



Carbon  
Reduction  
Plan

# Commitment to achieving Net Zero

AHR Architects and AHR Building Consultancy practices collectively employ circa 300 staff across 9 offices in the UK. Our commitment to climate and sustainability is central to our practice ethos.

We are signatories to the RIBA 2030 Climate Challenge and Architects' Declare and have pledged to support our clients, and the wider built environment, with the climate challenges we all face.

When creating or caring for buildings and spaces, we believe every project counts. We have developed a reputation for delivering sustainable design solutions and our current portfolio is rich with projects that consider Operational Energy and Embodied Carbon from the outset.

We currently operate out of eight permanently staffed offices which are strategically located across the country to provide design services to a broad range of public and private sector clients. All our office space is leased, as is the practice IT infrastructure (i.e. hardware & software).

We welcome the opportunity to demonstrate to the UK Government and to our clients our commitment to managing carbon across the AHR's operations.

This Carbon Reduction Plan is now in its fourth year and continues to plan our ongoing journey to net zero. We have reviewed our progress through 2023 and believe we are on target to transition to Net Zero by 2030 for our Scope 1 and 2 activities.



We are an agile and progressive organisation and we believe we can complete the transition by 2030, in line with the aspirations of RIBA, RICS, and Architects Declare – ahead of the 2050 target date mandated by the Climate Change Act.

#### About the AHR Plan

This Plan summarises AHR's baseline carbon footprint and our commitment to reducing our Green House Gas (GHG) emissions to Net Zero. We are an agile and progressive organisation and we believe we can complete the transition by 2030 – in line with the aspirations of RIBA, RICS, and Architects Declare – ahead of the 2050 target date mandated by the Climate Change Act

The Scope of the AHR Plan is as defined by the GHG Protocol Corporate Standard. In addition to measuring against their Scope 1 and 2 boundaries, we have established further (and as yet voluntary) Scope 3 boundaries for aspects that we have some influence over.

Emissions have been calculated using the 'Control Approach'. That is to say, we have accounted for 100 percent of the GHG emissions from operations over which AHR has full financial control. Full calculations are available on request.

# Baseline emissions footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions.

Baseline emissions are the reference point against which emissions reduction can be measured.

## Baseline Year: 2019

### Additional Details relating to the Baseline Emissions calculations

Baseline emissions calculations commenced in January 2019, based on AHR's organisational and Operational Boundaries at that time. Emissions have been calculated using the 'control' approach – calculated by office location before being consolidated for the purposes of reporting on overall tonnes CO2e, per Scope, for the Practice.

The extent of each Scope, as applicable to AHR's Organisational and Operational Boundaries, is set out below, along with the calculation methodology used.

#### Baseline year emissions:

Emissions	Total (tCO2e)	
Scope 1	165.5 tonnes CO2e	(Fleet emissions calculated using GHGP Transport Tool V2.6) (A/C emissions calculated from manufacturer performance data by A/C unit)
Scope 2	144.3 tonnes CO2e	Electricity GHG emissions calculated as kWh x CO2e (with CO2e figures derived from UK Government GHG Conversion Factors for Company Reporting 2018)  Gas GHG emissions calculated as kWh x CO2e (with CO2e figures derived from UK Government GHG Conversion Factors for Company Reporting 2018)
Scope 3 (Included Sources)	360.8 tonnes CO2e	Includes business travel, staff commute, AHR waste streams as well as fuel and energy-related services such as off-site Data Centres  GHG emissions calculated as distance (or) weight (or) kWh per scope item x CO2e (with CO2e figures derived from UK Government GHG Conversion Factors for Company Reporting 2018)  Staff commuter habits were accrued via staff survey
<b>Total Emissions</b>	<b>670.6 tonnes CO2e</b>	

## Current Reporting Year: 2023

Emissions	Total (tCO2e)	
Scope 1	68.80 tonnes CO2e	(Fleet emissions calculated using car manufacturer engine data x mileage per annum) (A/C emissions calculated as a consequence of GHG replacement through maintenance)
Scope 2	68.41 tonnes CO2e	Electricity GHG emissions calculated as kWh x CO2e (with CO2e figures derived from UK Government GHG Conversion Factors for Company Reporting 2023)  Gas GHG emissions calculated as kWh x CO2e (with CO2e figures derived from UK Government GHG Conversion Factors for Company Reporting 2023)
Scope 3 (Included Sources)	273.85 tonnes CO2e	Includes business travel, staff commute, AHR waste streams as well as fuel and energy-related services such as off-site Data Centres  GHG emissions calculated as distance (or) weight (or) kWh per scope item x CO2e (with CO2e figures derived from UK Government GHG Conversion Factors for Company Reporting 2023)  Staff commuter habits were measured using a staff survey (69% returns)
<b>Total Emissions</b>	<b>411.1 tonnes CO2e</b>	

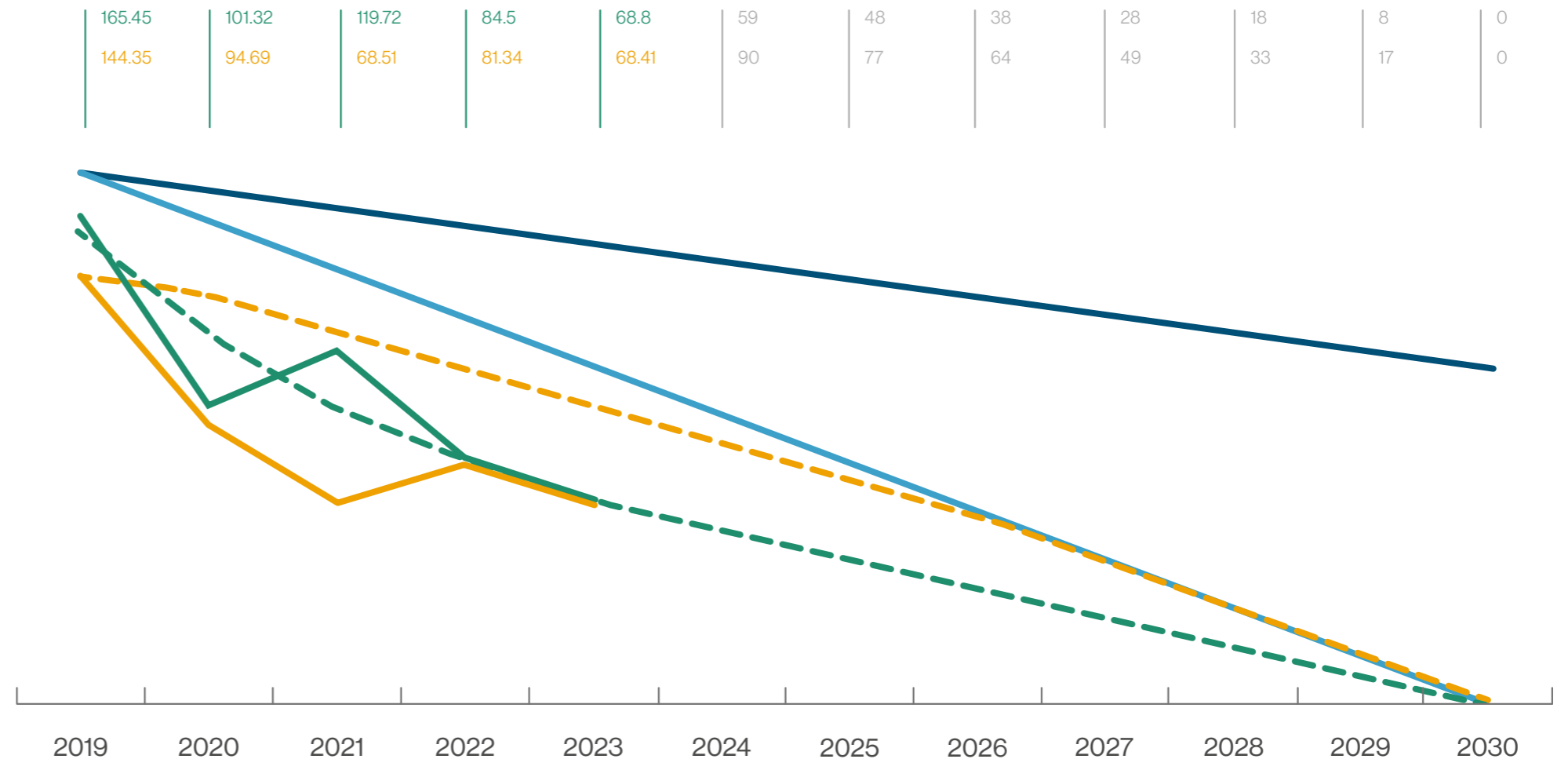
# Surpassing expectations for scope 1 and 2

Our emissions reduction targets for Scope 1 and 2\* continue to exceed expectations. Our gradual transition of fleet vehicles from fossil-fuel to electric-fuelled has made a significant contribution to our performance over 2023, and is set to continue at the same pace, all the way to 2030.

During 2023 a significant proportion of fuel, previously accounted for in Scope 2, was pushed into Scope 3, through a planned transition to cloud-computing. This has caused an artificial downward dip in our Scope 2 figures, but the balance is accounted for in the Scope 3 section of this report.

Note: \*The data used to calculate our CO2e footprint is, to the best of our knowledge, accurate. However, our commitment to continually improving the quality of this data may from time to time flag a requirement to re-calibrate our statistics. In such instances we reserve the right to do this without penalty.

- Net Zero timeline (2050)
- Net Zero timeline (2030)
- AHR forecast scope 2
- AHR forecast scope 1
- AHR actual scope 2
- AHR actual scope 1



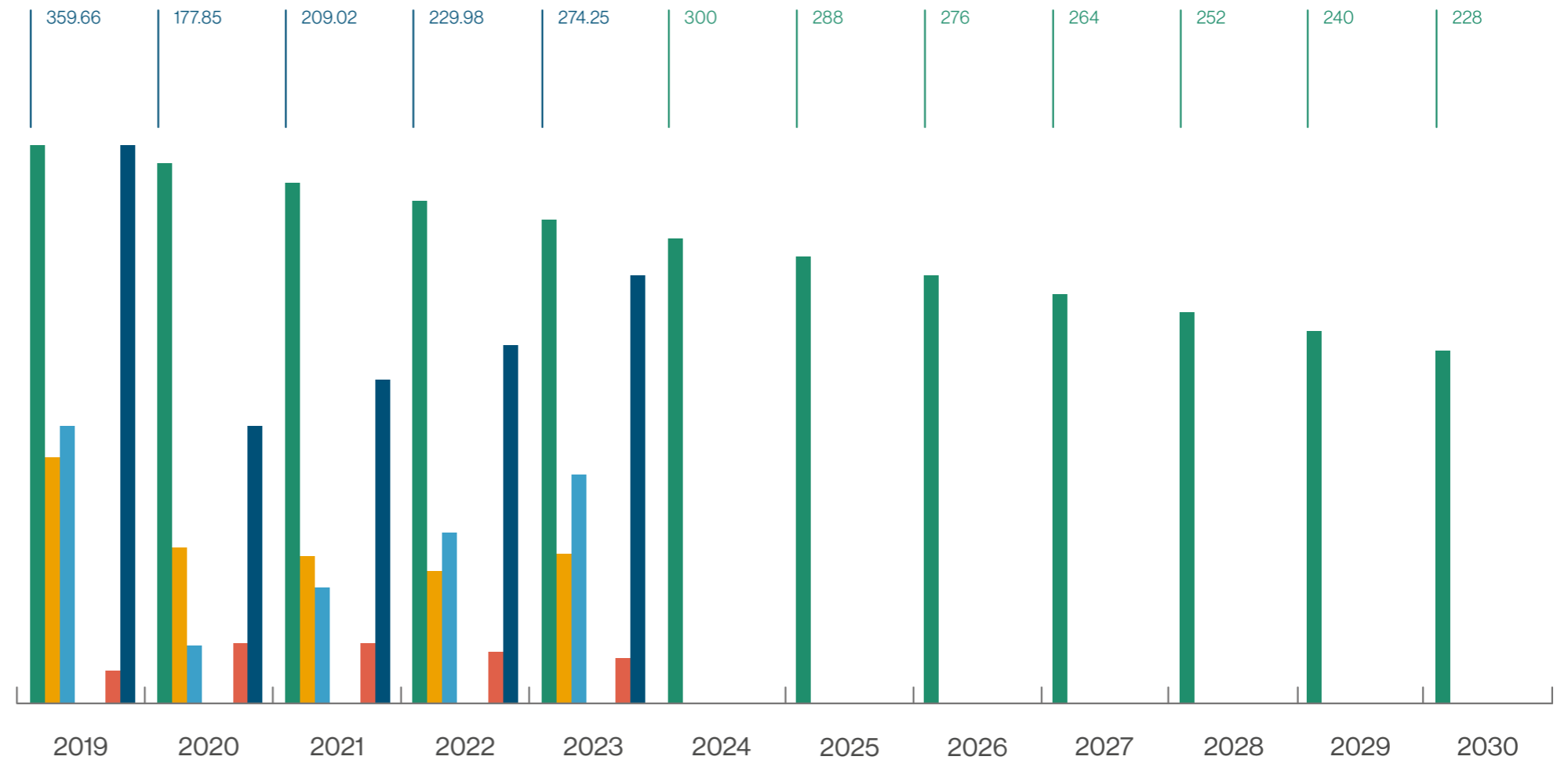
# Scope 3 emissions for 2023

AHR's Scope 3 emissions for 2023 proved difficult to control – with factors outside of our sphere of influence impacting on performance. The artificial flattening of our Scope 3 values in 2020, by C19 lockdown, is proving difficult to maintain, though we are now in possession of the data to help us do this.

Unsurprisingly, business travel and the staff commute are the key contributors to this trend, accompanied by a marginal increase in down-stream fuel use at our data centres. Our waste streams remain incidental.

Whilst Scope 3 reporting remains voluntary to AHR, our organisation is committed to driving down our CO<sub>2</sub>e emissions in the areas identified, above. Analysis of this respect 2023 performance is provided on the next page.

- Total
- Fuel and energy related services
- Staff commute
- Business travel
- Net Zero timeline (2050)

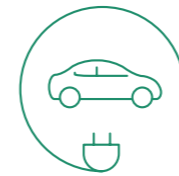


# Carbon Reduction Initiatives

Implementing this programme in our own business has provided invaluable first-hand experience to be transferred across our projects.

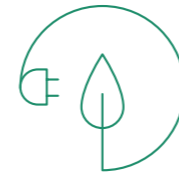
Informing the development of our Zero Carbon Today Methodology and Retrofit Toolkit – an achievable, design led solution to reaching Net Zero Carbon across new-build and refurbishment projects now.

2023 summary of the following environmental management initiatives: -



#### Fleet vehicles

61% of our fleet are now hybrid or all-electric, which helped us exceed our 2023 target of capping fleet emissions at 85 tonnes CO2e.



#### Waste streams

In 2023 six of our eight landlords committed to reporting on the CO2e component of our office waste streams. This has enabled to verify that our baseline estimates and those previous years of reporting were within +/- 5% accuracy – and that our waste streams are low.



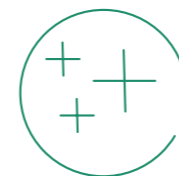
#### Hybrid working

Until such time that the UK's public transport infrastructure decarbonises, hybrid working remains a key component of our CO2e reduction initiative.



#### Staff awareness

AHR's Sustainability Group is now in its second year of operation. It now flexes its influence beyond AHR, assisting our Clients consider their own net-zero journey, including those of the building designs they commission from us.



#### Other benefits to report

2023 saw us transition 60% of our technical staff to 'virtual' laptops, with data processing and storage taking place in 'the cloud' instead of on site. We did expect our electricity use to impacted negatively by this transition, due to vastly increased processing power available to us now. Instead we appear to have benefited from an annual reduction of circa 13%\*.

Note: \* in previous years this figure may have been higher. However, in the 2023 version of UK Government GHG Conversion Factors for Company Reporting, the UK Electricity CO2e factor has increased by 7% (compared to the 2022 update) due to an increase in natural gas use in electricity generation and a decrease in renewable generation.



# Scope 3 performance review

Whilst Scope 3 reporting remains voluntary, the necessity to address CO2e emissions at this level is absolute.

We began monitoring prescribed aspects of our Scope 3 activities in 2019, and since then we've been refining our data capture processes in order to be able to accurately report, measure and act.

## This is what we've discovered in 2023:

# 10%

**increase in carbon expended**  
as a result of business travel

The root cause is two-fold. Due to industrial action through 2023, and due to the general unreliability of the UK's public transport infrastructure, an increased number of staff have had to use their own vehicles in order to get to their meeting destinations.

We have experienced a rise in the number of in-person meetings our staff are expected to attend (client engagement meetings, design team meetings and coordination workshops).

## Downstream energy

## Purchased goods and services

This voluntary aspect of Scope 3 reporting remains outside of our organisational reporting for 2023. Our supply chain has not yet reached a level of SECR maturity that allows it to volunteer useful CO2e data regarding the goods and services we procure from them.

This situation is not unique to AHR. Without national uptake on this practice, the costs, benefits and practicalities of reporting against purchased goods and services are not realistic.

Equally our own purchasing data is not adequately granular to benefit from plugging into Third Party tools. A review of how we address this is underway.

# 25%

**increase in carbon expended**  
as a result of the staff commute

25% of our staff choosing to work in the office, either four or five days a week. This level of commute has not been experienced since pre-Covid, which started with lock-down and resulted in hybrid working.

Due to industrial action through 2023, and due to the general unreliability of the UK's public transport infrastructure, 52% of our staff in 2023 had to rely on their own vehicle for part or all of their daily commute.

## Waste





# Measures to be implemented in the future

We believe there needs to be a collective industry effort to deliver sustainable places – to drive change at more notable pace and scale, as well as shape wider positive impact on society and the environment.

As we monitor, measure, and react to our impact on sustainability project by project, we not only use this information to inspire our own future work – but share what we have learnt.



### Green energy

We are not in control of how and from whom our energy is provided. This is a Landlord / Data Centre prerogative, but we are to commence negotiations with them this year, on whether they are prepared to switch providers in the interest of reducing CO<sub>2</sub>e emissions for their clients.



### Premises

We'll migrate out of poorly insulated / poorly serviced office space to improve efficiencies in electricity consumption as our leases expire. We'll explore further the idea of changing AHR's operational model to deliver services from an increased number of smaller offices, to reduce business travel distances.



### Grey fleet

We will continue to explore options to reduce our 'grey fleet'



### Offsetting

Our route-map to Net Zero requires a nominal 160 tCO<sub>2</sub>e to be offset using a UK-based verified project. This shortfall is attributable to factors we have no control over, such as the 'greening' of the National Grid, the requirement for some form staff commute and the slower transition to Net Zero (i.e. 2050) by our service providers.



This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard 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 greenhouse gas company reporting.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

**Signed on behalf of the Supplier:**



**Anthony Langan**  
Managing Director,  
Architecture



**Allan Hunt**  
Managing Director,  
Building Consultancy

For and on behalf of AHR: 10th March 2024

We approach every project with the same commitment to quality, excellence and integrity in all we do.

