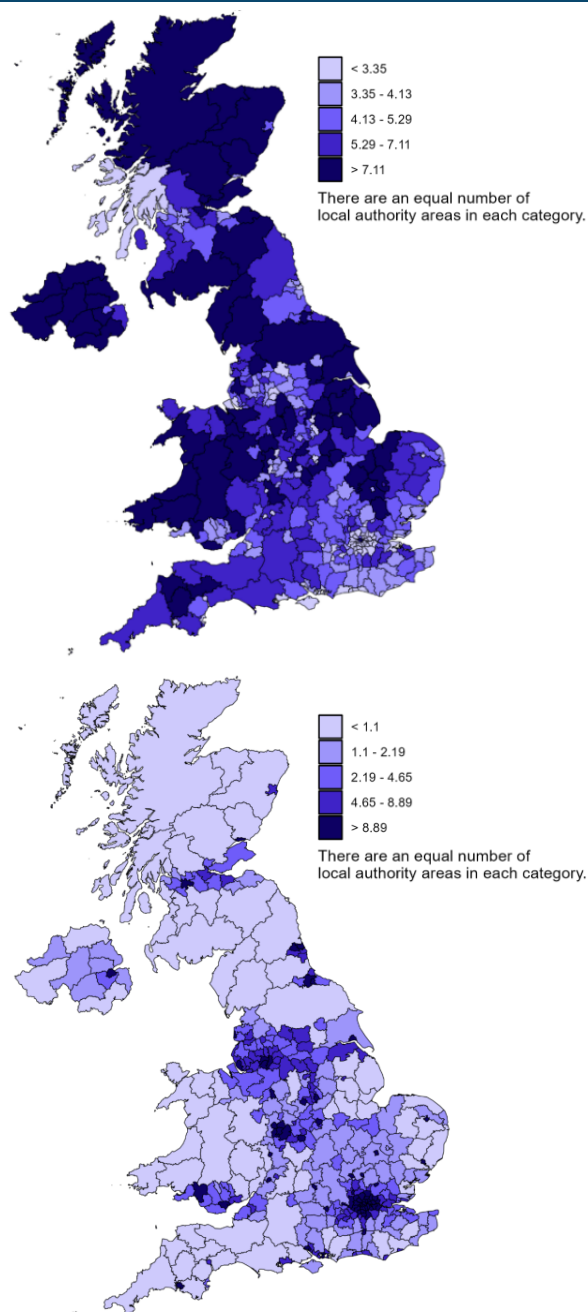
5.4 tCO₂e

This compares to 4.8 in England and 4.9 in the South West.

Dorset's emissions per km², 2023:

0.8 tCO₂e

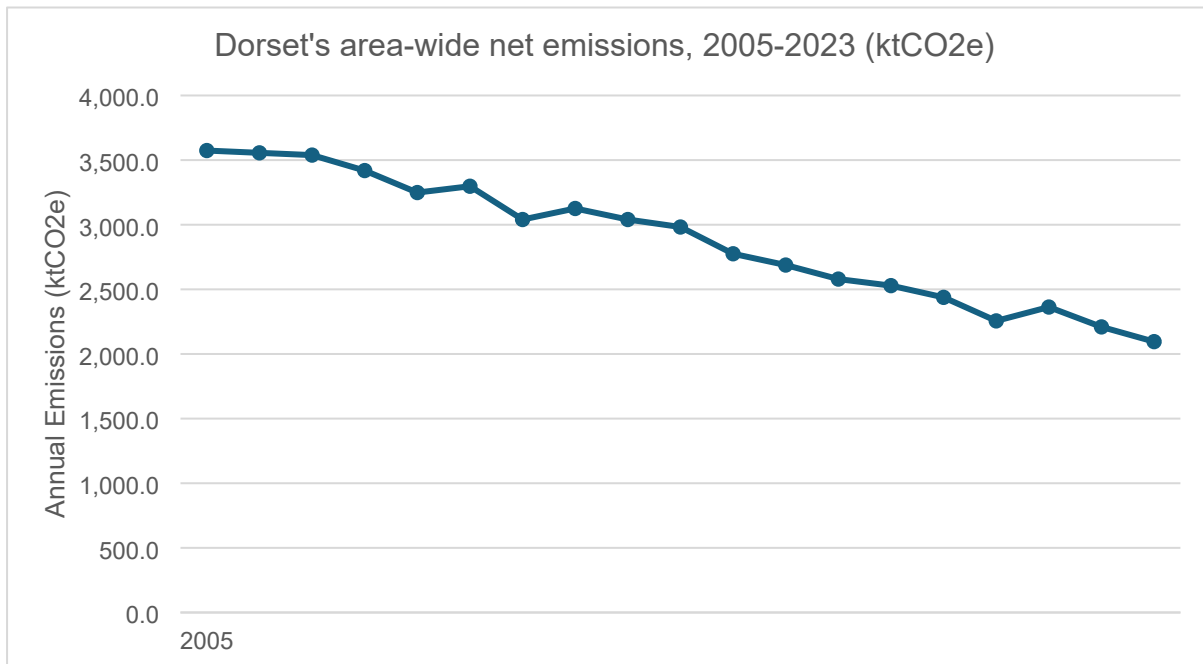
This compares to 2.1 in England and 1.2 in the South West.



3.5. Change over time

Short-term (2022-2023)	Medium-term (2017-2023)	Long-term (2005-2023)
In the year to 2023, Dorset's area-wide emissions reduced by 5.16% (from 2,209 to 2,095 ktCO ₂ e).	Compared to our 2017 baseline, Dorset's area-wide emissions reduced by 18.76% by 2023 (from 2,580 to 2,095 ktCO ₂ e).	Dorset's area-wide emissions reduced by 41.37% from 2005 to 2022 (from 3,574 to 2,095 ktCO ₂ e).
This compares to a 4.95% reduction in England and 4.2% in the South West.	This compares to a 19.6% reduction in England and 18.79% in the South West.	This compares to a 45.97% reduction in England and 44.58% in the South West.

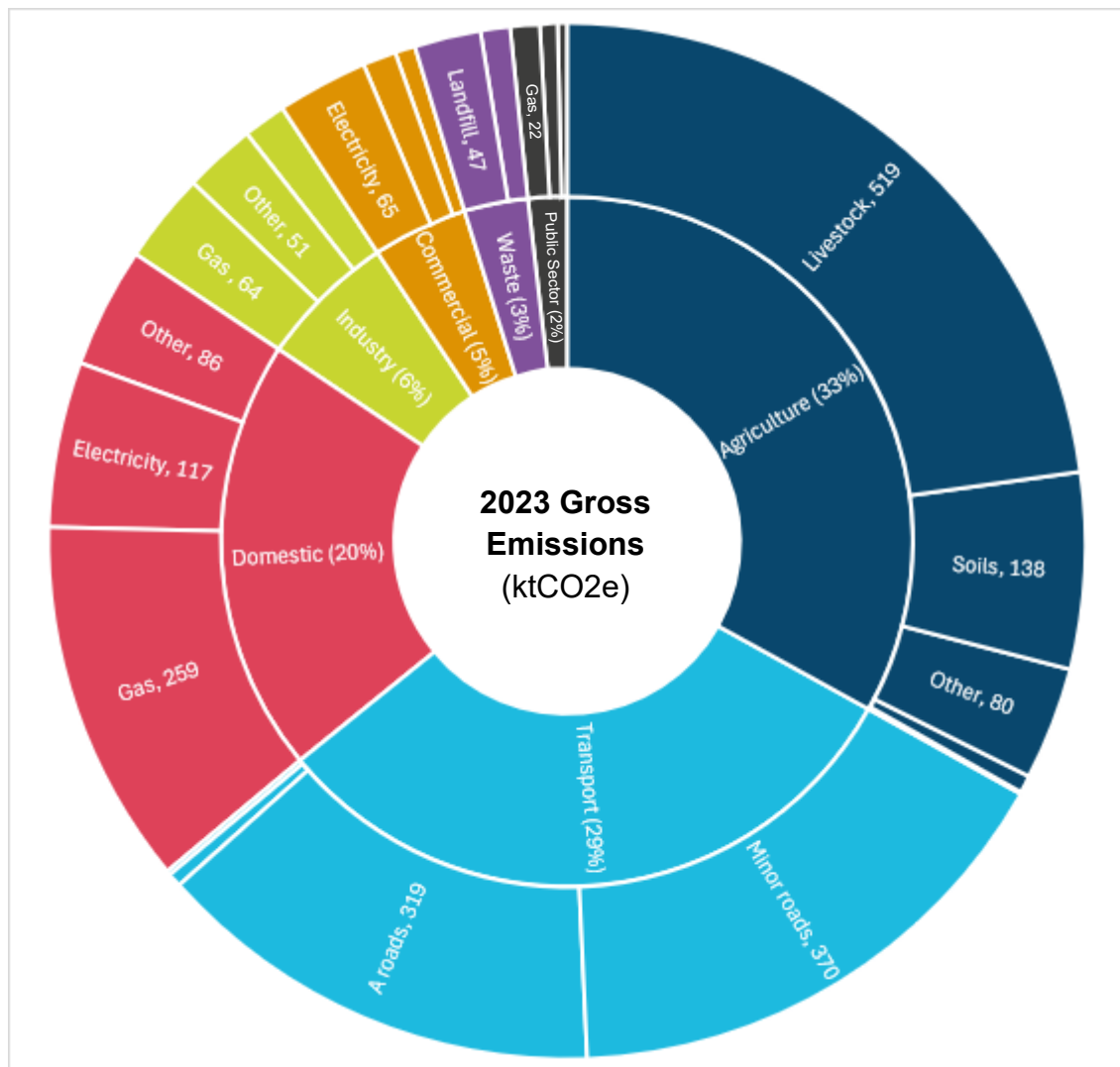
Figure 24: *Dorset Council Area Net Emissions, 2005-2023 (ktCO₂e)*



3.6. Sectoral breakdown

3.6.1. The following diagram shows the breakdown of Dorset's gross footprint excluding the reduction from Land use, land use change and forestry (LULUCF) in 2023. As is shown, local emissions sources – from largest to smallest – are agriculture (33%), transport (29%), domestic (20%), industry (6%), commercial (5%), Waste (3%), and the public sector (2%).

Figure 25: Dorset Council Area Gross Emissions, 2023 (ktCO₂e)

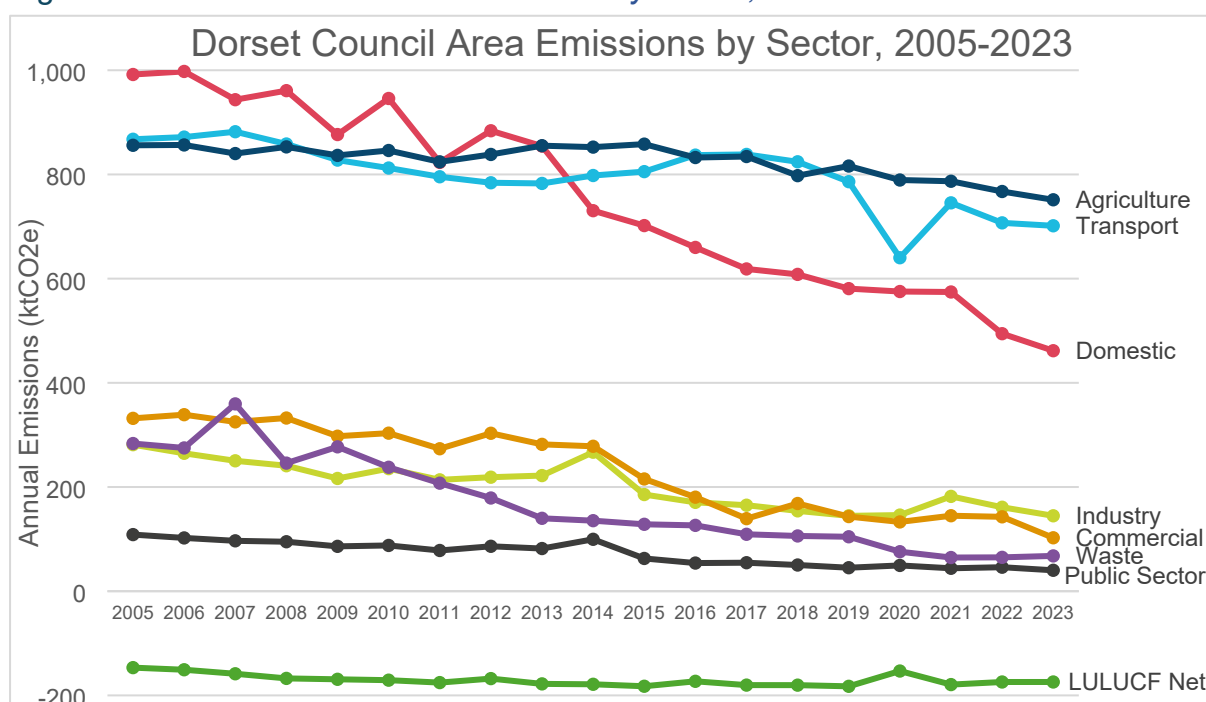


3.6.2. The following diagram shows how those individual sectors have varied over time.

3.6.3. All but one sector saw emissions reductions over the year to 2023, with more significant reductions in sectors that benefitted from the national decarbonisation of electricity. The sectors that saw emission reductions were commercial (-28.17%), public sector (-12.83%), industry (-10.17%), domestic (-6.61%), agriculture (-2.07%), and transport (-0.8%). The only sector to increase emissions was waste (+4.25%).

3.6.4. In real terms, the largest reductions in emissions since our 2017 baseline have come from homes (-157 ktCO₂e, 32% of reductions), transport (-137 ktCO₂e, 28% of reductions), and agriculture (-83 ktCO₂e, 17% of reductions), totalling 77% across the top three sectors.

Figure 26: *Dorset Council Area Emissions by Sector, 2005-2023*

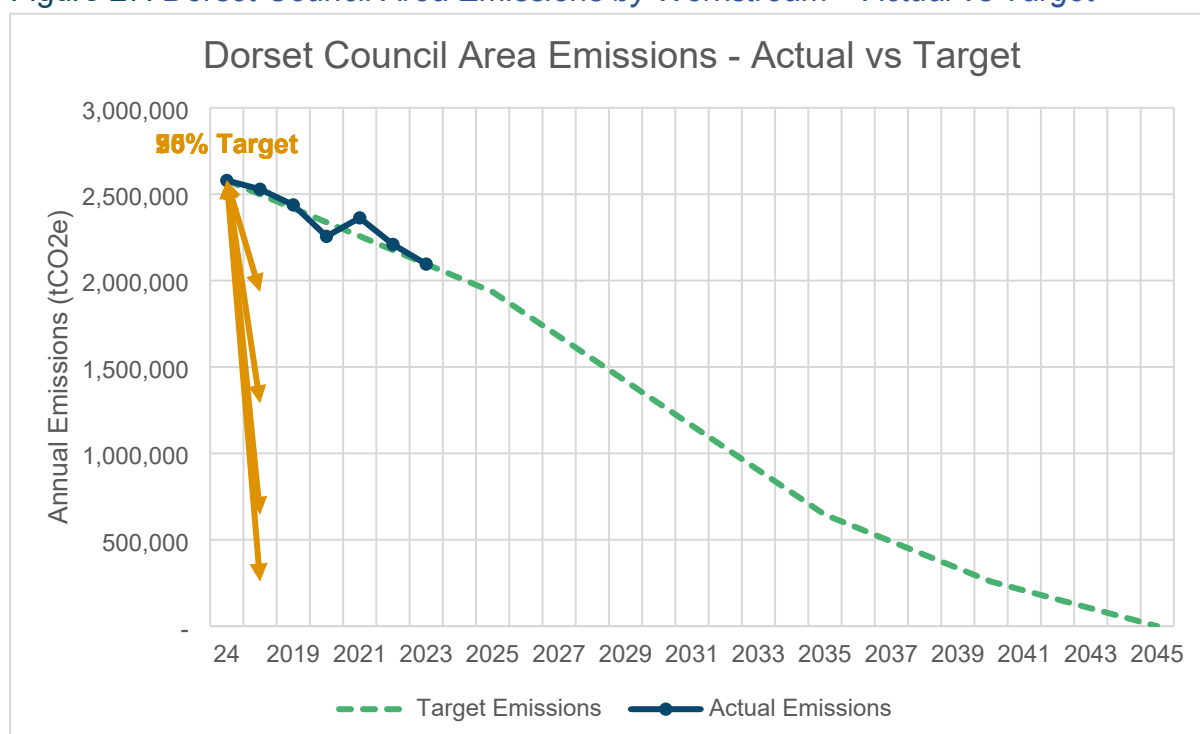


3.7. Performance versus targets

3.7.1. As part of the Dorset Council Plan 2024-2029, the net zero target for Dorset area-wide emissions was brought forward to 2045. The interim targets along the trajectory are for a 25% reduction by 2025, 50% by 2030, 75% by 2035, and 90% by 2040. Area emissions were above the target trajectory in 2021 and 2022, but have come back within target in 2023, reducing by 18.8% compared to the baseline of 2017.



Figure 27: *Dorset Council Area Emissions by Workstream – Actual vs Target*



4. Nature

4.1. Introduction

- 4.1.1. This provides an overview on a range of Dorset Council teams that are involved in delivering newly created or enhanced nature (nature recovery) as part of their work including projects or schemes that Dorset Council are responsible for. In this report we will use 2023-24 figures as our baseline (as Dorset Council have not attempted to capture all this qualitative data for nature recovery before) as well as include 2024 -25 nature recovery figures.
- 4.1.2. This work has come about through the development of the Dorset Local Nature Recovery Strategy (DLNRS), due to be published Dec 2025, where Dorset Council, as the responsible authority, is in the process of co-producing a monitoring framework to track delivery of the DLNRS priorities, where both local and national data sources will be used. In addition, further detail around biodiversity and how Dorset Council are considering it will be detailed in the upcoming Biodiversity Duty Report, due in January 2026.
- 4.1.3. It is important to note that unlike much of the carbon data the long-term nature of ecological benefits, such as habitat recovery, may take decades to fully materialise.



4.2. Countryside management

4.2.1. Designated sites

4.2.1.1. Dorset Council is responsible for managing 171 designated sites in the county as shown in Figure 28. The number of designated sites is unlikely to increase however new Sites of Nature Conservation Interest (SNCI) that are non-statutory local wildlife sites designated for their high biodiversity value and Local Nature reserve (LNR) may be more likely to be designated between progress reports.

Measure	Unit of measure	2023-24	2024-25
Site of Special Scientific Interest (SSSI) managed by Dorset Council	no. of sites	139	139
Ramsar sites (wetlands of international importance) managed by Dorset Council	no. of sites	3	3
National Nature Reserve (NNR) managed by Dorset Council	no. of sites	2	2
Local Nature Reserves (LNR) managed by Dorset Council	no. of sites	15	15
Sites of Nature Conservation Interest (SNCI) managed by Dorset Council	no. of sites	12	12

Figure 28

4.2.1.2. Whilst the designation is important, it is the condition of these sites is crucial to make sure they are in a healthy state and being managed appropriately. Dorset Council has **770 hectares** of land that is managed by a countryside stewardship agreement. Countryside Stewardship is a government scheme that supports farmers and land managers to enhance biodiversity, protect natural resources, and improve public access to the countryside. These schemes are important to Dorset Council because it helps deliver environmental priorities supporting sustainable land use and contributes to nature recovery and climate resilience by providing us with an income to do this valuable work. The value of our agreements for 2023-24 was **£154,215** and for 2024-25 was **£197,415**.



4.2.1.3. As well as the countryside stewardship agreements Dorset Council has received Defra grant funding for capital investment to deliver nature recovery. For 2024-25 we received **£1,698,559**. In addition, in 2023-24 we purchased **7 hectares** of land at Milldown as part of an extension to Milldown nature reserve and the North Dorset Trailway using DC habitat compensation money (developer contributions) and other funding.

4.2.1.4. Beyond designated sites, the Greenspace team manages a large network of spaces for nature. Figure 29 summarises some key highlights from this work for 2023-25 with key outcomes showing a 12% increase in verges managed for nature, an increase in wildflower seed planting and a greater effort to remove invasive or non-native species.

Measure	Unit of measure	2023-24	2024-25
Urban Verges managed to enhance their value for nature (total 2.1 million sq m)	%	50%	62%
Rights of way improvements to make nature more accessible	km	9	9
Percentage of Herbicide (glyphosate) decreased when managing weed growth within Dorset's highway network	%	0%	40%
Trees planted	no. of	0	6
Wildflower seed planting	kg	5	15
Removal of invasive and non-native species	sq m	0	100

Figure 29

4.3. Project delivery and operations

4.3.1. Dorset Council delivers a wide range of projects and schemes across our different services incorporating place, adults and children's directorates. This work is often led through a range of teams where efforts are made to increase the amount of nature across the county.

4.3.2. Landscape design and maintenance

4.3.2.1. Much of this work is delivered by the Dorset Council landscape and grounds team who provide a service to deliver landscape works as part of a range of different projects across the Dorset Council areas. Figure 30 provides the numbers relating to nature recovery over 2 years, from 2023 to 2025. The



number of trees planted, and area of wildflower seed planting have increased from 2023 to 2025 yet hedgerow planting and area of shrubs planted has reduced. This is likely due to a slight drop in the number of schemes delivered, from 5 to 4 in 2024-25. The value of schemes that deliver nature recovery was **£113,260** in 2023-24 yet dropped to **£27,342** for 2024-25. Removal of invasive species consistently remains at 20 Sq. m per year.

Measure	Unit of measure	2023-24	2024-25
Trees planted	No. of trees	13	32
Hedgerow planted	Linear metre	150	135
Shrubs planted	Sq. m	310	250
Wildflower seed planting	Sq. m	3000	5000
Removal of invasive and non-native species	Sq. m	20	20

Figure 30

4.3.3. Trees

4.3.3.1. Dorset Council's Arboriculture team manages and maintains the council's tree stock, carrying out inspections, providing expert advice, and delivering tree care services to ensure safety, sustainability, and enhanced or new biodiversity (nature recovery). Figure 31 shows there has been a small decrease in the number of trees planted yet over 60,000 increase in the number of trees that we manage. There has been an increase in emergency call out for trees across the county largely resulting in increased storminess. In addition, the team have met their 100% target on checking on trees adjacent to fallen trees within 2 weeks. This work is vital to nature recovery because proactive tree inspections help prevent the spread of disease, protect habitats, and ensure the resilience of Dorset's treescapes. Meeting the 100% target shows the team's commitment to timely action and ecological stewardship.

Measure	Unit of measure	2023-24	2024-25
New trees planted	no. of	96	87



Checks on trees adjacent to fallen trees within 2 weeks	% of times	100%	100%
Emergency call outs for tree call outs	no. of	273	287
Tree stock managed	no. of	500,000 +	560,000 +

Figure 31 Dorset Council Arbs team tree numbers

4.3.4. Buildings - Capital Projects Design and Delivery

4.3.4.1. Where Dorset Council capital projects have used external contractors (as opposed to the DC landscape and grounds team) to deliver nature recovery, these figures are summarised in Figure 32. They show a decrease in the number of schools and community buildings that DC have delivered which is likely to account for the decrease in the amount of trees, hedgerows, shrubs, wildflower areas and biodiversity enhancements from 2023-24 to 2024-25.

4.3.4.2. The number of schemes that had sustainable drainage incorporated in the design is 6 over the past two years.

Measure	Unit of measure	2023-24	2024-25
Schools and community buildings with new or enhanced space for nature	no. of buildings / schemes	10	6
Trees planted	no. of	239	49
Hedgerow planted	Linear metre	885	210
Shrubs planted	sq. m	2290	330
Wildflower seed planting	sq. m	4990	612
Wetland creation	sq. m	50	10
Wildlife enhancements (e.g. bee bricks, bird boxes, bat boxes, reptile chambers, log piles, dormouse nest boxes)	no. of	32	10
no. of schemes with Sustainable Drainage features	no. of	4	2

Figure 32 Capital project delivery of nature recovery

4.3.5. Highways



4.3.5.1. Within Highways a range of projects and schemes are delivered that incorporate nature recovery as part of delivery. Figure 33 shows there has been an increase in tree planting, and the area of wildflower seed planting has doubled from 2023-24 to 2024-25.

Measure	Unit of measure	2023-24	2024-25
Trees planted	no. of trees	1	11
Wildflower seed planting	sq. m	1000	2105

Figure 33 Nature recovery from Dorset Council highway delivery

4.4. Development and planning

4.4.1. Dorset been achieving biodiversity gains through development for many years through our inhouse Dorset Biodiversity Appraisal Protocol (DBAP) that is managed by the Natural Environment Team. This includes securing wildlife enhancements on development sites (like bird boxes and reptile chambers) and gathering compensation money for the loss of on-site habitat, which was spent on habitat enhancement/creation elsewhere. For example, between 2009 – 2023, developers and homeowners in Dorset have taken over 3,300 actions to protect bats – from installing bat boxes, to protecting existing bat roosts, or creating new bat roosts. During the same time period = £1,235,333 of compensation money has been collected for habitat enhancement and creation in Dorset.

4.4.2. **Biodiversity Net gain** - since 2024, a new national approach made it mandatory for developers to deliver a biodiversity net gain of at least 10% and this habitat must be secured for 30 years, this is called [Biodiversity Net Gain](#). Most planning applications go through the DBAP to ensure that planning applications are properly assessed and mitigate their impacts on biodiversity. It provides a clear, consistent framework for evaluating ecological information, helping developers comply with wildlife legislation and local policies. The number of approved DBAP biodiversity plans has decreased in the number from 2023-24 to 24-25 and this is likely due to applicants adjusting to mandatory Biodiversity Net Gain and delaying planning applications.

4.4.3. We are currently unable to report on BNG delivered through the planning system due to the BNG module not currently being available on the Mgov. The BNG module, when released, will allow us to measure the amount of nature recovery and be available in the next reporting period.

4.4.4. **Environmental mitigation** - in addition to BNG developers are also required to contribute financially to mitigate the adverse impacts of housing and other



development on internationally important habitats and species. The money received via this is spent to reduce impacts such as nutrient levels, air quality and recreational disturbance. The focus is primarily on reducing negative impacts or recreating habitats that have been lost, but often mitigation activities can be designed to deliver additional biodiversity gains and contribute to nature recovery. For example, creating a Suitable Alternative natural Green Space (SANG) to reduce visitor numbers on protected heathland sites and delivering nature rich spaces for people and nature.

- 4.4.5. For nitrogen mitigation Dorset Council also manages a Local Nutrient Mitigation Fund for both DC and BCP Councils where £4.63M has been provided to enable us to develop and deliver locally-led nutrient mitigation schemes. It enables us to unlock housing development stalled by nutrient neutrality rules, protect sensitive freshwater habitats, and support sustainable growth by reducing nitrogen pollution. Figure 34 highlights how Dorset Council is seeking these additional biodiversity gains through environment mitigation delivery. There has been an increase in the amount of nutrient mitigation through several land purchase agreements and temporary mitigation agreements.

Measure	Unit of measure	2023-24	2024-25
Land use/management change to deliver nutrient mitigation which by default will deliver nature recovery.	hectares	22.56	100.14
SANGs with nature-friendly management plan	hectares	26.8	19.23

Figure 34 Nutrient mitigation and heathland mitigation nature recovery

4.5. Sustainable Farming

- 4.5.1. Farming is key part of life and economy in Dorset and Dorset Council has 40 farms and 17 farmland only assets. Sustainable farming is how local farmers are contributing to nature recovery, by changing to practices that produce food in harmony with nature and this is often achieved by farmers entering a countryside Stewardship Agreements and the Sustainable Farming Incentive rewards. 25% of our farms and farmland only assets are currently managed through one of these schemes. The current council target is 70% by 2030.

4.6. Nature based solutions

- 4.6.1. Dorset Council are also looking to increase use of nature-based solutions in our response to a range of wider environmental issues, such as flooding,



climate change and pollution. It is not possible to report on this currently, but this will be reported on going forward.

4.7. Hosted partnership work

4.7.1. Hosted partnerships are vital to Dorset Council's nature recovery efforts, as they bring together local expertise, resources, and collaboration to deliver targeted environmental outcomes across landscapes and communities. Litter Free Dorset targeted work has contributed to nature recovery through delivering the reconnecting with Nature Spaces project that aimed to improve or bring nature to small specific urban spaces to improve health, wellbeing, and access to nature. The project was specifically aimed at local residents with learning difficulties or dementia. The nature recovery delivered from this project is accounted for within the Landscape and Grounds team numbers detailed in figure 30

4.7.2. Dorset National Landscape Partnership leads strategic nature-focused initiatives like Wild Purbeck and the Dorset Downs and Vales Conservation Forum, directing funding and collaboration toward landscape-scale habitat restoration and biodiversity enhancement. The level of investment in nature recovery was valued at **£974,773** in 2023-24 and **£1,407,544** in 2024-25, a total of **£2,382,317** over the last two years. The number of projects supported rose from 68 in 2023-24 to 83 in 2024-25. Figure 35 shows the biggest increased in nature recovery has come from the number of trees planted, hedgerows planted and wetland creation. The partnership continues to deliver natural flood management projects over both years.

Measure	Unit of measure	2023-24	2024-25
Trees planted	No. of	1121	2405
Hedgerow planted	linear metre	1700	2925
Traditional orchard planted	Number of trees	300	409
Wildflower seed planting	sq. m	226600	98500
Removal of invasive and non-native species	sq. m	82000	78000
Wetland creation	sq. m	0	5000



Natural flood management projects	No of	28	25
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Figure 35

4.7.3. Cranborne Chase National Landscape Partnership covers about 380 square miles and overlaps four counties: Wiltshire, Dorset, Hampshire, and Somerset. Within Dorset, it mainly includes north-east Dorset where nature recovery related work has been delivered. Figure 36 provides an indication on the level of investment into their nature related work in Dorset Council area. The total amount spent on nature recovery work for 2024-25 was £121,968.

Measure	£
Trees and woodland management	£13,454
Hedgerows planting and management	£7,646
Wetland creation and freshwater management	£66,574
Wildflower seed planting	£3,951
Removal of invasive and non native species	£4,400
Species surveys	£25,943

Figure 36

4.8. Overall figures

4.8.1. Figure 37 provides the delivery overall the services/teams for Dorset Council with an increase in the number of trees planted, hedgerows planted, wetland creation and natural flood management projects.



Measure	Unit of measure	2023-24	2024-25	
Trees planted	No of	1770	2999	↑
Hedgerow planted	Linear m	2735	3270	↑
Shrubs planted	sq. m	2600	580	↓
Wildflower seed planting	sq. m	236590	109112	↓
Removal of invasive and non-native species	sq. m	82020	78120	↓
Wetland creation	sq. m	50	5010	↑
Natural flood management projects	no.of	0	25	↑

Figure 37

4.9. Nature Recovery Dorset

4.9.1. Nature Recovery Dorset is a growing network of individuals, farmers, landowners, schools, businesses and local groups all working to help restore and protect nature in Dorset (across Dorset council and BCP Council area). Nature recovery Dorset started as part of the development of the Dorset local nature recovery strategy.

4.9.2. Figure 38 shows 231 people and organisations that have joined the Nature Recovery Dorset network since it was launched in August 2024 to 31 March 2025. In addition, we have attempted to estimate the number of hectares against the different stakeholder sectors as people have been asked to input the number of hectares within certain ranges e.g. less than 0.5 ha, 0.5 – 4 ha etc. *Note: We have taken the mean figure for each range to work out the number of hectares unless actually specified by the individual/group.*

4.9.3. Based on this approx. **22687 hectares** have been created or enhanced for nature by all the Nature Recovery Dorset members.



Measure	Number of hectares
Member of public	104.25
Community Group	22
Charity or social enterprise	15084.5
Farmer	1812.25
Land manager	152.5
Landowner	875
Organisation	133.25
Public body	47.75
School	25.75
Business	122.5
Other	4307.25

Figure 38 The approximate number of hectares of nature recovered from the people in the Nature Recovery Dorset network for 2024-25

4.9.4. Nature Recovery Dorset is mapped so that you can spatially see where people are doing more for nature. Figure 39 shows the map of the network - for up-to-date numbers go to: dorsetcouncil.gov.uk/nrd-network *Note: not all members have chosen to display their actions on the map, so while the map shows many contributions, the total number of members is even higher.*



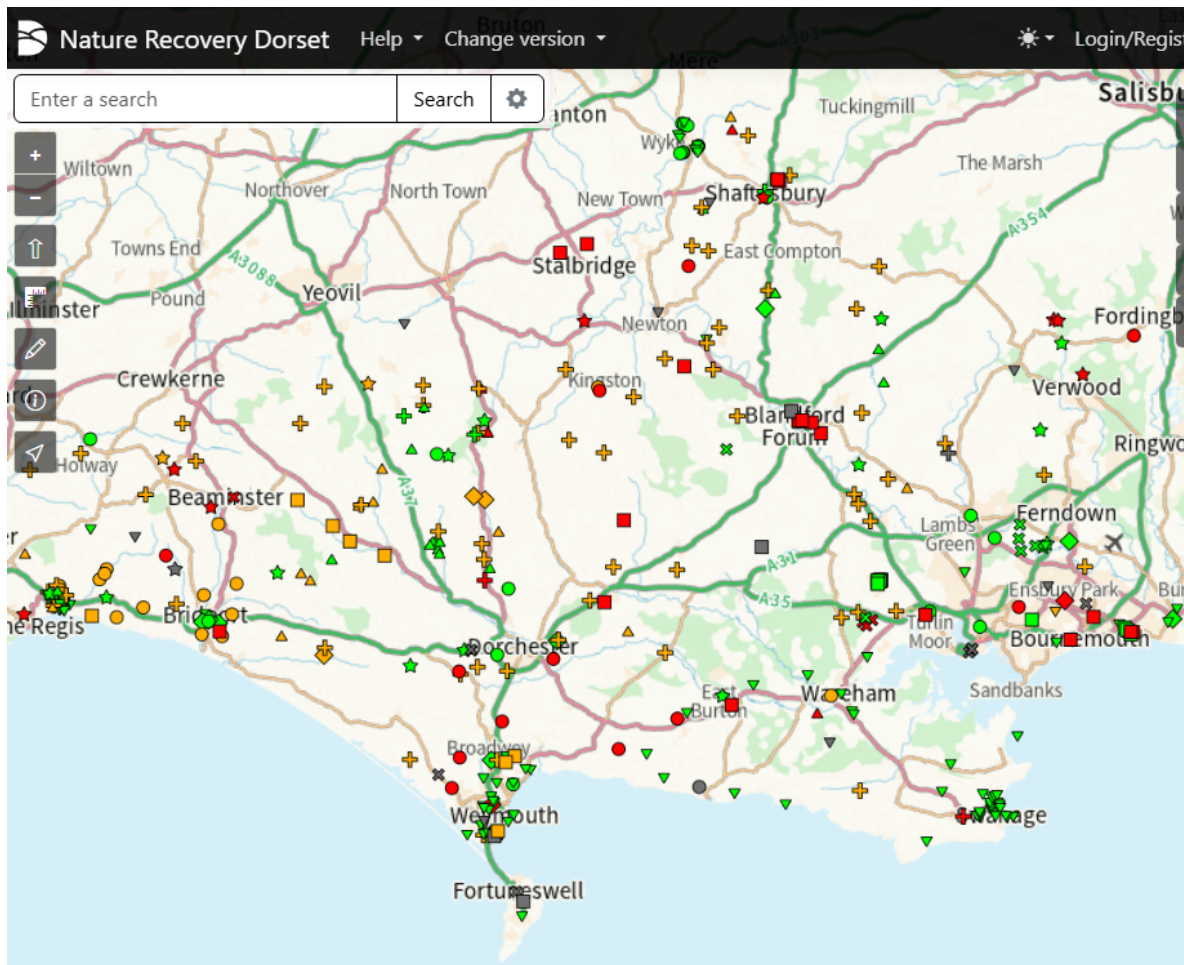


Figure 39

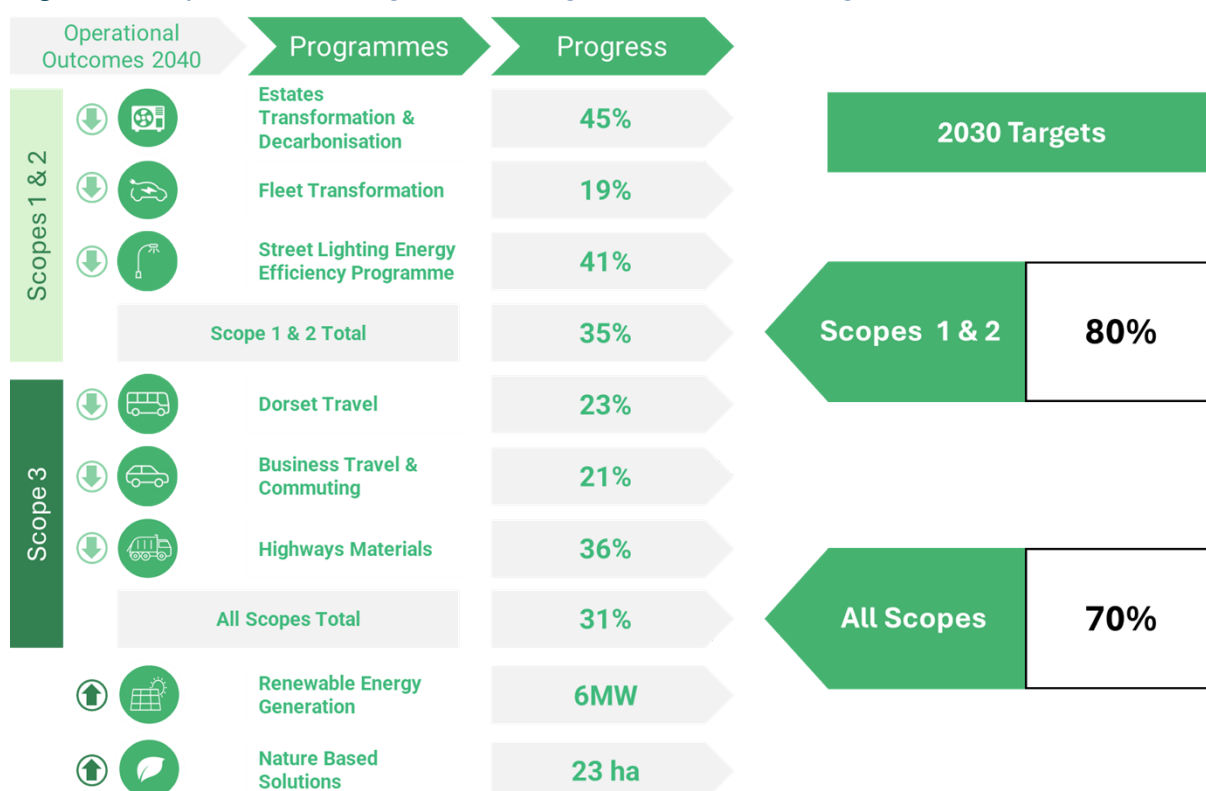
5. What's Next?

5.1. Operational Programme

5.1.1. The council operational programme works on reducing and sequestering carbon across the council's operations. The target for 2025 was for operations in all scopes to reach 40%. With the new 2035 net zero target for scopes 1 and 2, the next interim goal in 2030 is for an 80% reduction in emissions compared to the baseline for scopes 1 and 2 combined, and a 70% reduction for all scopes combined, supported by carbon sequestration and removals from options such as nature-based solutions and netting electricity export. Not every individual workstream will independently reach the 80% and 70% targets themselves, but instead for the net effect across the organisation to reach these targets when the carbon emissions of the workstreams are combined.



Figure 40: *Operational Programme Progress and 2030 Targets*



5.1.2. **Scale up HVO** – by the end of 2025 we aim to have most of our larger vehicle using HVO fuel. We expect this to save about 4000 tonne CO₂e, equivalent to 70% of our fleet emissions. Reducing total of scope 1 and 2 emissions to 50-55% of our baseline.

5.1.3. **Next Phase Solar** – we are about to commission more PV installations on our builds. This c. £2.6m programme will enable us to install PV on around 40 operational building adding 2.2 Mega Watts of Solar PV.

5.1.4. **Streetlighting LED** – having now reviewed our lighting policy we aim now to accelerate our LED replacement programme.

5.1.5. **Assets** – having surveyed over 90 building to identify energy efficiency and renewable energy retro-fit measures we are working up programmes to deliver a range of projects over the next 2-3 years.

5.1.6. **Exploring future options** – we have secured funding from the SW Net Zero Hub to consider further renewable energy opportunities on our land and leased assets.



5.2. Climate Facilitation programme

- 5.2.1. Dorset Council has a key role to facilitate carbon reduction across the county. This is through putting in place the right strategic framework in Dorset and working closely with our partners as well as developing schemes and programmes that supporting residents to take action. Over the coming year some of these include -
- 5.2.2. **On street charging** - Most of the charge points we have facilitated so far have been in our public car parks in main towns and gradually in smaller settlements & villages but we've secured £2.49m of OZEV funding plus private match for on-street residential chargers
- 5.2.3. We're launching a scheme to install at least 750 on-street chargers at >300 locations between 2025 – 2029 and also developing a policy on cross-pavement charging.
- 5.2.4. **Accelerating Solar deployment** – we have launched the 'Dorset Solar Together' scheme as a pilot in 2025/26, aimed at supporting residents to deliver install Solar panels and batteries.
- 5.2.5. **Building Retrofit** – launching an energy campaign in the new year to help residents identify what they can do in their homes and where to get help. And working with community energy organisations to develop a county wide approach to support retrofitting Dorset's homes.
- 5.2.6. **Engaging young people** – working with the Met Office we have been developing the Dorset Climate Ambassadors Programme, to support our schools to take action on climate change and nature recovery. We are continuing to grow the support network in Dorset over the coming year and actively engage with schools and colleges.
- 5.2.7. **Working with our public partners** – developing a network of town and parish councils and tools for them to reduce their emissions and support residents as well as developing the Public Sector Decarbonisation work more closely on climate action with other public bodies in Dorset.
- 5.2.8. **Developing the strategic framework** – We are working to ensure climate and nature are embedded within new and emerging strategy. For example –
- Our **economy strategy** – Energising Dorset – has climate at its heart, including one of its 6 priorities being the creation of a £28bn energy super cluster around Weymouth and Portland.



- The Dorset draft **Local Transport Plan**, has decarbonisation as its first priority.
- We are creating a new **Local Plan**, with climate at the heart of the draft vision, and our consultation including spatial opportunities for renewables and battery storage.
- Our new **Workplace Travel Plan** is trying to tackle the challenge of our staff commuting and business travel emissions.
- We're currently trying to produce a **Local Area Energy Plan**, alongside a group of other regional local authorities, to support our engagement with the new Regional Energy Strategic Planner. And to provide us with the start of an Energy Plan for Dorset.

5.2.9. **Building climate and nature it into council decision making**

- We are revising our impact wheel – a climate and nature evaluation tool that goes on all papers that come to committees to improve how it can inform our decision-making.
- A new procurement tool has been developed for the council and other public sector partners to use, helping us to ensure climate and nature are considered in the purchase of goods and services we use and to help our supply chain to reduce its carbon footprint.

5.3. **Nature Recovery**

5.3.1. **Dorset LNRS** - After publication (9 December if approved at cabinet) we will move into an implementation and integration phase with the key actions being:

- Promote and Embed the LNRS making the strategy widely available and ensure it is considered in planning policies, land management decisions, and funding applications.
- Set up and coordinate a Delivery Partnership working with stakeholders including landowners, farmers, NGOs, and businesses to turn LNRS priorities into practical projects.
- Monitor and Report Progress - track actions taken, assess outcomes, and prepare updates every 3–10 years or when directed by the Secretary of State.
- Facilitate Funding and Incentives to help secure investment for nature recovery, often through BNG credits, conservation covenants, and other mechanisms that provide long-term environmental benefits



- Promote the Dorset nature recovery Network, working with others to do more for nature.

5.3.2. **Farms Strategy 2026–2036** was recently approved by Dorset Council where it sets out actions to help achieve the 70% of their farms and assets are doing more for nature by 2030 aspiration. Tenants will be encouraged to join environmental schemes through knowledge sharing and guidance. New tenants will receive support to deliver environmental improvements, while existing tenants may be incentivised with additional land to enable nature recovery without reducing productivity.

5.3.3. The Council is also exploring the use of **Biodiversity Net Gain (BNG)** as a funding mechanism. This approach could help finance environmental improvements and offset potential income losses arising from changes in land management practices.

5.4. **Adaptation to Climate Change**

5.4.1. **Dorset Council** – We are midway through a whole organisation climate risk assessment that should serve to give better visibility of climate risks and help inform future discussion of their resource impacts. We are aiming to produce to 44 council-wide risk statements across these areas; and give them service-specific risk scores.

5.4.2. **County Wide** – We have started to take the first steps in developing a county strategy. We've partnered up with Involve, a charity that supports public participation, to create a Dorset Citizens' Climate Panel. It comprises 22 residents, selected by lottery, who reflect the diversity of Dorset's population. Together they will help shape our county's response to climate change impacts – learning about climate adaptation and giving us a community perspective to help inform our eventual strategy.

5.4.3. The panel will meet four times between October and November and hear from a range of experts and undertaking facilitated discussion. To explore what an adapted Dorset may look like to our communities by 2050, issues they are most concerned about related to climate change impacts and

5.4.4. A stakeholder advisory group has also been established comprising the Met Office, the Environment Agency, the LSE Grantham Institute, Dorset Youth, and many others. This group will help to shape the Citizen Panel process

5.4.5. The panel process will conclude in December, and the outcomes of this process will help to inform a Dorset Adaptation Strategy process facilitated by Dorset Council and stakeholder organisations. It is anticipated that this process will begin in early 2026

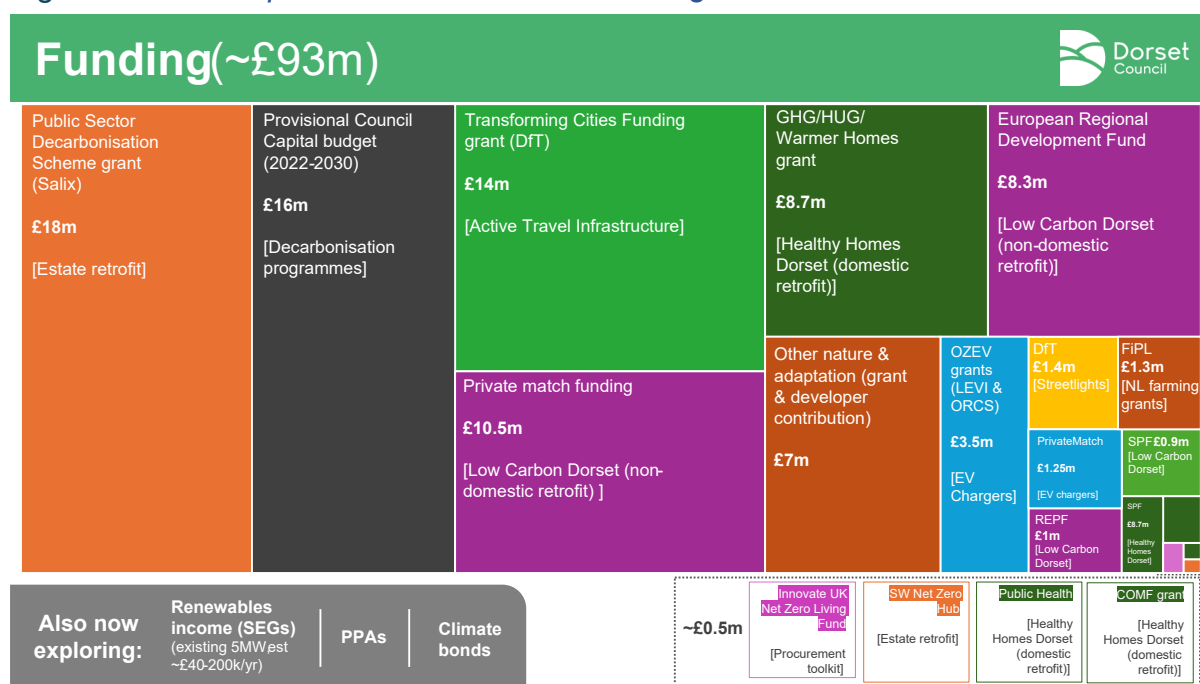


6. Funding

6.1.1. In the region of £93 million has supported the councils' climate and nature programmes to date. Approximately 85% of this comes from government grants of various sources, such as the Public Sector Decarbonisation fund and match funding from private sector and other organisations. About 15% is from Dorset Council. Figure 41 gives a graphical representation of these different funding sources. This is not an exhaustive list but gives a feel for the scale and success in securing external funds.

6.1.2. As we move forward we continue to explore a wide range of external funding opportunities to include government grants, potential income streams and community funding. As well as develop the evidence and project pipelines to allow Dorset to maximise future funding opportunities as they arise.

Figure 41: *Make up of climate and nature funding to date.*



6.1.3. Dorset Council has allocated £16 million capital funding between 2022 to 2027 to facilitate reduction of the Councils Carbon footprint. An initial £10m was allocated in March 2022, to support a number of key workstreams: -

- Installing a range of energy efficiency or low carbon technologies such as insulation, heat pumps and control systems to reduce our use of fossil fuels and energy demand



- Expanding electric vehicle infrastructure across our estate to support the transition to electric vehicles
- Purchase of electric vehicles to reduce emissions and travel costs of business travel
- Installing LED lamps in Dorset streetlights, reducing electricity demand and costs
- Installing solar panels on our buildings to reduce electricity usage and energy bills
- Support the Low Carbon Dorset Programme to provide grants to Dorset organisations to install low carbon technologies to reduce bills and protect their viability

6.1.4. In March 2025 an additional £6.025 (was allocated to accelerate these carbon reduction initiatives. [\(Public Pack\)Agenda Document for Cabinet, 25/03/2025 18:30](#)). Progress and next steps in each of these workstream areas is noted above in this report.

