Appendix 1

New Climate Emergency Action Plan 2025 to 2030

Overview

In 2019 Chichester District Council declared a climate emergency. This declaration led the council to create an action plan to reduce its own emissions and help others in the district reduce their emissions. This plan runs through to 2025. As it is coming to an end, the council is consulting people who live and work in the district on the next plan which will run from 2025-2030.

To provide context for possible new initiatives in 2025-2030, we provide an overview of what has been done so far and what will take place in the final year of the current plan (2024-2025). We then outline proposals for projects that could happen after 2025, depending on the results of this consultation, the council's resources and availability of funding. We cannot guarantee that we will deliver projects even if they are well-supported. A new government as a result of the forthcoming general election could also change the policies and funding context within which the council operates. We will adapt and make best use of the opportunities available to the council.

In the next sections we cover; what is climate change, what the council has done so far to tackle climate change and will do in the next year or so and then the proposals for future options, which we would like your views on. You can go straight to the proposals and the survey if you wish.

Link straight to the proposals.

Link straight to the survey.

What is climate change?

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Climate change refers to the long-term shift in the Earth's average temperature and weather patterns. Since the Industrial Revolution in the mid-1800s, humans have contributed to the release of greenhouse gases that cause an increase in global temperature. Carbon dioxide – the main greenhouse gas - is produced when fossil fuels - coal, oil and gas – are burnt for energy. According to the Met Office, the level of carbon dioxide is higher than at any time in the past 800,000 years. As the level of greenhouse gases has risen so has global temperature. The average temperature of the planet has risen by about 1 °C since the Industrial Revolution. That might not sound fast but the Industrial Revolution is only yesterday in the long life of our planet.

In 2015 almost every country in the world signed a document promising to cut greenhouse gas emissions. The aim is to limit the average global temperature to well

below 2°C above pre-Industrial Revolution temperatures and to try to limit the rise to 1.5°C to reduce the impact of climate change on our lives.

But if we continue to burn fossil fuels and cut down forests at the same rate, the planet could warm by more than 4°C by 2100. The Met Office warns this warming could fundamentally change life on earth, with potentially drastic consequences.

For the UK, that is expected to mean,

- Warmer and wetter winters
- Hotter and drier summers
- More frequent and intense weather extremes

What is net zero?

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Burning fossil fuels releases carbon dioxide, but this gas is taken in by plants as they grow. Technological ways to remove carbon dioxide from the atmosphere are also being explored. Net zero means that the amount of greenhouse gases that are added to the atmosphere is balanced by the amount of greenhouse gases that are removed.

The Government has set a target for the UK to reach net zero by 2050. In 2019 the Government's advisors, the Committee on Climate Change, judged that if this target was replicated around the world and was supported by ambitious, near-term reductions it would deliver a greater than 50% chance of limiting the global temperature rise to 1.5°C.

What has the council done so far?

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Cutting emissions in the district

This text will only appear if a respondent clicks on the title above, so they can skip it easily.

The council set an aspirational target for the district to reduce its greenhouse gas emissions by 10% a year to 2025. Road transport is the main source of emissions in the district, with housing, businesses, schools and other public services also producing greenhouse gas emissions. The council doesn't have control over most of these emissions, but it can influence them through working with others.

Table: District emissions

Year 1 (2020)	Emissions reduced by 11%
Year 2 (2021)	Emissions increased by 1%

The Covid pandemic has been responsible for much of the emission reductions, but even a pandemic could only reduce emissions by 11%. This shows the challenge that we face. We only have two years of data for the district target as these figures come from central government and take a long time to come through.

To cut emissions in the district, the council has:

- helped people make their homes more energy efficient and generate their own energy through solar panels.
- worked with businesses to help them improve the sustainability of their operations.
- taken part in a Government funded project that has led to 23,000 trees being planted and more on the way in phase two
- put electric vehicle charge-points in its car parks.

You can read about these and other actions in the twice-yearly progress reports that we put on our climate change webpages.

Some projects have started and finished. Other actions are ongoing, for example our work on housing decarbonisation. In the next section, we present new initiatives that will take place in 2024-2025. These projects will be on top of ongoing work.

New initiatives for 2024-2025

This text will only appear if a respondent clicks on the title above, so they can skip it easily.

The following projects focussed on reducing emissions from the district have not started yet. They are expected to begin in the lifetime of the current action plan, so we are not consulting on them, but want to let you know what is in the pipeline.

- We will develop higher sustainability criteria in awarding council grants.
- If we secure funding, we will hold Future Energy Landscapes workshops for residents and businesses to discuss renewable energy options for their neighbourhood.
- We will start to use the OnePlanet Net Zero Living Pathfinder Tool project, which aims to facilitate greater collaboration between local authorities, organisations, and communities, to speed up work to reach net zero.
- We will initiate a district-wide Climate Champions group, through parish councils and community groups, to share best practice, motivate other communities to establish environment/climate working groups, encourage behaviour change at a local level.
- We will prepare for weekly food waste collection to be introduced in 2026. Environmental benefits will be achieved due to a reduction in residual waste and anaerobic digestion of food waste and may be reflected in reduced district emissions.

The following are possible new initiatives that are under consideration for implementation in 2024-25 but no decision has yet been made on whether to

develop them into deliverable projects. They are designed to support the sustainability of businesses in the district.

- a grant funding scheme for small and medium sized businesses,
- a green business award scheme,
- raising awareness of sustainability benefits of basing a business in the district,
- deliver a support programme to encourage businesses to undertake projects to reduce their climate impact.

Cutting the council's own emissions

This text will only appear if a respondent clicks on the title above, so they can skip it easily.

The council's emissions are about 0.5% of all the emissions in the district. But like everyone in the district, we need to play our part in reducing emissions. So, when the council created its first climate emergency action plan, it included a target that it would reduce its emissions by 10% year-on-year too. The table below shows progress so far. The council calculates its own emissions or carbon footprint.

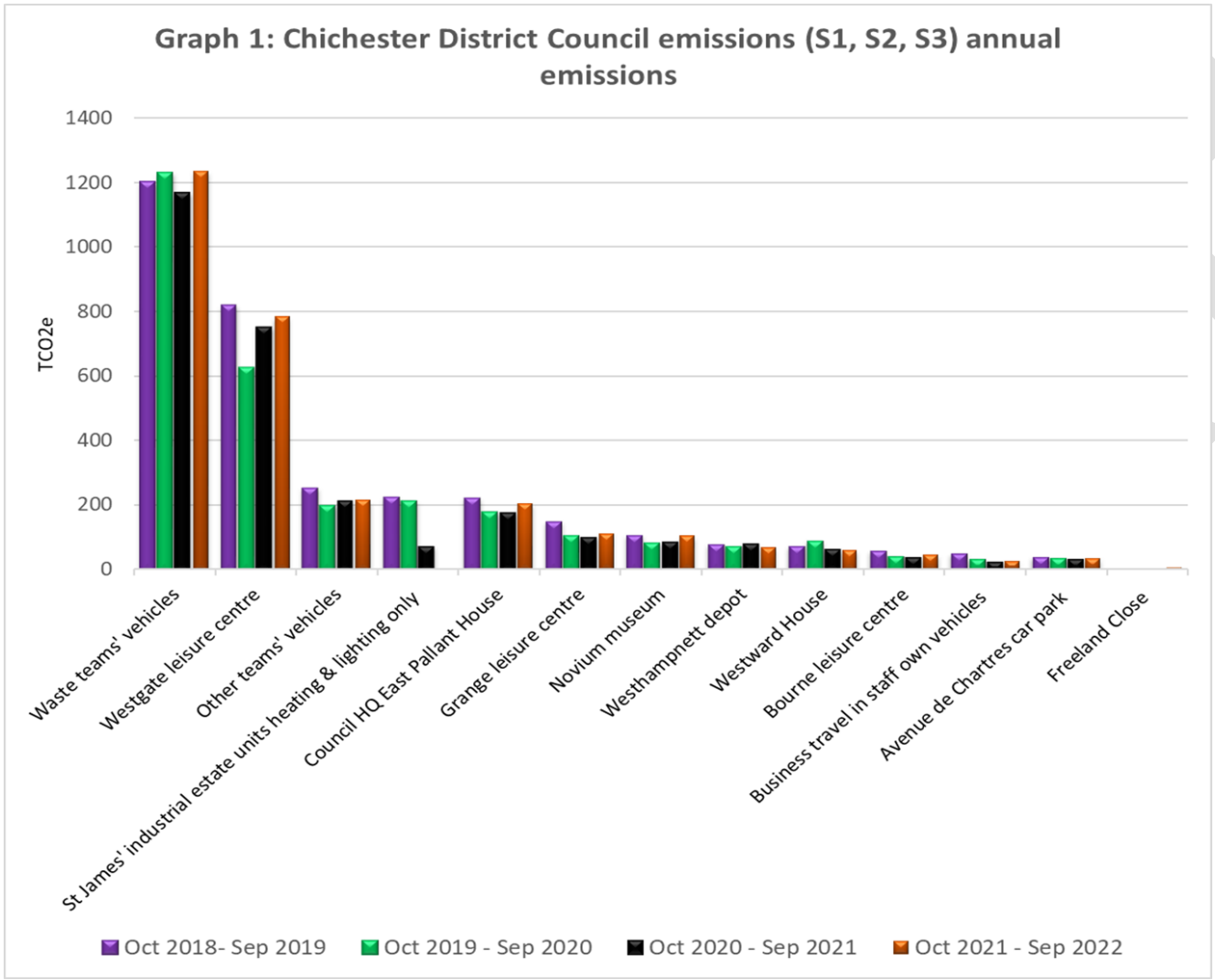
Table: Council's emissions

Year 1 (Oct 2019-Sep 2020)	Emissions reduced by 12%
Year 2 (Oct 2020-Sep 2021)	Emissions reduced by 4%
Year 3 (Oct 2021-Sep 2022)	Emissions increased by 2%
Year 4 (Oct 2022-Sep 2023)	Currently being estimated

Our biggest emission source is the council's refuse vehicles. See the graph below. These diesel vehicles only do very few miles to the gallon partly due to the waste compactor on the back. We have two electric refuse vehicles on trial now. The trial is yielding mixed results and it is becoming clear that electric refuse vehicles and the required charging infrastructure are still in a relative early stage of development. But we are gradually switching vehicles used by other teams e.g. parking services, parks, street-cleaning to electric as the rest of our vehicle fleet is our third biggest source of emissions. The switch to electric is not always possible as electric versions of some specialist vehicles are not available yet.

In 2020 we won a grant of £1.3 million to reduce emissions from our second biggest source: Westgate leisure centre and further projects to reduced emissions are underway. We have also carried out major energy efficiency improvements at Westward House, the council's short-stay accommodation for people facing homelessness. The council's new short-stay facility Freeland Close and its redeveloped industrial estate St James both have solar panels and electric vehicle charge-points.

You can read about these and other actions here [add link to list of actions. Headlines only].


Graph 1: Chichester District Council emissions (S1, S2, S3) annual emissions
1400
1200
1000
800
600
400
200
0
TCO2e
Waste teams' vehicles
Westgate leisure centre
Other teams' vehicles
St James' industrial estate units heating & lighting only
Council HQ East Pallant House
Grange leisure centre
Novium museum
Westhampnett depot
Westward House
Bourne leisure centre
Business travel in staff own vehicles
Avenue de Chartres car park
Freeland Close
Oct 2018- Sep 2019
Oct 2019 - Sep 2020
Oct 2020 - Sep 2021
Oct 2021 - Sep 2022

What could we do in the future? Our consultation proposals

In this section, we present the proposals we would like your views on. We cannot guarantee that we will do these projects – even if they are well-supported. The council has limited resources and some big projects ahead e.g., a multi-million pound scheme to reduce flooding and coastal erosion at Selsey and introducing weekly food waste collection, which is a Government requirement.

Council target

You can read about what we have already done to reduce our emissions here [link to summary list]. To make significant emission reductions in future, we know we need to reduce emissions from our refuse vehicles, Westgate leisure centre and the rest of the council vehicle fleet (e.g. street cleaning, community wardens, grounds maintenance). The options open to us have technical pros and cons. Whilst we are continuing to work to reduce own emissions, we are not consulting on these actions.

We are consulting on our target which is to reduce our emissions in line with the Government's net zero by 2050 target by plotting a straight line from emissions at a start date to net zero by 2050. We are unlikely to match this line exactly as projects will deliver different levels of emission reduction and will complete at different times, but it will be a useful benchmark.

District greenhouse gas emissions

The council has too little control over emission sources in the district. Its own emissions account for less than 0.5%, but it is essential that the scale of change required is set out so everyone in the district can see the challenge. So, we will benchmark emissions from the district against the Government's national net zero by 2050 target, again by plotting a straight line from emissions at a start date to net zero by 2050. This is a crude approach as the Government's advisors on climate change, the Committee on Climate Change, see the rate of reduction changing up to 2050, but again it will give a useful indication.

In the next section, we seek your views on the proposals that we are putting forward to help others in the district reduce their emissions.

Click here to see a graph showing the district's emissions.

To help people understand the potential financial cost and greenhouse gas savings from different projects, we have put a table below. For context, a UK resident's carbon footprint is about 10 tonnes of greenhouse gases a year. CDC's reported emissions are about 3,000 tonnes and the district's are about 700,000 tonnes, so even emission reduction actions that are labelled "High" are still very small compared to that number.

Guidance on cost and carbon savings estimations:

	Very low	Low	Medium	High
Cost:		Less than £5,000	£5,000 - £50,000	Over £50,000
Greenhouse gas savings a year: tCO_2e (tonnes carbon dioxide equivalent)	< 10	10 - 99	100 – 1,000	Over 1,000

Homes

Our homes are the second biggest source of emissions in the district, accounting for 30% of emissions, mostly from energy used for heating and cooking. This has not changed since baseline levels in 2019.

Under the Housing Act 2004, the Council has a statutory duty to keep housing conditions in their area under review. Residential accommodation must be safe and free of health and safety hazards.

The council has provided information to people on how to reduce emissions from their homes and promotes government home improvement grants to people who are eligible. You can get information here.

The council introduced the Chichester Warm Homes Initiative to help home owners and landlords letting their properties to tenants on a low income improve the energy efficiency of their property. The Council also has a well-established Landlord Accreditation Scheme to promote high standards in private rented properties and supporting landlords to achieve them.

The proposed action below includes two options, one that can be achieved with current levels of Council staff, and a second enhanced proposal that could be achieved with extra Council staff and financial support. Both options could lead to emissions reductions from housing, but success does significantly rely on government grants and programmes to plug shortages in skilled tradespeople.

We are seeking your views on the following housing related proposals for 2025 to 2030.

Proposals	Cost & Carbon savings estimate	Detail
1. Housing decarbonisation strategy Create and implement a housing decarbonisation	**Option 1: With existing resource** **Cost:** Low **Carbon Savings:** Medium	**Objective:** to improve energy efficiency of existing private housing stock thereby reducing carbon emissions. **Within existing resource, we plan to:**

strategy and action plan for private sector housing stock.		• establish baseline data of energy efficiency of private housing stock. • set targets for reducing emissions and develop an action plan for engagement with homeowners (talks, drop-in sessions, events etc.). • continue with business-as-usual work to reduce fuel poverty, provide home energy advice for low-income households; promotion of government home energy efficiency grants and schemes; CDC Landlord Accreditation Scheme. • Examine whether there is support and a business case for a county-wide retrofit advice service working in collaboration with other local authorities and partners. **With additional resource (finance/ staff time) we could**:
	<u>Option 2: With extra resource:</u> **Cost:** High (extra revenue cost subject to decision on business case) **Carbon Savings:** High	• deliver targeted promotion of domestic retrofit and a programme of proactive community engagement. The work will be led by officers with technical knowledge and expertise to provide residents with confidence and reassurance. (Retrofit is the introduction of new materials, products and technologies into an existing building to reduce the energy needed to occupy that building). • work with West Sussex district and borough council partners to introduce a county-wide retrofit advice service. The service will provide end to end assistance for property owners who wish to improve the energy efficiency of their property. • deliver a volunteer Energy Champions programme in communities across the district. Provide training and support as required to build a sustainable scheme. • through proactive resident engagement identify barriers to home energy improvements and

		formulate an action plan for overcoming barriers. This should include providing support where the council is able, or signposting to external organisations, as well as exploring funding opportunities.

Planning Policy

The council is the planning authority for the district outside of the South Downs National Park. We have a range of planning policies that are used to inform decisions on planning applications.

We have two proposals for this area that we are seeking your views on.

Proposals	**Cost & carbon savings estimate**	**Detail**
2. Street tree planting schemes for new developments Commitment to produce planning guidance on tree planting and tree lined streets, building on paragraph 136 of the National Planning Policy Framework (NPPF) and, in due course, the Local Plan.	**Cost:** Low - can be done within existing officer resource. **Carbon Savings:** Low	Expanding on policies NE8 and P5 in the submission Local Plan, we will expect major developments to deliver tree lined streets and retain trees wherever possible, in accordance with the NPPF. This will include ensuring that underground utilities are routed so as to avoid conflicts with root zones and robust future maintenance plans are in place.
3. Green Travel Plans for New Developments Explore options for Green Travel Plans for new developments to be included in the next Local Plan.	**Cost:** Low – can be done within existing officer resources. **Carbon Savings:** Medium, possibly more	To ensure traffic flows freely, extra traffic from new development on the A27 will need to be offset either by people switching from cars to walking, cycling and public transport or by removing the need for the journey. We will ensure that Policies T1 and T2 of the Submission Local Plan are used to deliver robust and effective travel plans that include targets for switching journeys from cars to other forms of transport. However, achieving this for residential development will still be

		difficult due to our inability to force lifestyle changes.

Energy

As the UK switches from coal, oil and natural gas so that it produces fewer greenhouse gas emissions, the demand for electricity will increase. As more renewable sources of electricity come online the electricity produced is becoming greener. But that electricity needs to be delivered by the electrical grid and the grid needs to be improved to meet the extra demand. It also needs to be improved so that it can take electricity from new low carbon sources, such as solar farms. For some areas, homes and businesses may be supplied with hydrogen through the gas network because that is better able to meet their energy needs than electricity.

Local Area Energy Plans are a way of identifying what steps need to be taken to reduce greenhouse gas emissions most effectively in different neighbourhoods, given the type of housing and businesses and the capacity of electricity and gas networks. They can also provide information to the council planners about where to steer developments and to help energy network providers prioritise their programme of improvements. Councils are not legally required to produce a Local Area Energy Plan. They are a new development but could yield benefits in helping the district to reduce its greenhouse gas emissions as cost effectively as possible. The council would not be able to fund the steps identified though. This would have to be predominantly done through bidding for grants or drawing investment into the district.

Proposal	Cost & Carbon savings estimate	Detail
4. Local Area Energy Plan (LAEP) This process creates an energy plan to achieve a district net zero target cost effectively. The plan then can be used to: • Bid for grants • Attract private investment to the area • Inform the Local Plan so low-carbon development is sited in the most cost-effective place	**Cost:** High one-off costs (consultancy fees). Can be done within existing officer resource. **Carbon Savings:** Potentially high as can reduce capital cost of decarbonisation, making it more likely to go ahead.	The benefits of LAEPs are largely unproven as they are quite new. Only 20 local authorities have completed the process. However, it is being mandated for Welsh authorities and electricity and gas network operators throughout UK are developing free tools for local authorities to use to create LAEPs and ramping up their collaboration with councils. The Government is consulting on an allied concept of heat networks. There is also consultation on how the public would like energy

• Inform the upgrade plans of gas and electricity network operators so they prioritise locations where decarbonisation work will take place.		needs met e.g. heat pumps or heat networks? Process would take about a year. Plan will need to be updated to maintain value.

Transport

The biggest source of emissions in the district is road transport at 37% of total emissions. The district council does not have direct responsibility for transport in its district but is consulted on transport strategies. National Highways is responsible for the A27 and West Sussex County Council is responsible for the rest of the road network, public rights of way (public footpaths and bridleways). However, the district council does have a role in improving air quality and this leads it to support projects to reduce vehicle emissions. For example, it supports the county council in delivery of local cycling and walking projects. You can read about cycling and walking networks etc in the district here. It also has a role as a taxi/private hire licensing authority.

We have the following transport proposals for 2025 to 2030 that we are seeking your views on.

Proposals	Cost & Carbon savings estimate	Detail
5. Fund a feasibility study for part of a new cycling, wheeling and walking route which runs across Council land in Oaklands Park. The feasibility study would cover part of Route B which is identified in Chichester City Local Cycling and Walking Infrastructure Plan. See here. This proposal is to fund a feasibility study, not capital works.	**Cost:** Medium one-off cost. Can be done within existing officer resource. **Carbon Savings:** Very low in isolation, but as a part of a network of infrastructure could deliver medium savings.	The study would cover a route connecting Oaklands Way northwards to exit Oaklands Park opposite the University entrance. Route B is West Sussex County Council's second priority scheme for delivery after Route K which is progressing. A large part of Route B is on highway (The Broadway and College Lane, Chichester) and therefore is for the county council to deliver, but Chichester District Council could deliver the section across Oaklands Park in part as it owns the land, Funding of this feasibility study *does not* mean that that would happen.

6. Increase car club provision Increase the number of car club vehicles by 10, with a preference for electric vehicles and using Chichester District Council car parks as locations.	**Cost:** High set-up costs. Can be done within existing officer resource. **Carbon Savings:** Medium	Chichester District Council could fund the first three years of car club vehicles after which they would need to be self-sustaining financially. Electric vehicles are the most costly, but fit with the council's policy of switching to electric unless there are significant business reasons why this is not appropriate. To situate a car club vehicle on the highway, would need a Traffic Regulation Order, hence preference for use of council car parks.
7. Two secure cycle storage facilities These are metal cages with cycle racks inside for say 12 bikes. Wooden clad cages cost more. Groundworks may be needed. Both cages would have locked gates. Cyclists would pay a regular fee to have a key. Use would be at owner's own risk. 24/7 CCTV would be an additional cost	**Cost:** Medium one-off cost. Can be done within existing officer resource. **Carbon Savings:** Low in isolation, but as a part of a network of infrastructure could deliver high savings.	A full evaluation of potential sites, costs and administration of scheme would be needed.
8. Taxi licensing The current Hackney carriage (taxi) and private hire licensing policy is likely to be renewed during the lifetime of the next action plan. Policies to reduce the greenhouse gas emissions from these vehicles will be considered as part of that review.	**Cost:** Low - can be done within existing staff resource. **Carbon savings:** Medium	This policy underwent significant review in 2021 and it was adopted by Council in July of that year with some minor amendments in 2022. The 2021 review introduced not only a 10-year age vehicle limit, but also required that new vehicles must meet the current or immediately preceding Euro emissions standard. These measures have the effect of reducing the environmental impact of licensed vehicles. Policies are generally reviewed at least every five years. Therefore, the policy is likely to be reviewed within the lifetime of this plan.

Grants

The council is due to receive funding from the developers of Graylingwell. We do not have this fund yet, but we would like to take this opportunity to ask your views on how it is used. The fund will be known at the Low Carbon Chichester Fund.

Proposal	Cost & Carbon savings estimate	Detail
9. Low Carbon Chichester Fund Consultation on options for use of funding when it comes through e.g.: • Domestic insulation. • Domestic retrofit whole house inc. renewables • Renewables in non-domestic properties, businesses and/or community sectors	**Cost:** High one-off cost- but externally funded for capital. Can be done within existing officer resource. **Carbon Savings:** Medium	It is a requirement of the arrangement that the greenhouse gas emissions saved through projects funded by the money cost no more than £35 per tonne of greenhouse gas saved. This is quite difficult to achieve. Education/awareness raising and transport-based projects have not met the requirement when tried elsewhere.

Public Sector and Community Engagement

The public sector covers health, councils (parish, town, district and county councils), and education. The schools, colleges and university are where the next generations of leaders on climate change will come from. Together the public sector covers 6% of the district's emissions. We recognise that, whilst not contributing to these public sector emissions, community groups are an important part of any plan to tackle climate change at a local level.

Although the council does not have legal obligations with in this area, we can bring climate change leaders from the public and community sector together to exchange knowledge and collaborate on climate change Whilst we are not the education authority – that role rests with West Sussex County Council – we do want to support young people to take action and to involve the wider community in the understanding what we need to do to reduce emissions.

We therefore have the following proposals for 2025 to 2030 that we are seeking your views on.

Proposals	Cost & Carbon savings estimate	Detail
10. Climate Champions Extend support of a district-wide Climate Champions group, through parish councils and community groups, to: • share best practice, • motivate other communities to establish environment/climate working groups, • encourage behaviour change at a local level.	**Cost:** Low cost (some set-up costs expected, but could be on-going revenue costs). Can be done within existing officer resource. **Carbon Savings:** Potentially high	A Climate Champions Network is a way to have conversations about climate change at a local level, and share information on grants, opportunities, existing schemes etc. The aim of the network is to inspire communities to work together to tackle climate change and understand the behaviour change that is needed. Behaviour change is key to delivering carbon savings at scale and we need the support of dedicated people in every community to engage their fellow residents on understanding climate change and the actions needed to tackle it. A Climate Champions group is to be established in 2024 to engage local communities through parish councils and existing environment and climate groups. This set up phase will identify good practice and opportunities for actions to tackle climate change locally. This proposal is for a second phase to significantly increase the impact and reach of this network during the next action plan period and provide support for some of the ideas that will come out of the initial set up phase. For example, this could be to set up and train energy efficiency volunteers who could provide advice to local residents. By supporting Climate Champions to support their fellow residents, the council could trigger a cascade of actions across the district, providing the scale of change that we need.
11. Youth engagement The youth engagement officer within the academic year starting September 2026 to	**Cost:** Low/medium one-off cost depending on project. Can be done within	Nature of project has not been established at this time. Would depend on collaboration with the school concerned.

initiate a project with a school on climate change.	existing officer resource. **Carbon Savings:** Very low	
12. Public sector employers and large community organisations quarterly networking event An opportunity for not-for-profit organisations in the area to exchange ideas and information, possibly leading to collaboration on projects.	**Cost:** Low, revenue cost. Can be done within existing officer resource. **Carbon Savings:** Potentially high	Work will continue to support all community groups of all sizes to take action on climate change through talks and media channels alongside this proposed action, but this is an opportunity to bring organisations with more resources together to see how they can be used to combat climate change.
13. Identify/produce template climate change policies for community organisations to incorporate into their procedures	**Cost:** Low. Can be done within existing officer resource. **Carbon Savings:** Low	We believe community organisations want to incorporate climate change policies into their practices, but smaller organisations do not know where to start and how to do so cost effectively. This would address this gap.

Nature

Forests and other ecosystems such as grassland can be carbon dioxide “sinks”. This means that on balance (net) they take in and store more carbon dioxide than they give out. A significant amount of carbon dioxide is removed from the atmosphere by this route in the district. [Link to district emissions graph].

The council does not have a legal responsibility to act in this area, but it is taking part in a major tree planting project funded by the UK Government. About 25,000 trees have been planted in partnership with landowners, farmers, community groups, parish councils, schools, charities and businesses and on the council’s own land. You can find out more about that here.

Building on this work, we have the following proposals for 2025 to 2030 that we are seeking your views on. Two of the proposals relate to carbon credits. What is a carbon credit? [Link to text below].

This text only appears if link above is clicked.

A carbon credit is a certificate that represents a tonne of greenhouse gas. Organisations can work up projects that remove greenhouse gases from the atmosphere (such as a tree-planting scheme) or prevents the greenhouse gas from being created in the first place. To get the scheme running, the organisation can have the scheme checked by a carbon credit certifier. If the estimates of greenhouse gas savings are found to be robust, the organisation can plan to sell carbon credits. Knowing that there will be an income stream can help the organisation get funding to get the scheme off the ground. Carbon credits are bought by organisations and individuals that want to report reduced greenhouse gas emissions from their activities. They reduce their reported emissions by the number of credits bought.

Proposals	**Cost & Carbon savings estimate**	**Detail**
14. Tree strategy officer Continue to employ a tree strategy officer after the current Government funded project finishes in 2025 to help landowners and managers take advantage of the ample capital grants available for tree-planting.	**Cost:** Medium revenue cost **Carbon Savings:** Medium	The cost of continuing to employ the officer would either come from an application to the Government to extend the current project or from council funds. Funding for the tree-planting would come from bids to the Government or other bodies awarding grants for tree-planting.
15. Land-based carbon credits Explore options for a land-based carbon credit scheme in Chichester district.	**Cost:** High (set up) Feasibility work could be taken forward within existing officer resources, but implementation would require a business case for additional resources. **Carbon Savings:** High	The council would work with other organisations investigating this option. For landowners and managers, the income from the carbon credits would be in addition to other income streams, e.g. Biodiversity Net Gain payments.

16. Marine-based carbon credits Collaborate on developing a marine-based carbon credit scheme in Chichester district. Potential collaborations: • Blue Marine Foundation has funding for habitat restoration through kelp seeding. • Chichester Harbour Protection and Recovery of Nature (CHaPRoN) and Chichester Harbour Conservancy for sequestration through sea grass and salt marsh restoration. • Sussex Bay Project	**Cost:** High (set up). Feasibility work could be taken forward within existing officer resource, but implementation would require a business case for additional resources. **Carbon Savings:** High	Monitoring of marine credits is not as well understood as for land-based, so more research and investigation would form part of the set up costs. Once running a scheme would be designed to cover its own costs. The market is new and uncertain so innovation funding may required to support it. References for who is doing what in the marine area locally including blue carbon sequestration see: Solent Forum - Solent to Sussex Bay Seascape Restoration Inventory Solent Forum - SID Database

Adaptation

Natural and human systems can adapt to the effects of climate change to reduce harm or to exploit potential benefits.

As a district council, Chichester District Council already does the following work related to adaptation, this includes encouraging nature based solutions; an approach to hold water up in the catchment using natural habitats such as ponds/reed beds/removing manmade structures allowing river meanders to reform, thereby reducing impact of flooding from high rainfall events on saturated ground. These can be delivered through a number of projects, including those listed below:

The council has permissive powers to provide defences for coastal erosion and flooding. Coastal erosion and flooding work is undertaken by a partnership of south coast local authorities (called Coastal Partners) and the Environment Agency. In carrying out this work we will address the impacts of coastal squeeze which occurs as the natural process of habitats moving landward as sea level rises is blocked by hard sea defences, leading to the loss of mudflats and saltmarsh.

- Coastal erosion and flooding: Through Coastal Partners we are starting work on a scheme to renew defences at Selsey. We are also preparing a Chichester Harbour Investment and Adaptation Plan that will allow us to take opportunities for habitat creation in the harbour, whilst protecting properties from rising sea levels.

- Development of Strategic Wildlife Corridors. These corridors connect natural habitats, allowing wildlife to move to find food or to mate, for example. They also allow movement in response to changing climate.
- The use of sites required for mitigation on new development (for nutrient reduction and also Biodiversity Net Gain) for wetlands and other nature-based solutions, where suitable for the site in question.
- Support Arun and Rother River Trust in catchment restoration projects, encouraging nature-based solutions across a whole river catchment.
- Encourage riparian owners (landowners who have water courses traversing their land) to consider nature-based solutions to manage water flow via Ordinary Watercourse Consent applications.

The current Climate Emergency Action Plan focuses on reducing emissions of greenhouse gases. But we could add in further work on adapting to the impacts of climate change. We have the following proposal.

Proposal	**Cost & Carbon savings estimate**	**Detail**
17. **Consider opportunities for adaptation measures such as creating compensatory habitat to offset hard sea defences installed to protect property from sea level rise. Support natural solutions through policies that encourage a catchment wide approach. Scope out potential adaptation Local Plan Policies.**	**Cost:** Medium capital costs. **Carbon Savings:** Low This is additional action to work already underway to address urgent issues e.g. coastal defence.	To include: • The role of water storage and management • Provision of coastal defences and managed realignment schemes • Our contribution to multi-agency emergency planning for heatwaves, coastal flooding, and surface water flooding • Ensure developments have capacity for future rain – modelled correctly, and designed properly. • Future housing policy to encourage adaptation methods, e.g. improving urban design; tree planting for shade and the cooling effect of transpiration Potential for supplementary planning document CDC could pull together links to all of our adaptation related work into one place and signpost businesses/organisations to information on how to adapt to climate change e.g. changing

		hours of work and do similar for individuals.

Agriculture, Industry and Commerce

Farming is responsible for 21% of emissions in the district and industry and commerce 22%. The council does not have a statutory responsibility for Economic Development but it has chosen to have a team that works closely with businesses in the area. In 2022 the two-year post of Growth and Sustainability Officer was created to provide support to small and medium-sized enterprises to operate and grow their business in ways which are more sustainable and to reduce their overall carbon footprint. Some new initiatives are being considered to support businesses to improve their sustainability. See here. These actions could be continued into 2025-2030 if they are well received and have tangible benefits. We are not proposing any further initiatives for the 2025-2030 plan.

Waste

Waste accounts for 4% of emissions in the district. That includes emissions from wastewater treatment, sewage sludge decomposition, composting. It also includes emissions from landfill sites. When food and garden waste goes to a landfill site, it rots producing methane, a greenhouse gas more powerful than carbon dioxide in warming the atmosphere. Currently only less than 10% of waste collected in the district goes to landfill, a big proportion of it is dog waste. Instead, waste is converted into pellets to be burnt for energy, known as Refuse Derived Fuel. Nevertheless, the council still has to comply with a Government requirement that nationally in future food waste is collected separately. The food waste will then be processed so that methane emissions are captured. Methane can then be burnt to create energy. The council is preparing to implement this new requirement which will be a major task. We are not proposing any further waste initiatives at this time.

Survey

The survey has four sections: respondents' demographic profile; the council's targets; ranking project proposals; other questions specific to some project proposals.

Section 1: About you

As usual with CDC public consultations, the survey will begin with some demographic information – name. postcode, age range etc.

Section 2: Council target

1. **Question:** Is the council's target to reduce its emissions in line with the Government's national net zero by 2050 target the right approach?
   Response options: (Drop down list)
   - Yes
   - Should be later than 2050
   - Should be earlier than 2050
   - Don't agree with the council setting itself a target.

- If you would like to provide any further context or details, please let us know here: [Free comment field].

Section 3: Ranking the proposals in your order of preference

We have put project proposals into 3 groups – high, medium, and low – depending on the estimated cost. We ask you to rank projects within these cost bands (so you are comparing like with like). Next to each project is a drop-down menu, please select 1 for the project you most support, 2 for the next most supported, etc. If you do not support a project at all, please select "Do not support project". You cannot use the numbers more than once. To refresh your memory on a project, please click on the project and a summary will appear.

High-cost projects (more than £50,000)

2. **Question:** Please rank the following high-cost projects.
   Response options: (ranking)
   - Produce a Local Area Energy Plan
   - Housing decarbonisation strategy-with extra resource
   - Explore options for a land-based carbon credits in Chichester district
   - Collaborate on a marine-based carbon credit scheme in Chichester district
   - Increase car club provision

Medium-cost projects (between £5,000-£50,000)

3. Please rank the following medium-cost projects.
   Response options: (ranking)
   - Employ a Tree Strategy Officer
   - Feasibility study for part of Route B cycling, wheeling and walking infrastructure
   - Fund to secure cycle storage facilities
   - Greater focus on climate change adaptation

Low-cost projects (Less than £5,000)

4. Please rank the following low-cost projects.
   Response options: (ranking)
   - Climate Champions
   - Work with the school on a climate change project
   - Housing decarbonisation strategy – with existing resource
   - Public sector and large community organisations networking events
   - Further steps to reduce emissions from taxis and private hire vehicles
   - Template climate policies for community organisations
   - Produce guidance on street tree planting schemes for new developments
   - Options for green travel plans for new developments

Section 4: Specific questions on some of the proposals

We have some extra questions on some of the proposals.

Climate Champions

5. If you would be interested in being a Climate Champion, please supply your contact details.

Response option: [Free text box]

Networking for public sector and not-for-profit organisations

6. Are there any public sector and not-for-profit organisations we should be working with about climate change? Please include contact details where possible.
   Response option: [Free text box]

Low Carbon Chichester Fund

7. Should we focus funding on Chichester city or seek to distribute evenly across smaller projects across the district even if this achieves lower carbon savings?
   Response options: (Drop down list)
   - Chichester city
   - Funds spent evenly across district.

Housing decarbonisation

8. Should the council provide retrofit advice to homeowners via online workshops and/ or drop in events?
   Response options: (Drop down list)
   - Yes
   - No
   - Don't know
   - If you would like to provide any further context or details, please let us know here: [Free comment field].

9. Please let us know of any organisations/ partnerships you think the council should be working with to improve the energy efficiency of, and reduce emissions from, housing.

   Response option: [Free text box]

10. What do you think are the barriers to retrofitting your house? Tick all that apply.
    Response option:
    - I don't understand retrofit but want to know more
    - I don't know how to find a trusted installer
    - I can't find installers to do the work
    - I don't trust new technology
    - It is too expensive
    - I would if it increased my house price
    - It is too disruptive
    - My house is listed or in a conservation area and I believe this affects what I can do
    - I need help before work can happen (e.g. emptying loft or moving furniture)
    - Other, please provide more detail [free text box]

Tree strategy officer

11. Should we prioritize farmers and larger landowners to maximise trees planted or prioritize a larger number of smaller grants open to all property owners?
    Response options: (Drop down list)
    - Prioritize fewer, larger projects
    - Prioritize more, smaller projects

Marine-based carbon credits

12. What are the best ways to support lead partners in bringing such credits to market?
Response option: [Free text box]

Planning policy

13. How can we best ensure that developers and management companies deliver and maintain high quality tree planting schemes for new roads?
Response option: [Free text box]

14. What would incentivise you to use your car less if you were moving onto a new development?
Response option: [Free text box]

Adaptation

15. If adaptation is included, should we focus on flood and coastal erosion risk management, or try to resource a wide-ranging action plan?
Response options: (Drop down list)

- Focus on flood and coastal erosion
- Resource a wider ranging plan
- Don't know
- If you would like to provide any further context or details, please let us know here: [Free comment field]

Further comment opportunity

16. If you would like to comment on any of the topics or proposals below, please select yes and a comment box will appear.
(For all options below the response option will be a drop-down menu: yes, no. If "yes" is selected, a comment box appears.)

- Council target
- Climate Champions
- Work with a school on a climate change project
- Public sector and large community organisations networking events
- Template climate policies for community organisations
- Produce a Local Area Energy Plan
- Housing decarbonisation strategy – with existing resource
- Housing decarbonisation strategy – with extra resource
- Employ a Tree Strategy Officer
- Explore options for a land-based carbon credits in Chichester district
- Collaborate on a marine-based carbon credit scheme in Chichester district
- Feasibility study for the part of Route B cycling, wheeling and walking infrastructure
- Increase car club provision
- Fund to secure cycle storage facilities
- Further steps to reduce emissions from taxis and private hire vehicles
- Produce guidance on street tree planting schemes for new development
- Options for green travel plans for new developments
- Greater focus on climate change adaptation