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# 1. Executive Summary

Kingston University is committed to achieving Net Zero emissions at the latest by 2050. This target aligns with UK Government’s 2050 target and Net Zero strategy published under the 2019 to 2022 Johnson Conservative government.

This Carbon Reduction Plan (CRP) will cover Kingston University’s baseline year (2023/24) and current year (2025/26), setting clear targets for reducing Greenhouse Gas (GHG) emissions over key timeframes and planned actions to achieve Carbon Net Zero by 2050 at the latest. Our aim is to ensure the highest levels of engagement with this Carbon Reduction Plan across Kingston University.

Some of these targets will be achieved through behavioural change, others will require funding in some cases, such as campus and infrastructure improvements and potentially carbon offsetting.

# 2. Meeting the reporting requirements

This Carbon Reduction Plan complies with PPN 06/21 as published by the Cabinet Office in June 2021. This document is reviewed and updated annually by the Net Zero Carbon Steering Group.

# 3. Commitment to achieving Net Zero

Kingston University is committed to achieving Net Zero GHG emissions by 2050. We recognise the urgent need to rapidly decarbonise the UK higher education sector, along with the whole of UK industry and global emissions. This target aligns with UK Government’s 2050 target and Net Zero strategy published under the 2019 to 2022 Johnson Conservative government.

# 4. Carbon footprint methodology

The Kingston University carbon footprint methodology is based on the assumptions our operational model being largely campus-based and located in Royal Borough of Kingston and Wandsworth boroughs in southwest London.

Kingston University’s carbon footprint is calculated annually across the three carbon scopes: Scope one (direct emissions from owned or controlled sourced), scope two (indirect emissions from the generation of purchased energy e.g. electricity) and scope three (all other indirect emissions throughout the value chain, e.g. purchased goods and services, business travel, waste).

|                      |               |
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Kingston University carbon emissions reporting follows the EAUC’s Standardised Carbon Emissions Framework<sup>1</sup> (SCEF), which is based on the GHG Protocol.

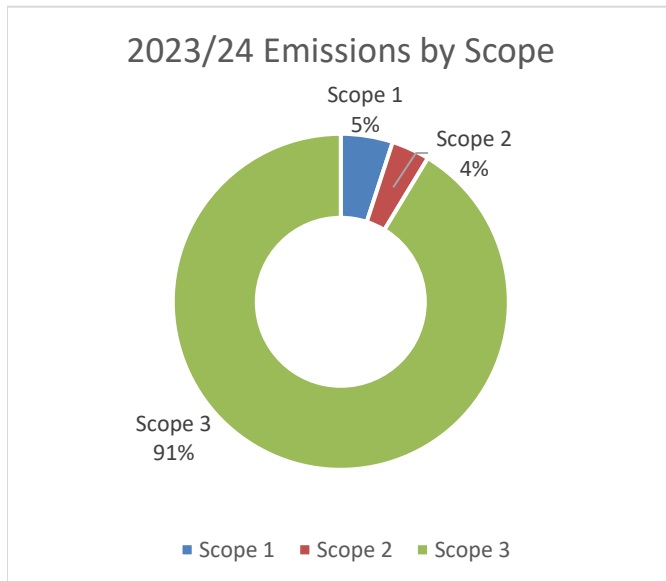
For more detail on this methodology, including alignment with SCEF reporting level, see Appendix 1.

## 5. Baseline Carbon Emissions - August ‘23 - July ‘24

The baseline presents the emissions across the entire value chain of Kingston University including operations, procurement, commuting, travel, waste and leased assets. The baseline presented in this document will be used for monitoring and tracking progress towards targets. Table 1 and Figure 1 below present the high-level figures of the 2023/24 Baseline.

| Category of Emission | tCO2e  | Target to Net-Zero |
|----------------------|--------|--------------------|
| Total Scope 1*       | 2,032  | 2038/39            |
| Total Scope 2 **     | 1,490  | 2038/39            |
| Total Scope 3 ***    | 37,087 | 2050               |
| Total GHG Inventory  | 40,608 |                    |

**Table 1** 2023/24 Baseline GHG Emissions



**Figure 1** 2023/24 Baseline GHG Emissions

<sup>1</sup> Standardised Carbon Emissions Reporting Framework for Further and Higher Education – Version 3.0 – December 2022 – developed by EAUC, the Alliance for Sustainability Leadership in Education

|                      |               |
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## 5.1 Scope 1

Scope 1 emissions are direct emissions related to operations from the combustion of fuel (principally gas) and fugitive emissions from F-gases.

## 5.2 Scope 2

Scope 2 emissions are indirect emissions from operational activity (purchased electricity).

## 5.3 Scope 3

Scope 3 emissions related to all CO<sub>2</sub>e emissions related to the supply chain, travel waste, etc.

Our Scope 3 footprint is dominated by the purchase of goods and services across the university. The baseline analysis is that procurement of goods and services is where 58% of the baseline GHG emissions come from. The second highest contribution to Scope 3 emissions result from student and staff travel to the University's campuses. There are several factors in travel to Kingston University which generate significant emissions of 17% of the baseline GHG emissions. We have examined our data from travel to better understand if, where, and how carbon reductions can be made.

## 6. Emission Reduction Targets

To continue our progress to achieving Net Zero, Kingston University will set intermediate targets for CO<sub>2</sub> reduction. These targets are being developed and will be published during academic year 2025/26.

## 7. Carbon Reduction Projects

The carbon reduction opportunities in this section, once fully implemented, will reduce Kingston University's GHG emissions each year in line with achieving Net Zero emissions by 2050 at the latest.

The projects listed in section 8 below relate to Kingston University's carbon reduction projects at this stage. Additionally, several of the ways in which Kingston University will achieve Net Zero are dependent on the behaviours and actions of employees, and therefore the potential rate of progress is more unpredictable.

To achieve Net Zero, Kingston University will be required to reduce across its carbon emissions across Scopes 1, 2 and 3.

|                      |               |
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## 8. Scope 1 (Gas) Actions

- Business as usual: install and tune building management control systems to reduce energy use particularly when buildings have low occupancy. Migrate domestic hot water systems away from gas to electrical where beneficial to do so.
- Over a longer timescale, there may be the potential to change the boilers in all university buildings from natural gas to an alternative lower carbon fuel type such as Hydrogen blended or Air Source Heat pumps. This is realistically planned for 13 years in the future.
- Explore opportunities for larger campus connections either to a low carbon energy centre or a district heat network.
- Potentially offset any residual CO2 emissions through the purchase of equivalent carbon emissions credits from an International Carbon Reduction & Offset Alliance (ICROA) provider.

## 9. Scope 2 (Electricity) Actions

- Implement all available technical solutions, including hardware and software Building and Energy Management Systems.
- Ensure we have power management policies in place for hardware such as Laptops / PC / Printers etc.
- Encourage behavioural change through publishing internally a dashboard of carbon output/energy consumption by location.
- Maximise purchase of renewable-backed energy tariffs as per latest guidance
- Potentially offset any residual CO2 emissions through the purchase of equivalent carbon emissions credits from an International Carbon Reduction & Offset Alliance (ICROA) provider.

## 10. Scope 3 Actions

### 10.1 Travel

Targets associated with travel (business and commuting) will be achieved through a combination of modal shift towards more sustainable travel options, continued support for agile working, capital investment and technological advances, such as increases in EV ownership, and a reduction in public transport emissions through a move towards fleet electrification.

Actions are detailed in the [KU Travel Plan 2024 – 2029](#)

|                      |               |
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### 10.1.1 Commuting

Achieving Kingston University’s commuting targets would see carbon from commuting reduced by 12% over the 5-year period of the Travel Plan, equivalent to a saving of 750 tCO<sub>2</sub>e p/a compared to the 2023/24 baseline, if staff and student numbers remain as is.

The targets have been arrived at based on:

- Continued promotion of the University’s approach to agile working, encouraging those in roles that can be delivered from home to do so up to twice a week. This is estimated to generate a saving of c.20 tCO<sub>2</sub>e p/a from staff commuting based on travel survey results.
- The intentions of staff and student car drivers to switch from a petrol or diesel car to a hybrid or electric vehicles within the timescales of the Travel Plan. This is estimated to generate a saving of c.100 tCO<sub>2</sub>e p/a.
- Modal shift amongst staff and student car drivers to more sustainable modes, and amongst bus users to active modes. This is estimated to generate a saving of c. 630 tCO<sub>2</sub>e p/a.

|              | No. of people | 2023/24 Baseline              | 2023/24 per person       | 2028/29 Target                | Target 2028/29 per person |
|--------------|---------------|-------------------------------|--------------------------|-------------------------------|---------------------------|
| Staff        | 1,900         | 1,145 tCO <sub>2</sub> e      | 0.603 tCO <sub>2</sub> e | 905 tCO <sub>2</sub> e        | 0.477 tCO <sub>2</sub> e  |
| Students     | 18,101        | 4,657 tCO <sub>2</sub> e      | 0.257 tCO <sub>2</sub> e | 4,147 tCO <sub>2</sub> e      | 0.229 tCO <sub>2</sub> e  |
| <b>Total</b> | <b>20,001</b> | <b>5,802 tCO<sub>2</sub>e</b> | <b>-</b>                 | <b>5,052 tCO<sub>2</sub>e</b> | <b>-</b>                  |

**Table 2. Kingston University Commuting Targets**

### 10.1.2 Business and Research

The targets for business and research travel recognise that some trips are unavoidable, indeed they bring significant benefit to the University. The results of our travel survey indicate an appetite to reduce the environmental impacts of business and research travel.

There will also be a natural reduction in CO<sub>2</sub>e (average) mile travelled for business, because of ‘cleaner’ technology, for both grey fleet and other vehicles, as technology improves. A comparison of DEFRA data suggests a downwards trend over past 5 years, with an average reduction in the conversion factor value across main modes of 8.5 percentage points.

|       | 2022/23 Baseline         | Equivalent per staff member | 2028/29 Target           | Equivalent per staff member* |
|-------|--------------------------|-----------------------------|--------------------------|------------------------------|
| Total | 626.9 tCO <sub>2</sub> e | 0.33 tCO <sub>2</sub> e     | 532.9 tCO <sub>2</sub> e | 0.28 tCO <sub>2</sub> e      |

**Table 3. Business and Research Travel Targets.**

|                      |               |
|----------------------|---------------|
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## 10.2 Corporate Procurement

Corporate Procurement are currently reporting on the Scope 3 emissions for Purchased Goods and Services and Capital Goods.

Corporate Procurement are moving from a spend based approach to a hybrid methodology utilising the Net Zero Carbon Supplier Tool, a tool developed by NETpositive Futures to support the higher education sector. Using the tool, we are collating more accurate information on supplier emissions and their carbon reduction plans.

Through the 2025/26 academic year, Corporate Procurement aim to review and identify interim targets to be published. We will continue to work with our supply chain to identify suppliers and actions to reduce emissions, including prioritising those areas of greatest impact.

## 10.3 Staff and student learning and behaviour change

Every role in Kingston University has an impact on our carbon emissions and informed and motivated students and staff are key to making reductions. Everyone can reduce their energy footprint simply by switching off equipment at night, separating and sorting waste and travelling as sustainably as possible.

Actions taken to reduce the impact of student and staff behaviours and actions will have impact primarily on Scope 2 Electricity and some parts of Scope 3 Travel:

- Regular information on reducing environmental impacts, carbon reduction and pertinent recent environmental events could be shared with Kingston University students and staff via various means.
- Role by role analysis could be undertaken and then each person given several actions and areas which they should ensure they act on. This could also be an essential part of the Annual Review process.
- The successful sustainability champion Green Impact programme should seek to involve more staff.
- An overall performance dashboard for Kingston University carbon reduction should be regularly updated and displayed prominently on internal channels (e.g., Staffspace, digital signage)
- Regularly review and update working arrangements in line with best practice and latest technology developments.

## 10.4 Service Contracts

Sustainability is always considered when tendering high value service contracts. Lowering carbon impact will be further integrated into service contracts, particularly catering, waste management and the Kingston University bus service.

|                      |               |
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## 10.5 Carbon Offsetting

The potential to offset any residual Scope 3 CO2 emissions through the purchase of equivalent carbon emissions credits from an International Carbon Reduction & Offset Alliance (ICROA) provider will be under consideration at a future date.

## 11. Leadership

The Senior Leadership Team has given, and will continue to give, its full support to this Carbon Reduction programme and the work led by the Net Zero Carbon Steering Group. The Senior Leadership Team will lead by example, by including regular updates from the Carbon Net Zero team in quarterly meetings and other Executive-level meetings.

## 12. Declaration and sign off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standards for [Carbon Reduction Plans](#).

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard and uses the appropriate government emission conversion factors for GHG company reporting.

Scope 1 and Scope 2 emissions have been reported in accordance with Greenhouse Gas Protocol Guidance, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Greenhouse Gas Protocol Value Chain (Scope 3) Standard.

This Carbon Reduction Plan has been reviewed and signed off by the Senior Leadership Team of Kingston University.

Signed by:



Steven Spier  
Vice-Chancellor

Date:

Signed by:



Caroline Harries  
Chief Operating Officer & Chief Financial  
Officer

Date: 02/12/25

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## Appendix 1: Methodology Review

Kingston University have aligned their carbon emissions reporting EAUC SCEF. Table A1 outlines the GHG categories used by Kingston University to calculate its carbon footprint, including description and methodology relevant SCEF Reporting Level for each source to explain the accuracy of the reported data:

- Basic Level: Lower-accuracy calculation methodology
- Intermediate Level: Medium-accuracy calculation methodology
- Advanced Level: Best-in-class calculation methodology

| Scope and GHG protocol Category  | Description  | EAUC SCEF Methodology Level                                      |
|--|--|--|
| <b>1. Fuel Use for operations</b>  | Combustion in natural gas (in boilers, CHP, furnaces, etc) and other fuels (eg liquid fuels in generators) as part of University operations  | Advanced   |
| <b>1. Fleet (Owned Operated)</b>   | Fuel usage associated with controlled vehicles, including owned and leased vehicles  | Advanced   |
| <b>1. Refrigerants &amp; researched-based f-gas, VOC</b>                     | Fugitive emissions from refrigerants.  | Advanced   |
| <b>2. Purchased Electricity</b>  | Generation of purchased electricity consumed across Kingston University buildings and campuses   | Advanced   |
|  | Renewable energy purchased through PPA (100% REGO electricity provided by contract with Stratkrady)  | Advanced   |
| <b>3.1 Purchased Goods and Services</b>                                      | Upstream (supply chain) emissions of goods and services purchased for the operation (operational expenditure - OPEX) of the organisation.  | Intermediate   |
| <b>3.2. Capital Goods</b>  | Upstream (supply chain) emission of fixed assets (capital expenditure - CAPEX) purchased through construction, refurbishment etc. (not continuous maintenance).                      | Basic  |
| <b>3.3. Fuel and Energy related activities not included in Scope 1 and 2</b> | Upstream emissions of purchased fuels and water e.g. emissions such as transportation and distribution of fuel and transmission and distribution of fuels and energy in Scope 1 & 2. | Advanced   |
| <b>3.4 Upstream Transport and Distribution</b>                               | Upstream Transportation and Distribution includes all transportation to the University's facilities  | Basic  |
| <b>3.5 Waste Generated in Operations</b>                                     | Disposal and treatment of waste, recycling and wastewater.   | Operational Waste: Advanced<br>Project Waste & Wastewater: Basic |
| <b>3.6 Business Travel</b>   | Transportation of employees for business related travel including accommodation  | Travel Management Company: Advanced<br>Expenses: Basic           |

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| Scope and GHG protocol Category                       | Description  | EAUC SCEF Methodology Level |
|---|--|-----------------------------|
| <b>3.7 Employee Commuting</b>                         | Staff emissions from transport between their homes and their worksites. Student emissions associated with travel to/ from their home and term time commuting | Advanced                    |
| <b>3.9 Downstream Transportation and Distribution</b> | Student Accommodation (On-site but managed by an external organisation)  | Basic                       |

**Table A 1: Carbon emission category description and methodology overview**

In the baseline year 2023/4 the categories not included within the measurement are: 3.8 Upstream leased assets, 3.10 Processing of Sold Goods, 3.11 Use of Sold Products, 3.12 End of life treatment of sold products, 3.13 Downstream leased assets, 3.14 Franchises, and 3.15 Investments.

Over the coming years, Kingston University will look to improve their data quality and better understand how to reduce our Scope 3 emissions. To do this, Kingston University plan to shift from spend based data and utilise more detailed information using specific data from suppliers in line with the SCEF Guidance.