Report 20/26
Operational Review Committee

Report of: Head of Decarbonisation

Subject: Well-being Objective Deep Dive/ Self-Assessment: Climate - to achieve a carbon-neutral Authority by 2030 and support the Park to achieve carbon neutrality and adapt to the impact of climate change.

Management Team Leads: Head of Decarbonisation. Director of Placemaking, Decarbonisation and Engagement. Strategic Policy Manager.

Outcomes for Objective:

- PCNPA to be a carbon-neutral Authority by 2030.
- PCNPA has supported the Park on its pathway to becoming carbon neutral as near as possible to 2040.
- The National Park is made more resilient to the impacts of climate change by working with partners and supporting work led by the Public Services Board.
- Engagement activities with staff and the wider public have led to behaviour change.

Outcomes this report is focusing on:

- Progress towards becoming a carbon-neutral Authority by 2030
- Activity to support a carbon-neutral National Park by 2050
- There will be a deep-dive presentation into the engagement activities and partnership working on climate resilience and impact – by (Learning and Inclusion Team Leader) delivered during the operational review meeting.

1. **Progress Assessment**

*Please note data is subject to review, has been supplied prior to Welsh Government annual net zero data submission 2025/26 and peer review.

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Authority Emissions Reduction Pathway – Data and Analysis	Improve data recording. Collation of data for Welsh Government Energy Service annual emissions report (September 2026). Improved data recording using spend coding in finance system for supply chain. New data recording software/ spreadsheet for waste created.	Staff time. New Sustainability Officer started October 2025. Funding for implementation of telematics in fleet. Staff support in data processing, particularly finance team and building site managers, for energy, water and waste reporting.	Improved datasets for carbon emissions for supply chain, waste and business travel. Travel policy updated and communicated. Reports to Staff on emissions through All Staff meeting. Monthly report and agenda item on fleet emissions at Asset Management Group.	Better data quality, completeness, consistency and accessibility for reporting. Increased understanding of emissions drivers and emerging risks/opportunities. Improved staff awareness and engagement through better monitoring – energy, waste, business travel.	When emissions are not offset against land removals, the Authority's emissions in 2025/26 were 1,314.77 tCO_2e* a decrease in emissions of -185.66 tCO_2e compared to 2024/25. This is a -12.3% decrease in emissions compared to 2025/24 .

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	Updated travel expenses form and annual staff travel survey. Installation of telematics for all fleet, and monthly carbon reports created.				Awareness raising for example of waste generated – leading to ideas for reduction (see waste case study) Supply chain data will enable interrogation on highest emission/ spend (2027/28) which will support better decision-making. Earlier intervention will lead to reduced emissions, costs, and environmental impacts.
Authority Emissions Reduction Pathway – Buildings	Electricity accounts for 63.06% of our overall emissions.	Staff time, particularly Buildings Project Manager and Building Maintenance Officer.	ASHP installed and commissioned, replacing and reducing reliance	Reduced energy consumption and lower heating-related carbon emissions.	Year-on-year reduction in both consumption and emissions for electricity, with -

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& Estate	Implementation of the Estate-wide energy assessment prioritised projects. Installation of air source heat pump (ASHP) at Castell Henllys. Solar canopy at Llanion car park (due for completion 2026). Complete Preseli Suite (Green Room) capital project. LED lighting upgrade at Carew. Installation of a mains electricity plug-in for the concession at Manorbier car park.	External funding ASHP Brilliant Basics funding. Preseli Suite (Green Room) reserves funding. LED lighting Carew Castle Brilliant Basics funding. Solar PVs on Toilet block at Traeth Mawr Welsh Government SLSP funding.	on fossil fuel heating system. Estimated -4,604 kgCO_2e (per annum) Procurement completed and funding secured for solar PV canopy at car park in Llanion. (planning permission granted July 2026). Project will include bike shelter. When complete, estimate -5,000 kgCO_2e per annum saved. Modern conference suite at Llanion HQ delivered with energy-efficient air conditioning and	Improved energy efficiency and building comfort. Once the solar canopy is installed, increased renewable generation and reduced grid electricity. In addition, the bike shelter will promote active travel. Reduced electricity consumption, improved lighting quality, and lower maintenance requirements. The replacement of a diesel generator with a mains electricity supply reduces direct fossil fuel consumption, associated carbon	15.20% reduction in electricity/ streetlighting emissions compared to 2024/25. This is despite some EV charging being accounted for within buildings. Long-term decarbonisation of heat reducing carbon footprint and lower operational costs. Both Oriel y Parc and Llanion saw increase in level of kWh generated from existing solar panels in 2025/26, with 13.52% increase at OYP.

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	Solar PV for Pay and display (P&D) machines at 10 of our 14 National Park Authority Car Parks.		sustainable design considerations. Existing lighting at Carew Castle replaced with energy-efficient LED fittings. Installation and provision of an electrical mains connection for the ice cream van concession, removing the need for a diesel-powered generator.	emissions, noise pollution, and local air quality impacts. It also supports the adoption of low carbon business practices. Manorbier Car Park electricity consumption has been added for 2025/26 WG emissions report.	Llanion has seen positive decrease in its gas usage and emissions compared to 2024/25 (-62.86%). This is what has supported the overall reduction in emissions for this category compared to 2024/25. Once installed, the canopies will significantly reduce electricity emissions. Demonstration of sustainable estate management. The provision of mains electricity reduces emissions

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					from concession operations.
Authority Emissions Reduction Pathway – Fleet/ Business Travel	Install telematics on all fleet vehicles. Replacement vehicles (2026/27) replacing 6 4x4 diesel vehicles with low carbon hybrid vehicles. Training delivered on telematics and reporting and use of new electric fleet vehicles. Reduced total number of vehicles from 41 to 39. Travel policy emphasises travel hierarchy – to	Welsh Government funding for vehicle replacement and telematics. Staff time – research, procurement, administration of new vehicles. Behaviour change – awareness raised among all staff of travel policy, encouraging low carbon choices and pool vehicle use before private car use.	12 new vehicles have been purchased, replacing existing old high emissions fleet vehicles. Estimate emissions of removing 6 diesel vehicles and 3 hybrid vehicles -10956 kgCO_2e saved. Telematics installed and operational across fleet vehicles. Monthly carbon report shared with Asset Management Group.	A positive reduction in fleet and equipment emissions compared to 2024/25 (-33.91%) * Improved fleet management and vehicle utilisation. Significant decrease in consumption and emissions from Diesel vehicles of -30.47%* compared to 2024/25. Suggests the team using diesel vehicles are implementing practices to reduce milage / consumptions from these vehicles – possibly because of telematics and	Reduction in scope 1 emissions from fuel as a result of the replaced vehicles (will be reflected in 2026/27 emission reporting). Lower fleet operating costs. Significant contribution to fleet decarbonisation targets. In April 2025, 40.63% of the PCNPA-owned fleet was electric. In April 2026, it was 51.35%.

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	reduce personal vehicle use.		Carbon report and fleet movement including idling, mileage, route efficiency, and driver behaviour data available to managers. Travel policy prioritises sustainable travel options. Increased communication and promotion of pool car use.	regular fleet carbon reporting. Better-informed decisions on fleet size and replacement, informed new purchasing and disposal. Enhanced accountability for carbon reduction targets across departments. Reduced underused assets and maintenance burden. Behavioural change towards lower-carbon travel choices. Business Travel emissions have	Reduction in business travel emissions. Improved compliance with sustainable travel objectives. Staff more comfortable and confident with EVs. Supports long-term organisational culture change towards low-carbon travel. Enhanced reputation from demonstrating PCNPA commitment to sustainability – improving public perception.

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				reduced to below 2023/24 levels having previously increased in 2025/26, a decrease of 16.9%* compared to 2024/25. We have seen a decrease in Staff, Member and Volunteer private car mileage. Volunteer private car mileage amounts to 23.19% of our business travel emissions; this proportion could increase if we see further decreases in staff grey fleet emissions.	
Authority Emissions Reduction Pathway –	New coded data collection method for supply chain	Staff time – departments working collaboratively.	Baseline Scope 3 supply chain emissions identified and	Improved understanding of supply chain carbon emissions.	More accurate organisational Scope 3 reporting

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Supply Chain / waste	emissions to aid reporting. Improved waste – data recording and reporting processes. Social Procurement Strategy and Policy approved and communicated. New waste reduction Initiatives started e.g. coffee waste at Carew case study.	Behavioural change – staff having to record and report waste collections has increased opportunities and ideas regarding waste efficiencies.	reported more easily at the end of the financial year. Sustainability requirements embedded within procurement processes. Communications on responsible purchasing. Regular reporting on waste volumes, recycling rates, and disposal routes.	Ability to identify high-emission categories and prioritise reduction actions (action for 2026/27). Increased opportunities to influence supplier behaviour, performance and sustainability expectations. Increased staff understanding of sustainability priorities and initiatives. Improved visibility of waste generation. Confidential waste was higher this year than last, due to a	and ability to reduce emissions. We have seen a decrease of 10.57%* in Scope 3 supply chain emissions compared to 2024/25. Our three top emissions areas are: 1. Buildings and building construction works. This accounts for 41.39%* of supply chain emissions (393.5* tCO_2e) and is a increase which reflects construction-related capital projects carried out in 2025/26, in particular the

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				major sort out of office rooms and archives, as well as the move to digitisation of work. This will mean we are generating less paper in the future. Confidential waste is collected and disposed of correctly, recycled and reused. Identification of opportunities for waste reduction, circular economy and increased recycling. Better-informed decision-making.	development of the Green Room. 2. Other professional, scientific and technical services. This accounts for 7.65%* of supply chain emissions (72.74* tCO2e). However, we have seen a decrease in spend (-8.01%*) and emissions (-14.94*) compared to 2024/25. This could potentially reflect a number of capital projects moving from initial planning stages to the delivery stage. 3. Computer, electrical and optical products. This accounts for 6.68%* of supply

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					chain emissions (63.49* tCO2e). Greater value delivered through sustainable purchasing decisions. Waste currently only accounts for 0.72% of our overall emissions. Our top waste emission areas are Landfill - Commercial and Industrial Waste, Recycling – Mixed Paper, Combustion – Non infectious Offensive Waste (Sanitary and Nappy Bins). A direct comparison with last year is not

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					possible because waste figures for some sites were estimated. It will be difficult to understand the variation until we have 12 months of data.
Authority Emissions Reduction Pathway – Behaviour Change	Carbon literacy slides review and updated training materials. Staff communications on making low carbon choices e.g through spend and travel.	Staff time. Included new section on the annual travel and commuting survey 'Authority Understanding'. Decarbonisation hub on Authority internal intranet.	Currently 16 staff/ Members are carbon literate (have completed the accredited Carbon Literacy course). Revised bilingual training slides and materials. Staff travel survey results: Increase in uptake of EV salary sacrifice scheme, 2	Increased awareness and understanding of climate change, carbon emissions, and individual responsibilities. Drives organisational culture embedded in sustainability. Encourages a 'norm' that staff are all working towards the same goals.	Staff actively reduce emissions through everyday decisions, contributing to organisational carbon reduction targets and a low-carbon culture Increase cycle to work. Once solar canopies are in (due for completion 2026) we can further support the increase of staff

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			more members of staff now partake in the scheme in 2025/26. 13 members of staff reported that they either commute to work on an electric bike or bicycle. 2 staff members within this 13, identify their main mode of transport is by electric bike and bicycle.		cycling to work by providing adequate shelter for electric bikes. By pledging and achieving deliverable sustainability goals this subsequently improves personal wellbeing and health. For example, cycling to work = more affordable, healthier, connected to nature, good for environment.
Park Emission Reduction Pathway – Data and Analysis	Sustainable Development Fund (SDF) SDF 2025/26 scheme approved and projects completed.	Funding via SLSP secured to support projects (2025/26). 5 new projects approved.	5 SDF Projects:- 1. Transition Bro Gwaun £5730 Secondary glazing and disability	Examples of outcomes from SDF-funded projects completed during 2026.	SDF provides an effective mechanism to support community decarbonisation

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Communities & Energy	End of project reports submitted.		adaptations at community hub for climate and energy advice. 2. Wildlife Trust of South and West Wales £18,735 Replace old batteries with sealed cells for renewables at the lighthouse on Skokholm Island. 3. St Davids City Council £17,960 Install 16.2 kW Solar PV Installation 4. Yr Hen Ysgol Dinas £11,000 Installation of 7.6 kW PV panels on roof with battery storage.	St Davids City Council - Installation of solar PV with battery storage on the rear roof of St Davids City Hall to cut the building's carbon footprint and electricity costs. a) Total capacity: 16.20 kWp solar PV plus a 13.5 kWh battery (11.04 kW max export). Estimates annual generation of 14,450 kWh/year, of which the great majority will be used directly by City Hall. In June the building was 98-99% self-powered throughout (drawing only 1-2% of its electricity from the grid).	projects in the National Park. Tangible carbon reduction initiatives that provide a catalyst for change – beyond the life of the project. Scheme raises public awareness as well as being visible to visitors and communities. SDF strengthens local community and grassroots approach to sustainability, encouraging greater participation in the grant.

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			5. Angle Village Hall £7001 Installation of 6.6 Kw PV Panels and Battery Storage.	The project provides a local example of renewable energy in action, supporting community interest in decarbonisation and complementing the Council's response to the climate emergency.	
Communities Businesses/ tourism & Travel & Transport	Traeth Mawr – as part of the Major Capital building project to improve the site by rebuilding a new ramp access to the beach, new toilet block and changing places facility, drainage, beach wheelchair facilities and electric bike charging point as well as increase	Staff time Funding from Welsh Government SLSP, Brilliant Basics and Local places for nature for Traeth Mawr. Funding to support Greenways partnership, coastal buses and Tenby Park and Ride.	Total for EV charging sessions at PCNPA car parks (2025/26) 17,939. Up by 7,000 from 2024/25 period. Tenby P&R (2025 passenger numbers total 33,990. Coastal bus 2025 Numbers of passengers	Car travel has been identified as the single largest contributor to the overall footprint of the National Park. Travel and transport is a complex area across the county. Our approach is to target what is feasible and work with partners.	Encourage low emission travel, reduce air pollution Martin Higgit report is informing Pembrokeshire County Council (PCC) partnership work with Transport for Wales and bus franchising, exploring opportunities identified in the study.

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	biodiversity, and install solar PVs. Maintain EV charging across the county at National Park car parks. Travel and transport support through Greenways partnership and coastal bus services. Martin Higgit Transport study (2025/26) completed and shared. Articles in Coast to Coast encouraging active travel, 'Small choices, Big Difference' and		Puffin Shuttle, St Davids – Marloes: 9,612. Stumble Shuttle, St Davids to Fishguard: 6,324. Celtic Coaster, St Davids peninsula: 25,058. Coastal Cruiser, Angle peninsula: 6,233 Overall network grew by 3% from 2024-2025. E-bikes trial. Supported PCC's rollout of e-bikes in the National Park, particularly Tenby, Broad Haven, Saundersfoot and Fishguard. 4 locations (2025/26 554 journeys recorded).	The Greenways partnership promotes travel and access with Pembrokeshire by walking, cycling and public transport in an integrated approach, having due regard for those who are socially excluded including people with disabilities.	Importance of community travel for health and wellbeing. Coast to Coast article raises awareness of low carbon travel options to visitors and communities.

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	'Discover the Coast without the Car'. Link to bus routes and timetables in Coast to Coast publication. Supporting PCC with their countywide e-bike trial.				
Communities & Planning	Planning Policy, supporting developments to achieve high standards in sustainable design. National Park contributing to renewable energy generation.	Staff time	LDP annual monitoring report (AMR): Indicator 11,12, 13. Adoption of Supplementary Planning Guidance on Conversions in the Countryside and Replacement Dwellings in the Countryside.	Indicative figures from draft AMR (Annual Monitoring Report) for LDP 2025/26 figures. Indicator 11: No applications have been granted that are contrary to policy 29 (sustainable design). Indicator 12: 0.753 GWh of renewable	More dwellings are generating heat and energy from renewable sources and using sustainable design. Impact overall is carbon emission reduction and disseminating best practice.

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				heat energy scheme comprising 20 permissions granted since 2016. Indicator 13: 0.385 GWh of renewable energy comprising 42 schemes have been permitted since 2016. The adopted Supplementary Planning Guidance Replacement Dwellings provides guidance on whether demolition of an existing dwelling is justified in sustainability terms. When a building is demolished and a new one is put in its place, the carbon emissions locked into the original building	The Annual Monitoring Reports records only those schemes that require planning permission.

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				are wasted and the new building's material manufacturing and construction processes create new emissions. The guidance encourages the retrofit and the demonstration that a dwelling is not capable of retention through renovation through the submission of a structural report.	
Nature	Proactively facilitate carbon sequestration by supporting woodland creation where appropriate, and peatland restoration at scale.	Staff, volunteer time and funding from across Authority departments. Funding; Ffermio Bro project, Pathways project, Conserving the Park, Routes to Recovery, Nature	13 (hectares) Woodland restoration delivered. 1,610 (metres) Length of hedgerow.	9 hectares of woodland creation is expected via Ffermio Bro project currently in progress. Note: Authority has in place supplementary planning guidance: Tree and Woodland Guidance,	Increases carbon sequestration, expands woodland habitat, strengthens ecological connectivity and improves climate resilience across the National Park.

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		networks fund, First 1000 Days.	2,820 Number of trees planted (Note: standard/in-field trees, excludes trees planted in hedgerow or woodland). 7.4 (hectares) Area of meadows planted.	Pembrokeshire Coast National Park, A landscape sensitivity assessment to woodland creation. Woodland Restoration delivered: This includes 1 hectare at site in Jeffreyston, and 12 hectares through completed Ffermio Bro projects. Hedgerow planted: This includes 40m of hedgerow planted at Golden Grove School; hedgerow planting at Pembroke RFC; and hedge planting at a farm in the Newport area.	Creates wildlife corridors, supports pollinators, improves landscape character and strengthens habitat connectivity. Engages local communities, schools and volunteers in conservation activity while increasing local tree cover and biodiversity. Volunteering opportunities and skills development for participants.

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				Trees Planted: Activities included tree planting to replace felled poplars at Freshwater East; tree planting as part of new hedgeline for Brynberian footbath; planting acorns with National Trust/ Roch Community School; Youth Rangers planting saplings at Llanwnda; tree planting with Ysgol Penrhyn Dewi at Solva; and planting sessions at Pembrokeshire Council's National Forest Site at Wolfscastle. Meadows planted: Additional 7 hectares expected to be planted as part of	

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				Ffermio Bro project involving planting of wildflower meadow.	
Partnerships & communication	Authority participating in the following: Partnership Plan, next forum meeting on Climate. WLGA Climate and Energy Group. Designated Landscapes Climate and Energy. National Parks UK Climate and Energy Group. Public Service Board – Decarbonisation, Climate adaptation	Staff time. Funding for updating carbon tracker with Small World Consulting to monitor against baseline data.	Monitoring progress against Race to Zero and tracking performance and progress for National Park Emissions. Sharing good practice and lessons learned across organisations. Identifying opportunities for joint projects and collaboration.	Increased organisational knowledge and capability on decarbonisation. Enhanced staff skills and confidence in delivering net zero activities. Stronger relationships and networks between partner organisations. More robust governance and assurance through peer review processes.	Improved quality, transparency and credibility of carbon reporting. Better value for money through collaborative approaches and reduced duplication e.g. though carbon literacy. Stronger collective leadership on climate action. A more coordinated public sector contribution to Welsh

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	and Nature sub group Fit for the Future Community of Practice decarbonisation and climate.		Collaborating on Carbon Literacy training materials, delivery and support. Sharing presentations, tools, resources and guidance. Participating in peer review of Race to Zero and reporting submissions and Welsh Government Net Zero reporting. Networking with public sector and sector-specific decarbonisation groups.		Government net zero ambitions. Developed an improved annual staff travel survey from template shared through the WLGA climate and energy group.

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Adapting to Climate Change Managing Risks – Authority Assets	Asset Management strategy adopted, including recommended risk register for sites and management plan, considering climate resilience, carbon sequestration and biodiversity benefits. Identify and implement practical work and approaches to managing Public Rights of Way, including the Pembrokeshire Coast Path National Trail, to build resilience and respond to the impact of weather and erosion events.	Staff time; Head of Nature Recovery and Head of Decarbonisation. External consultant commissioned. Staff time from various teams: Countryside, National Trail, Access and Rights of Way, Conservation, amongst others.	Work ongoing A climate change risk assessment report has been produced.	Authority will share report with relevant stakeholders, including Welsh Government and Natural Resources Wales. Authority to scope the next steps in this process, including the response to the report. National Park has understanding and insight into the potential risks associated with climate change. Work and resources can be prioritised accordingly. Seek to secure sustainable funding for pilot projects.	Increased resilience to impact of weather and erosion through proactive management of Public Rights of Way, including the Coast Path, within National Park.

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	A Climate Change Risk Assessment and Climate Adaptation Advisory Report was commissioned for the Pembrokeshire Coast Path National Trail. Workshops took place with key staff and stakeholders as part of this process. Coast Path activities informed by outcome of recommendations from climate change risk assessment and adaptation strategy.				
Managing Risks – National Park	Collaborate with external partners in support of multi agency responses	Predominantly staff time - particularly the Director of Nature and Tourism.	Active participation in the Pembrokeshire Emergency	Improved coordination and communication.	Greater resilience of the National Park to the growing risks associated

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	to climate risks including: • Flooding and storms • Wildfires • Impact of diseases and viruses on animals, birds and plant species in the Park.	Similarly, the Authority has committed staff time to wildfire prevention in recent months (across multiple teams).	Planning Group and Local Resilience Forum. Contribution of staff expertise, intelligence and local knowledge to multi-agency emergency planning and resilience activities. Participation in the Pembrokeshire Wildfire Group, Wales Wildfire Board and National Parks UK Wildfire Group. Delivery of wildfire prevention and awareness activities across	Enhanced preparedness for climate-related emergencies and environmental incidents. Increased awareness of wildfire risks among land managers, communities and partner organisations. Better informed decision-making through the sharing of specialist knowledge and intelligence. Strengthened partnership approaches to managing climate risks and protecting vulnerable habitats,	with climate change, particularly the recent wildfires. Reduced risk to local communities, visitors, businesses and infrastructure from environmental emergencies. Stronger multi-agency capacity to anticipate, prepare for and respond to climate-related incidents. Contribution to a safer, more resilient Pembrokeshire that is better able to adapt to future climate impacts.

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			multiple Authority teams.	species and communities. Reduced likelihood of major wildfire incidents through proactive prevention and risk management activities.	

2. Case Studies

- **Waste reduction**
- **Fleet decarbonisation**

2.1 Case Study: Reusing Coffee Grounds to Reduce Waste and Support Decarbonisation

Recognising the need to reduce waste, the team at Carew Castle café launched a simple circular economy initiative to repurpose spent coffee grounds that would otherwise have been disposed of as waste. As a busy visitor attraction, the Castle generates volumes of waste, requiring disposal and processing. During January and February 2026, the team at Carew began trialling the collection and free distribution of used coffee grounds to local residents and community groups for use as a natural fertiliser and soil improver. By diverting this material from the waste stream, the project reduced waste volumes, lowered associated disposal requirements and contributed to decarbonisation by avoiding emissions linked to waste management and treatment.

The initiative quickly proved popular with the local community and was continued into the busy visitor season. Staff estimate that an average of 14 bags of coffee grounds are now collected each week, equating to approximately 21kg of organic material being diverted from disposal and reused in community gardens and green spaces. Beyond reducing waste, the project has delivered wider environmental and social benefits. Coffee grounds help improve soil structure, enhance moisture retention, support beneficial soil organisms and enrich compost, enabling more sustainable gardening practices. The project demonstrates how small-scale actions can contribute to wider decarbonisation goals by keeping valuable resources in use for longer and reducing reliance on manufactured fertilisers.

Feedback from both staff and the public has been overwhelmingly positive, with social media users describing the initiative as "a great idea!". Consistent demand for the coffee grounds has highlighted strong community engagement and a growing appetite for practical sustainability initiatives. Staff have observed a noticeable reduction in the amount of coffee waste requiring disposal, creating operational efficiencies while reinforcing positive environmental behaviours across the team. The project has helped build confidence among staff to discuss and champion sustainability, embedding a culture of waste reduction and resource reuse into everyday operations. Although relatively small in scale, the initiative has the potential to be replicated at other sites across the National Park, extending its environmental impact and demonstrating how simple, low-cost interventions can support both waste reduction and decarbonisation objectives while strengthening community connections.

Images from Carew Castle and Tidal Mill social media promoting initiative.

2.3 Case Study – Fleet Decarbonisation

Emissions background

There has been a positive reduction in fleet and equipment emissions compared to 2024/25 (-33.91%*), bringing emission levels below that of 2023/24, following us seeing an increase in 2024/25. The highest proportion of emissions from fleet and equipment is from Diesel (4x4, vans, Minibuses, 2 anomaly vehicles: 24 vehicles) at 77.64%* (51.47* tCO_2e), with the majority coming from the 14 diesel 4x4. However, we have seen significant decrease in consumption and emissions from Diesel vehicles of -30.47%* compared to 2024/25. Correcting the increase we saw in 2024/25. This suggests that teams using diesel vehicles are implementing practices to reduce mileage/ consumption from these vehicles, possibly since the implementation of telematics and regular carbon reporting to managers.

Replacement of six leased diesel 4x4 vehicles with six new Toyota Hilux hybrid diesel 4x4s for the Countryside Team.

In 2025/26, the organisation had 51 vehicle and plant assets across owned, leased, rental and unregistered categories. Our objective is to reduce the size of the fleet and transition to lower-carbon alternatives, helping reduce PCNPA carbon emissions. Transport (Fleet and Equipment) is one of the Authority's largest sources of Scope 1 emissions and represents one of the biggest opportunities where PCNPA can directly influence and measure carbon reductions. Unlike supply chain, which is all scope 3, where PCNPA has less influence or direct control. The Decarbonisation Team reviewed low mileage vehicles to assess whether they were still required and identified opportunities to replace diesel, petrol and hybrid vehicles with fully electric alternatives.

Owned Fleet = 32 to 37
Leased Vehicles = 6 to 0
Rental Vehicles = 3 to 2

Note - an additional pool car was purchased for location in North Pembrokeshire to support the travel policy of limiting personal vehicles for business travel and utilising company vehicles.

The proportion of electric vehicles increased across all vehicle categories, with EVs accounting for 51.4% of the owned fleet, 47.5% of the combined owned and rental fleet, and 45.1% of plant and unregistered vehicles.

This case study will mainly focus on PCNPA owned fleet.

Fleet Category	**Before**	**After**	**Increase (percentage points)**
PCNPA Owned Fleet	**40.63 %**	**51.35 %**	**+ 10.73**
EVs Owned & Rental Fleet	**31.71 %**	**48.72 %**	**+ 17.01**
Total Fleet (Owned, Rental & Plant/Unregistered)	**32 %**	**45.10 %**	**+ 13.10**

In April 2025, 40.63% of the PCNPA-owned fleet was electric. In April 2026, including new vehicles, over half (51.35%) of the PCNPA-owned fleet is now electric. Additionally, it's important to recognise that in 2026/27, PCNPA no longer has a leased fleet (previous 4x4s), therefore owned fleet has increased from 32 vehicles to 37 vehicles.

The six newly acquired 4x4 vehicles represent a more affordable solution than leasing and, as diesel-hybrid models, contribute to reduced emissions. Furthermore, purchasing the vehicles enables us to upgrade to electric or lower emission 4x4 alternatives when these become commercially available, avoiding the restrictions associated with lease agreements.
The impacts of this process will further be seen in the 2026/27 emissions data.

Fleet and Equipment constitutes 5% of PCNPA overall emissions. Whilst it seems low in comparison to supply chain etc., it creates predominantly Scope 1 emissions - that is, direct GHG emissions from sources that are owned or controlled by an organisation. The replacement of the pool cars to full electric raises the confidence of staff in using electric vehicles, thereby supporting wider behaviour change.

All the vehicles that can be replaced by an equivalent electric vehicle have now been replaced, bar one vehicle.

This work started in 2025/26 and is ongoing with conversations between departments on how we can be more efficient and cost effective and thinking long-term.
A full telematics review is being conducted in October 2026 by Wales Government Energy Services (WGES), which will support and identify further improvements and efficiencies.

There has been no full evaluation yet. However, annual recording of fleet emissions data shows an overall emissions reduction in Fleet and Equipment from the last financial year.

2024/25 = 100.31 tCO_2e

2025/26 = 66.29* tCO_2e*

This demonstrates a reduction of 34.02* tCO_2e (33.91%).

The Decarbonisation Team projects the tCO2e will reduce again in 2026/27 from the replacement of fleet vehicles to EV alternatives.

Key challenges that the team found included:

- The limited availability of suitable electric vehicles, particularly 4x4s.
- Supporting staff to adapt to the use of EVs.

Despite these barriers, PCNPA is committed to transitioning its owned fleet towards net zero through fleet reduction and the adoption of fully electric vehicles where feasible.

The transition to electric vehicles has delivered significant and measurable carbon savings. During 2025/26, the National Park Authority's Car Parks Officer drove 15,099 miles in an electric vehicle, resulting in an estimated reduction of 3,670.67 $kgCO_2e$ compared with an equivalent diesel vehicle. Similarly, the Coast to Coast electric van travelled 11,255 miles during the same period, saving an estimated 2,736.27 $kgCO_2e$ compared with a diesel Peugeot Partner van.

The Decarbonisation Team would like to emphasise that these savings have been achieved from just two electric vehicles within the Authority's fleet. The results demonstrate the significant potential of wider fleet electrification. Based on Welsh Government Energy Service (WGES) modelling for 2025/26, transitioning the entire fleet to 100% battery electric vehicles could reduce energy consumption by approximately 70%, from 230 MWh to 69 MWh, and cut greenhouse gas emissions by around 99%.

This highlights the substantial role that fleet electrification could play in supporting PCNPA's decarbonisation journey and would make a significant contribution towards achieving the Authority's Net Zero by 2030 target whilst maintaining operational requirements. As the vehicles were replaced during 2026/27, the impact of the EVs will be more fully reflected in next year's figures, when a full year of data will be available.

3. Challenges and Opportunities

The Authority has made progress towards its 2030 decarbonisation target and is now beyond the halfway point.

The streamlining of energy data collection has enabled effective tracking of emissions and consumption trends, and there is an opportunity to replicate this approach across fleet, business travel, equipment and waste. There is also an opportunity to develop quarterly or biannual trend reports and dashboards to provide greater visibility of emissions, costs and operational patterns, enabling departments to identify priorities, respond to emerging issues and target interventions where they will have the greatest impact, specifically on our Scope 1 emissions.

A further opportunity lies within procurement and supply chain engagement. By strengthening the integration of sustainability and social value considerations into procurement frameworks, the Authority can begin to influence emissions beyond its direct operations. However, this presents a challenge given the Authority's relatively modest purchasing power and its commitment to supporting local suppliers and small businesses across the National Park. Careful engagement will therefore be required, which takes staff time. Improved coding and reporting of spend alongside emissions data will help the team to prioritise suppliers for engagement without creating barriers.

Partnership working and behaviour change are critical to achieving wider decarbonisation ambitions, with opportunities to explore more collaboration with other public sector organisations, Welsh designated landscapes and UK National Park family.

Internally, staff travel surveys have identified encouraging increases in active travel, alongside opportunities to further support low-carbon choices through measures such as covered cycle storage. Improved waste recording also presents opportunities to identify high-volume waste streams and explore innovative solutions, e.g food waste treatment through an on-site wormery at Llanion

Challenges as always are resource pressures which mean that the team are balancing decarbonisation objectives alongside other projects, such as the Preseli Suite and Traeth Mawr developments. Maintenance of renewables is a future challenge that need to be resourced, as we have seen failure of renewables lead to an increase in fossil fuels e.g. an issue with the failed heat pump at Oriel y Parc meant a reliance on gas, and the Llanion biomass boiler fix leading to a reduction in gas. Renewables maintenance and efficiency is extremely important both for our emissions and cost going forward.

Ensuring that decarbonisation remains embedded across different departments is essential to maintain momentum and deliver long-term emissions reductions across both the Authority and the National Park.

4. Financial and Resource Considerations

Focus work on ‘invest to save’ basis, prioritise these opportunities, particularly renewables. Delivery of number of capital projects across the Authority remains a resource challenge.
Addition of maintenance budget for maintenance of renewables e.g. air source heat pump at Castell Henllys, new canopy at Llanion.

5. Contribution to Cross Cutting Outcomes:

Cross Cutting Outcome	Contribution – Activities and Impact
Sustainable Development Principles – 5 ways of working	Ensuring that the needs of the present are met without compromising the ability of future generations to meet their own needs - Working in collaboration within the decarbonisation team, internally between different departments, within the PSB in Pembrokeshire, to more nationally between Welsh NPs and Tirweddau Cymru to UKNPs and globally with Race to Zero. - Integration – through SDF, community, energy, poverty, environment. - Long-term – consistently thinking of the future and long term needs. Fleet, fuel costs and value for money on assets.. - Prevention
Public Sector Equality Duty/ Socio Economic Duty / Reducing Child Poverty	Electric minibus – supporting Engagement and Inclusion team. Child poverty – support just transition. SDF funding to support community hubs – warm hubs. SDF funds decarbonisation activities in communities that help reduce costs as well as emissions. Engagement with strategic partners to support sustainable transport initiatives involving public transport could help tackle transport challenges facing disadvantaged groups. Socially responsible strategy considers procurement aspect of equality duty. Support public transport as well as roll out of e-bike scheme to support sustainable, low-cost short distance travel in several communities.
Promoting Welsh Language	SDF application – Welsh language application received. Carbon literacy slide deck bilingual Staff supported to explain their Welsh vocabulary and familiarly with language linked to climate change at cultural events Eisteddfod and County Show.

	Staff engaged in Welsh language awareness sessions and take part in Welsh lessons. Tirlun education platform offers opportunity people to engage with climate change education material in Welsh.
Section 6 Biodiversity Duty / Sustainable Management of Natural Resources	Helping to embed practices which have a positive effect on biodiversity where we can, for example Swift boxes installed at Llanion – also at Carew Mill Llanion/ Preseli Suite garden installation and creation. Biodiversity benefits gains in the capital project at Traeth Mawr.
Engagement with Communities and Stakeholders	SDF is providing opportunity for communities to fund decarbonisation projects. Communities are promoting SDF grant through displaying certificate at community spaces. Looking to engage with SMEs on social value and sustainability as part of the new procurement strategy and procurement work.
Staff Development / Volunteering Opportunities	Carbon literacy training and behaviour change communication opportunities for staff, volunteers, and members.

6. Overall Assessment and Next Steps

The Authority has continued to make positive progress in reducing operational carbon emissions and strengthening the evidence base needed to support informed decision-making.

When emissions are not offset against land removals, the Authority's emissions in 2025/26 were 1,314.77 tCO_2e* a decrease in emissions of -185.66 tCO_2e compared to 2024/25. This is a -12.3% decrease in emissions compared to 2025/24. This has resulted in correction in the increasing of emissions experienced in 2024/25 that was mainly due to fleet diesel use, OYP gas usage and supply chain spend.

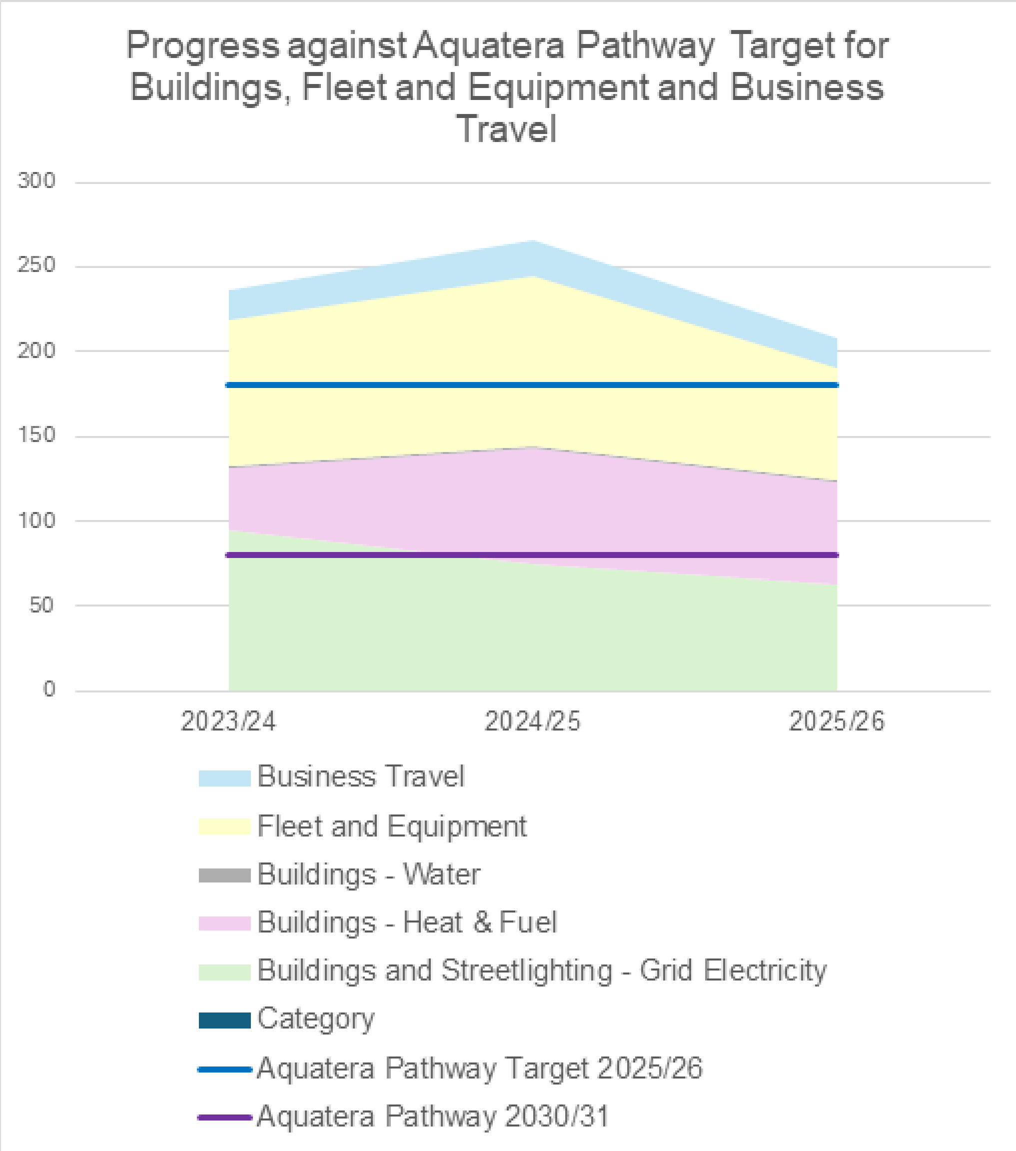
In 2022 A report was provided by consultants (Aquatera) providing a baseline study and pathway for the Authority to reach net zero by 2030. This pathway and baseline is used to measure progress.

Aquatera Pathway Targets for Buildings, Fleet and Equipment and Business Travel only

Year	Authority Emission Total (tCO2e)	Aquatera Pathway Target [Mid Target]: 2025/26	Emission decrease needed to reach target (tCO2e)	Aquatera Pathway Target 2030/31	Emission decrease needed to reach target (tCO2e)
2021/22	279	180	-99	80	-199
2022/23	232	180	-52	80	-152
2023/24	236	180	-56	80	-156
2024/25	265	180	-85	80	-185
2025/26	208	180	-28	80	-128

The Authority has not met the Aquatera pathway mid point 2025/26 target for emissions for Buildings, Fleet and Equipment and Business Travel. However, the gap to the target has reduced significantly from the need for reduction of 56 tCO_2e in 2023/24 and 85 tCO_2e in 2024/25 to 28 tCO_2e in 2025/26. The Authority needs a 128 tCO_2e reduction to meet the 2030/31 pathway target. Following activities have potential to support the Authority to reduce gap to mid way and final pathway target:

- Solar canopies at Llanion (longer term if future funding secured solar canopies at OYP)
- Air source heat pump upgrade should reduce gas usage at OYP
- Opportunities to reduce diesel fleet and equipment, including moving where feasible to hybrid vehicles.


Progress against Aquatera Pathway Target for Buildings, Fleet and Equipment and Business Travel
300
250
200
150
100
50
0
2023/24
2024/25
2025/26
Business Travel
Fleet and Equipment
Buildings - Water
Buildings - Heat & Fuel
Buildings and Streetlighting - Grid Electricity
Category
Aquatera Pathway Target 2025/26
Aquatera Pathway 2030/31

With many of the more straightforward carbon reduction measures already implemented, future progress will increasingly depend on targeted interventions, improved monitoring, and embedding low-carbon behaviours across the organisation. Key next steps include the delivery of planned building and renewable energy projects, including the installation of a Building Management System (BMS) at Oriel y Parc to optimise energy performance and the completion of solar canopy projects at Llanion. Alongside these projects, the Authority will continue to explore opportunities for small-scale greening infrastructure that can contribute to climate resilience, biodiversity enhancement and carbon reduction across the estate.

A major priority over the next reporting period will be improving the quality and frequency of emissions data. Building on the successful monthly monitoring approach already established for energy and water, similar reporting systems will be developed for waste and business travel to enable more timely identification of trends and opportunities for intervention. The Authority will also continue to support the transition to low-carbon transport through the addition of electric vehicle charging points during 2026/27 at Llanion, ongoing replacement of vehicles with lower-emission alternatives, and a review of fleet telematics data following its first year of operation in October 2026.

Alongside operational improvements continued focus on behaviour change, sustainable travel choices, waste reduction and resource efficiency will be essential to maintaining progress towards the Authority's decarbonisation goals.

Wider work to replace some 4x4 where appropriate with Hybrid vehicles alongside continuation of practices to look at work travel practices for certain teams will help support future reductions in this area. We have seen decrease in Diesel and Petrol equipment emissions, however important to note that Diesel and Petrol equipment emissions when combined are 12.28% of our fleet and equipment emissions and alongside our diesel fleet should be an area that we explore in terms of reduction opportunities going forward.

Supply chain is our biggest emission – now with data coding at expenditure we can look at our highest emission spend suppliers. We propose to start this work in the autumn / winter 2026.

Carbon literacy rollout had stalled, but with the new Sustainability Officer in place and revised slide deck, we will aim to start internal training in autumn 2026.