# New Climate Emergency Action Plan 2025 to 2030

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## 1. 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 explain 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 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. Following the general election, the policies and funding context within which the council operates could change. We will adapt and make best use of the opportunities available to the council.

You can complete the online consultation here: <https://letstalk.chichester.gov.uk/climatechange/participate>

The survey is also in paper format at the end of this document in section 9: [Consultation Survey](#_9._Consultation_Survey)

## 2. What is climate change?

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. There are many different greenhouse gases, but carbon dioxide – the main one - is produced when fossil fuels - coal, oil, and gas – are burnt for energy. According to the Met Office, the current level of carbon dioxide in the Earth’s atmosphere 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 an agreement (see https://unfccc.int/process-and-meetings/the-paris-agreement) promising to cut greenhouse gas emissions. The aim is to keep the average global temperature increase to below 2°C - using pre-industrial revolution levels as a baseline - and to try to limit the increase to 1.5°C. The goal is to reduce the impact of climate change.

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, wetter winters
* Hotter, drier summers
* More frequent and intense weather extremes

As carbon dioxide is the main greenhouse gas and to make this text easier to read, we use “carbon” as shorthand for “greenhouse gases”. We also use “carbon footprint” for the list or inventory of greenhouse gas emissions emitted as a result of an organisation’s or an individual’s activities.

## 3. What is net zero?

Burning fossil fuels releases carbon dioxide, but this gas is taken in by plants as they grow. Carbon dioxide can also be removed from the atmosphere by technological means which are 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.

## 4. What has the council done so far?

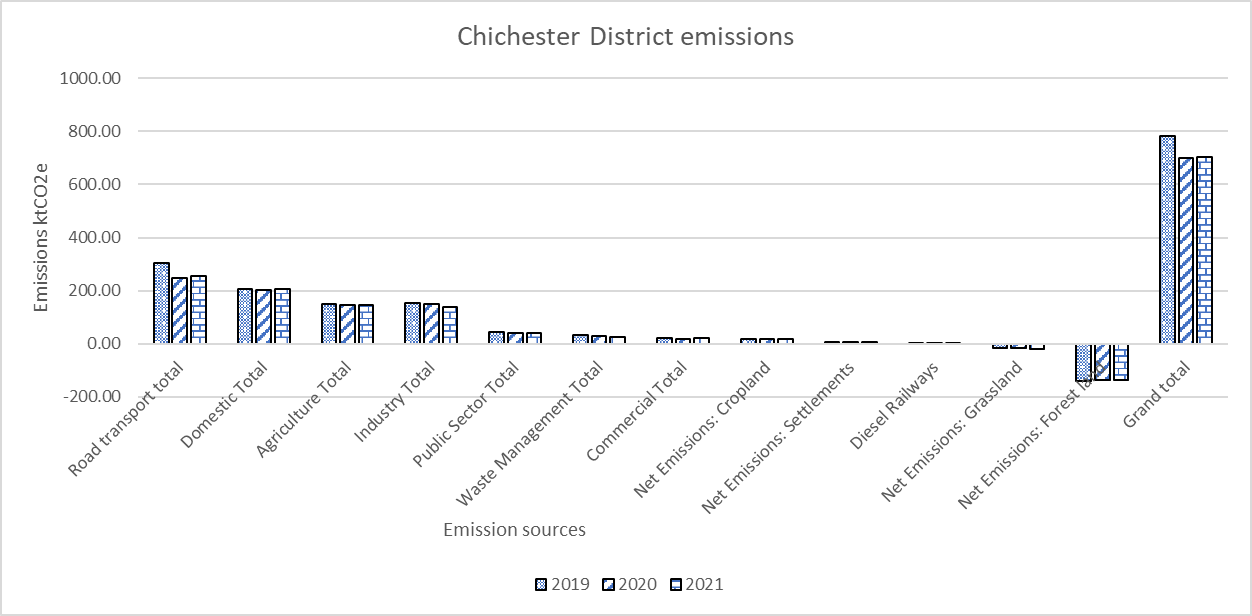
### 4.1 Carbon emissions in the district

In the first action plan, the council set an aspirational target for the district to cut carbon emissions by 10% a year to 2025, with 2019 as the baseline year. Road transport is the main source of emissions in the district, with housing, businesses, schools, and other public services also producing carbon emissions. See the table and graph below. The council doesn’t have control over most of these emissions, but it can influence them through working with others.

#### Table 1: Data used for graph: Chichester district emissions in ktCO2e for 2019, 2020 and 2021

|  |  |  |  |
| --- | --- | --- | --- |
| **Emission sources** | **Emissions in ktCO2e** | | |
|  | **2019** | **2020** | **2021** |
| Road transport total | 304 | 249 | 256 |
| Domestic Total | 204 | 201 | 208 |
| Agriculture Total | 150 | 144 | 146 |
| Industry Total | 155 | 148 | 136 |
| Public Sector Total | 44 | 40 | 41 |
| Waste Management Total | 32 | 31 | 26 |
| Commercial Total | 22 | 17 | 22 |
| Net Emissions: Cropland | 16 | 16 | 16 |
| Net Emissions: Settlements | 8 | 6 | 6 |
| Diesel Railways | 0 | 0 | 0 |
| Net Emissions: Grassland | -17 | -18 | -18 |
| Net Emissions: Forest land | -139 | -138 | -137 |
| **Grand total** | 781 | 698 | 705 |

#### Graph 1: Chichester District Carbon Emissions for 2019, 2020 and 2021



#### Table 2: District emissions

|  |  |
| --- | --- |
| **Year** | **Change in emissions** |
| Year 1 (2020) | Emissions reduced by 11% |
| Year 2 (2021) | Emissions increased by 1% |

The Covid pandemic was responsible for much of the emission reductions in 2020, but even such drastic changes in our behaviour could only reduce emissions by 11%. This shows the challenge that we face. We have so few 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 to make homes more energy efficient and generate 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 50,000 trees being planted.
* put electric vehicle charge-points in its car parks.

You can find out about other actions in this section 8 [“The First Climate Emergency Action Plan – What we have done and what we plan to do”](#_8._The_First). In the next section, we present new initiatives that will take place in 2024-2025.

### 4.2 New initiatives for 2024-2025

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 i.e. before the end of 2025, so we are not consulting on them, but want to let you know what is in the pipeline.

* We will increase our drive for sustainability in awarding council grants.
* If we have capacity and opportunity to secure funding, we will hold workshops for residents and businesses to discuss renewable energy options for their neighbourhood.
* We are looking into using a new tool, which aims to facilitate greater collaboration between local authorities, organisations, and communities, to speed up work to reach net zero.
* We have initiated 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, and encourage behaviour change at a local level.
* We will prepare for weekly food waste collections to be introduced in 2026 as mandated by Government.  Food waste will be treated via anaerobic digestion, a process where food waste is broken down to produce biogas, which can be burnt as fuel, and bio-fertiliser. As food waste will be collected separately, the amount of residual waste (waste that is not recycled / recyclable) will reduce.
* We have launched ‘Sussex Six’ in Chichester District to promote local food & drink and reinforce local supply chains. This will include a dedicated Chichester directory for local food & drink businesses. This new campaign encourages local shops, pubs, restaurants and cafés to stock more locally sourced produce and to shout about it. The campaign is also about enabling local producers to develop their skills in selling to local businesses. Local food & drink producers, food retailers, restaurants, pubs or cafés which sell and serve local produce can get listed now by visiting [www.sussexfoodanddrink.org/](http://www.sussexfoodanddrink.org/)
* A second new initiative is the Sustainability Bootcamp.Support will be provided to businesses through award-winning sustainability management and reporting platform ‘FuturePlus’. By participating in the programme, business will have access to the tools, knowledge and expertise to help them develop meaningful plans to adapt and respond to the impacts of climate change, as well as developing a greater awareness and understanding of the UN Sustainable Development goals and offering practical support towards achieving industry recognised sustainability standards. The Bootcamp has been designed to appeal to a broad range of Small- and Medium-sized Enterprises (SMEs) across all sectors.

### 4.3 Cutting the council’s own carbon emissions

The council’s emissions are about 0.5% of total district emissions. 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 to reduce its emissions by 10% year-on-year too. The table below shows progress so far. The council calculates its own emissions also known as a carbon footprint.

#### Table 3: Council’s carbon emissions

|  |  |
| --- | --- |
| **Year** | **Change in 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) | Emissions increased by 2% |

Our biggest emission source is the council’s refuse vehicles. See the graph below. This shows the amount of carbon emissions up the side and the sources of carbon emissions along the bottom. These diesel refuse 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 relatively early stage of development. However, we are gradually switching vehicles used by other teams such as parking services, parks, and 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 projects to further reduce emissions are underway. We have also carried out major energy efficiency improvements at Westward House, the council’s short-stay accommodation for people experiencing homelessness. The council’s new short-stay facility, Freeland Close, and the council’s redeveloped industrial estate, St James, both have solar panels and electric vehicle charge-points.

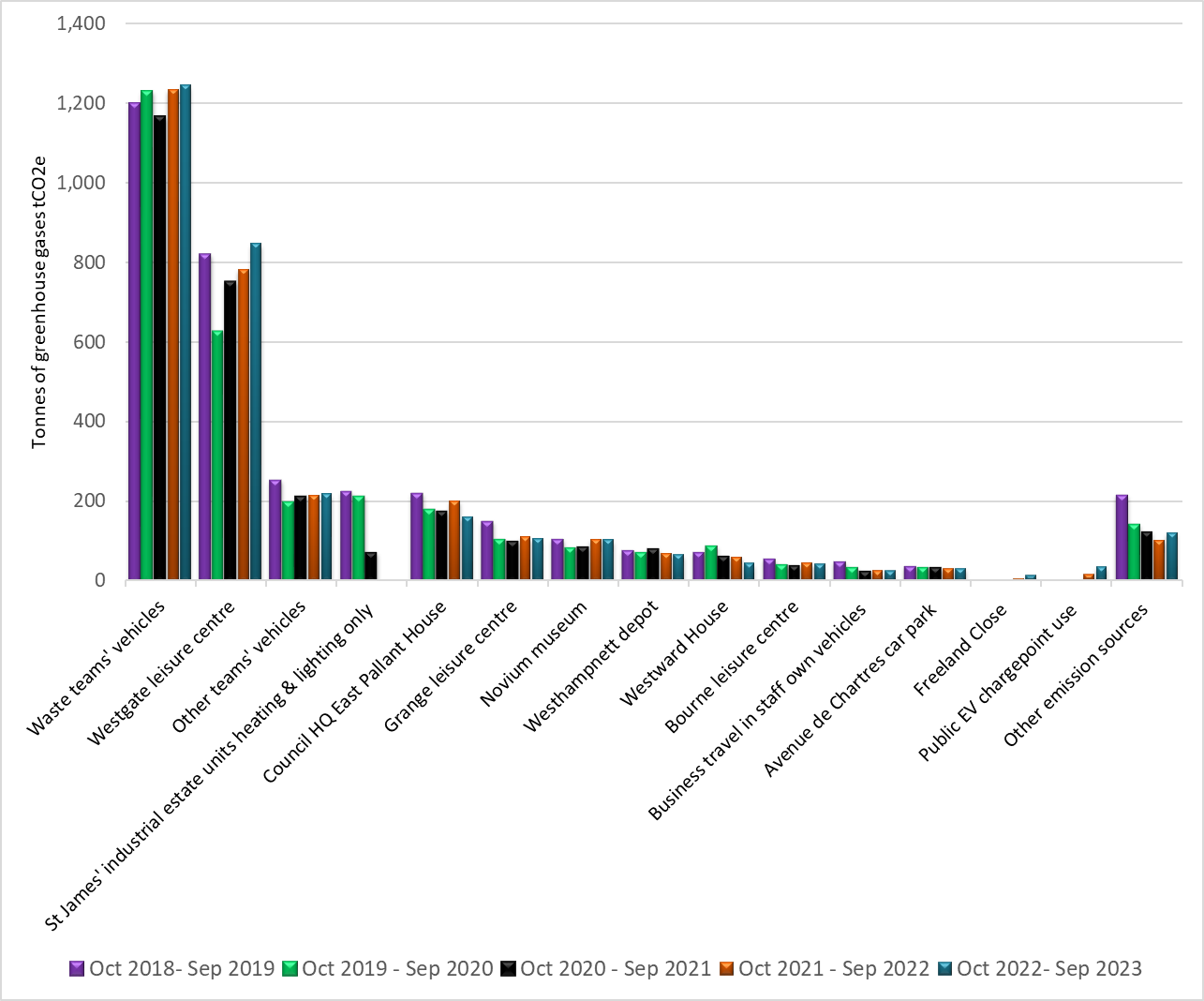
You can read about other actions in this section 8.

#### Table 4: Data used for Graph 2: Chichester District Council annual carbon emissions

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | **Annual emissions in tCO2e** | | | | |
| **Emission sources** | **Oct 2018 - Sep 2019** | **Oct 2019 - Sep 2020** | **Oct 2020 - Sep 2021** | **Oct 2021 - Sep 2022** | **Oct 2022- Sep 2023** |
| Waste teams' vehicles | 1,201 | 1,230 | 1,167 | 1,235 | 1,245 |
| Westgate leisure centre | 821 | 628 | 752 | 783 | 848 |
| Other teams' vehicles | 252 | 198 | 214 | 214 | 218 |
| St James' industrial estate units heating & lighting only | 226 | 213 | 71 | 1 | 1 |
| Council HQ East Pallant House | 220 | 180 | 176 | 200 | 161 |
| Grange leisure centre | 149 | 105 | 101 | 110 | 106 |
| Novium museum | 105 | 84 | 86 | 104 | 103 |
| Westhampnett depot | 77 | 71 | 81 | 69 | 65 |
| Westward House | 71 | 88 | 63 | 60 | 44 |
| Bourne leisure centre | 56 | 40 | 38 | 46 | 42 |
| Business travel in staff own vehicles | 49 | 33 | 25 | 25 | 25 |
| Avenue de Chartres car park | 37 | 34 | 33 | 31 | 31 |
| Freeland Close |  |  |  | 6 | 13 |
| Public EV chargepoint use1 |  |  |  | 16 | 35 |
| Other emission sources | 215 | 143 | 123 | 102 | 121 |
| TOTAL | 3,479 | 3,046 | 2,930 | 3,002 | 3,059 |

1. For first three years, electricity for public EV charge-points is included in the electricity use of the building/car-park to which the charge-point is connected.

#### Graph 2: Chichester District Council annual carbon emissions



## 5. 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.

### 5.1 Council target

To make significant emission reductions in the future, we know we need to reduce emissions from our refuse vehicles, Westgate leisure centre, and the rest of the council vehicle fleet (used for street cleaning, grounds maintenance and by community wardens etc.). The options open to us have technical pros and cons. Whilst we are continuing to work to reduce our 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 target (see [here](https://www.gov.uk/government/news/pm-recommits-uk-to-net-zero-by-2050-and-pledges-a-fairer-path-to-achieving-target-to-ease-the-financial-burden-on-british-families)) 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 reductions and will be complete at different times, but it will be a useful benchmark.

### 5.2 District greenhouse gas emissions

The council has little control over emission sources in the district. Its own emissions account for less than 0.5%. However, everyone needs to see the scale of change required, 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.

## 5.3 Proposed Projects

We have identified projects that could potentially be included within the next Climate Emergency Action Plan. We have divided these into high, medium and low cost projects and graded them according to the carbon savings we think they can deliver. For context, a UK resident’s carbon footprint is about 10 tonnes of carbon dioxide equivalent a year[[1]](#footnote-2). The council’s reported emissions are about 3,000 tonnes of carbon dioxide equivalent a year and the district’s are about 700,000 tonnes of carbon dioxide equivalent a year, so even carbon savings that are labelled “High” are still very small in the context of the district.

#### Table 5: Project cost estimates - bands

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Low** | **Medium** | **High** |
| **Cost estimates** | Less than £5,000 | £5,000-£50,000 | Over £50,000 |

#### Table 6: Project carbon savings estimates – bands

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Very low** | **Low** | **Medium** | **High** |
| **Carbon savings a year** intCO2e (tonnes carbon dioxide equivalent) | Less than 10 | 10 - 99 | 100 – 1,000 | Over 1,000 |
| Benchmarked against the UK resident’s carbon footprint | Less than one person’s annual carbon footprint | One to ten people’s annual carbon footprint | Ten to 100 people’s annual carbon footprint | More than 100 people’s annual carbon footprint |

Now we want your views on should be our priority projects, although we cannot guarantee that we will deliver projects even if they are well-supported.

## 5.4 Low-cost proposals – less than £5,000

### 5.5 Homes

Homes are the second biggest source of emissions in the district after transport. They account 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 on how to reduce carbon emissions from homes and promotes government home improvement grants to people who are eligible. You can get information on this [webpage](https://www.chichester.gov.uk/homeenergyefficiency).

The council introduced the [Chichester Warm Homes Initiative](https://www.chichester.gov.uk/housingfinancialassistance#warmhomes) to help home-owners and landlords with tenants on a low income to improve energy efficiency of their properties. The council also has a well-established [Landlord Accreditation Scheme](https://www.chichester.gov.uk/article/24486/Chichester-and-Arun-Landlord-Accreditation-Scheme), to promote high standards in private rented properties and support landlords in achieving them.

There are two housing related proposals. The first is low cost and given below. It can be achieved with current levels of council staff. The second is an enhanced option that could be achieved with extra council staff and financial support and is described under High-Cost Proposals. Both options could lead to emission reductions, but success does significantly rely on government grants and programmes to plug shortages in skilled tradespeople. You can read about the high-cost option here: 5.17 Homes.

|  |  |  |
| --- | --- | --- |
| **Proposal** | **Cost & carbon savings estimates** | **Detail** |
| **Housing decarbonisation**  The aim is to reduce carbon emissions from private sector housing by improving its energy efficiency and installing renewable energy measures.  This option focusses on households below a certain income that are eligible for government grants. | **Option 1:**  **With existing resources**  **Cost:** Low  **Carbon Savings:**  Medium  (10-100 people’s annual footprint) | This option can be carried out with existing staff resources. It would continue with our work to reduce fuel poverty, provide home energy advice for low-income households, and promote the council’s Landlord Accreditation Scheme. The work focuses on promoting government grants to homes that are eligible for them because household income falls under a certain amount.  This proposal would lead to better targeting of our activities by:   * Getting data on the current energy efficiency of homes in the district. * Setting targets for reducing emissions. * Developing an action plan for engagement with homeowners (talks, drop-in sessions, events etc.). * It would also 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. |
|  |  |  |

### 5.6. Planning

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. Every council that is responsible for planning decisions is expected to have a Local Plan. The plan sets out the opportunities for development and investment in an area. It makes clear what types of development will be permitted and what won't and looks at housing, employment space, required infrastructure, and places where retail and leisure facilities should be provided.

The council has just submitted a Local Plan up to 2039 to the government. Two planning inspectors have now been assigned by the government to examine our plan and report on their findings. There may be further changes to the plan after this. For more information on the Local Plan, see this [webpage](https://www.chichester.gov.uk/localplan).

|  |  |  |
| --- | --- | --- |
| **Proposals** | **Cost & carbon savings estimate** | **Detail** |
| **Street tree planting schemes for new developments**  Commitment to produce planning guidance on tree planting and tree lined streets, building on national planning policy and in due course, the Local Plan. | **Cost:** Low– can be done within existing staff.  **Carbon Savings:** Low (one to ten people’s annual footprint) | Using the policies in the Local Plan just submitted for examination, we will expect major developments to deliver tree lined streets and retain trees wherever possible, in accordance with national planning policy. This will include ensuring that underground utilities are routed to avoid conflicts with root zones wherever practicable, and robust future maintenance plans are in place. |
| **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 staff.  **Carbon Savings:** Medium (10-100 people’s annual footprint), possibly more | To ensure traffic flows freely, extra traffic from new developments on the A27 will need to be mitigated - either by people switching from cars to walking, cycling and/or public transport, or by removing the need for the journey.  We will ensure that transport policies in the recently submitted Local Plan are used to deliver effective travel plans that include ambitious targets and monitoring of journeys switched from cars to other forms of transport. However, achieving this for residential development will still be challenging, due to our inability to force lifestyle changes. |

### 5.7 Public Sector and Community Engagement

The public sector covers health, councils (parish, town, district, and county councils), and education and produces 6% of the district’s emissions. Community groups do not contribute to these public sector emissions but are an important part of any plan to tackle climate change and have been included in with these other not-for-profit organisations.

Although the council does not have legal obligations within 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 act and to involve the community in understanding what we need to do to reduce emissions.

|  |  |  |
| --- | --- | --- |
| **Proposals** | **Cost & carbon savings estimate** | **Detail** |
| **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  Can be done within existing staff.  **Carbon Savings:**  Potentially high (more than 100 people’s annual footprint) | A Climate Champions Network is a way to:   * have conversations about climate change, * share information on grants, opportunities, and existing schemes * inspire communities to work together in tackling climate change, * understand the behaviour change required for this to happen.   A Climate Champions group is being 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 to tackle climate change locally. This proposal is for a second phase, which aims 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. |
| **Youth engagement**  The council’s youth engagement officer within the academic year starting September 2026 to initiate a project with a school on climate change. | **Cost:** Low one-off cost depending on the project.  Can be done with existing staff.  **Carbon Savings:** Very low (less than one person’s annual footprint) | The project has not yet been established and would depend on discussion with the school concerned. |
| **Quarterly networking event for public sector employers and large other not-for-profit organisations** | **Cost:** Low revenue cost.  Can be done within existing staff.  **Carbon Savings:** Potentially high (more than 100 people’s annual footprint) | We will continue to support community groups of all sizes to act on climate change through talks and media channels. Alongside that work, this is an opportunity to bring organisations with more resources together to see if they can support each other. This project would offer an opportunity for not-for-profit organisations in the area with staff working on climate change to exchange ideas and information on climate projects. |
| **Identify/produce template climate change policies for community organisations to incorporate into their procedures** | **Cost:** Low.  Can be done within existing staff.  **Carbon Savings:** Low (one to ten people’s annual footprint) | We believe community organisations want to incorporate climate change policies into their practices, but smaller organisations may not know where to start and how to do so cost effectively. This would address this gap. |

### 5.8 Transport

The biggest source of emissions in the district at 37% is road transport. The district council does not have direct responsibility for transport in its district but is consulted on other organisations’ transport strategies. National Highways is responsible for the A27, and West Sussex County Council is responsible for the rest of the public road network, including 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 delivering local cycling and walking projects. You can read about cycling and walking networks in the district [on this webpage](https://www.chichester.gov.uk/cyclelanesandroutes). It also has a role as a taxi/private hire licensing authority.

|  |  |  |
| --- | --- | --- |
| **Proposals** | **Cost & carbon savings estimate** | **Detail** |
| **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 (10-100 people’s annual footprint) | This policy underwent significant review in 2021 and was adopted by the council in July of that year, with some minor amendments in 2022. The 2021 review introduced not only a 10-year vehicle age 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 the next action plan (2025-2030). |

# 5.9 Medium-cost proposals £5,000-£50,000

### 5.10 Transport

|  |  |  |
| --- | --- | --- |
| **Proposals** | **Cost & carbon savings estimate** | **Detail** |
| **Two** **secure cycle storage facilities**  These are metal cages with cycle racks inside for about 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 staff.  **Carbon Savings:** Low in isolation (one to ten people’s annual footprint), but as part of an infrastructure network, could deliver high savings. | A full evaluation of potential sites, costs, and administration of the scheme would be needed. |
| **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 the Chichester City Local Cycling and Walking Infrastructure Plan. See [this webpage](https://www.chichester.gov.uk/cyclelanesandroutes).  This proposal is to fund a feasibility study, not capital works. | **Cost:** Medium one-off cost.  Can be done within existing staff.  **Carbon Savings:**  This is a feasibility only so would not deliver any savings itself. If capital project went ahead, we would expect very low (less than one person’s annual footprint) in isolation, but as part of an infrastructure network, 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 the highway (The Broadway and College Lane, Chichester) and therefore is for the county council to deliver, but Chichester District Council could partially deliver the section across Oaklands Park as it owns the land. Funding of this feasibility study *does not* mean that this would happen. |

### 5. 11 Nature

Carbon dioxide is the main greenhouse gas causing climate change, but it can be removed from the atmosphere. When plants grow, they take in carbon dioxide, release oxygen and store carbon as leaves, stems, trunks, and roots. This traps the carbon until the plant dies. The soil is also an important store of carbon. Natural habitats in our district are already a very important way of removing carbon dioxide from the atmosphere and storing it. See the graph of the district’s emissions Graph 1: Chichester District Carbon Emissions for 2019, 2020 and 2021.

The council does not have a legal responsibility to act in this area, but in 2019 we used Government funding to employ a project officer to launch Tree Chichester District, a scheme that tests ways to boost the numbers and health of trees outside of woodlands. This has led to almost 50,000 trees being planted across our district in partnership with landowners, farmers, community groups, parish councils, schools, charities, and businesses, and on the council’s own land. This proposal is to continue this work by employing a Tree Strategy Officer, after the current Government funded project finishes in 2025.

|  |  |  |
| --- | --- | --- |
| **Proposal** | **Cost & carbon savings estimate** | **Detail** |
| **Tree strategy officer**  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 (10-100 people’s annual footprint) | The cost of employing 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. |

### 5.12 Adaptation

People and nature can adapt to the effects of climate change to reduce harm or achieve potential benefits. This is referred to as adaptation.

As a district council, Chichester is already involved in a range of work related to adaptation.

###### Coastal erosion and flooding

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. 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. In our work, we will address the impacts of coastal squeeze, which occurs when the natural process of habitats moving landward due to sea level rise is blocked by hard sea defences, leading to the loss of mudflats and saltmarsh.

###### Development of Strategic Wildlife Corridors

These corridors connect natural habitats, allowing wildlife to move and find food and/or mate. They also allow movement in response to a changing climate.

###### Nutrient pollution

Nutrient pollution harms rivers, streams and our harbours. Nutrients get into these habitats through runoff from farming and wastewater discharges. Where developments increase nutrient levels in treated sewage going into our protected harbours, planning authorities have to require developers to 'cancel' these out. We can encourage developers to do this by creating new wetlands or other natural solutions that can help with adaptation too.

###### Biodiversity Net Gain

Adaptation can be factored into Biodiversity Net Gain (BNG) sites. BNG is a new term used within the planning system where developers have to, for certain types of development, enhance and create habitat. Such enhancements must result in at least a 10% gain in biodiversity (compared to what was there before). Examples include enhancing ancient woodland and creating green roofs, but we could also encourage the creation of wetlands.

###### Slow water flows naturally

Reduce flooding by using nature-based solutions to slow the flow of water e.g. by creating ponds and reedbeds and removing structures that prevent river meanders. Encourage landowners who have water courses crossing their land to consider nature-based solutions to manage water flow via Ordinary Watercourse Consent applications.

###### River basin restoration

Support Arun and Rother River Trust in setting up river basin restoration projects, encouraging nature-based solutions across a whole river basin.

The current Climate Emergency Action Plan focuses on reducing carbon emissions. We could add in work on adapting to the impacts of climate change, which would have some carbon savings, but the focus would be coping with changes in the climate. We have the following proposal.

|  |  |  |
| --- | --- | --- |
| **Proposal** | **Cost & carbon savings estimate** | **Detail** |
| **Place a greater focus on work to help the district to better cope with changing weather patterns.**  Consider opportunities for adaptation measures, such as creating compensatory habitat to offset losses due to hard sea defences (that have been installed to protect property from sea level rise).  Support natural solutions through policies that encourage a river basin-wide approach.  The council’s Local Plan – which will be examined by Government-appointed planning inspectors – has policies NE11, NE14, NE15 and NE17. These all contribute to adaptation. This proposal is to scope out the next generation of adaptation polices and prepare the evidence base to support these. | **Cost:** Medium capital costs.  **Carbon Savings:** Low (one to ten people’s annual footprint)  This is additional action on top of work already underway to address urgent issues e.g. coastal defences. | To include:  • The role of water storage and management.  • Provision of coastal defences and managed realignment schemes. Managed realignment is where a breach of flood defences is allowed, setting back the line of protection.  • Our continued contribution to multi-agency emergency planning for heatwaves, coastal flooding, and surface water flooding.  • Ensure developments are designed to cope with heavier rainfall due to climate change.  • Future housing policy to encourage adaptation methods, e.g. improving urban design and tree planting to provide cool areas.  Potential for a supplementary planning document to give more detailed guidance to developers and designers.  CDC could pull together links to all of our adaptation related work into one place, and signpost individuals/organisations to information on how to adapt to climate change e.g. changing hours of work. |

# 5.13 High-cost proposals - more than £50,000

### 5.14 Energy

To reach net zero, we need to cut the amount of fossil fuels that we use and use more low-carbon electricity instead. This means fewer petrol and diesel vehicles and more electric ones. We also need to use electricity more to heat our homes and workplaces. That will put huge extra demand on the electrical grid and some buildings may need to use hydrogen supplied by the gas grid.

A local area energy plan would look at how these changes can be factored into new development in the district as well as identifying priority areas for improving energy efficiency of existing buildings. It would also help energy network operators plan improvements to their networks for example to be able to handle the electricity from a new solar farm. And it would factor in people’s attitude to these changes too.

These changes are going to require a lot of investment from national government and private investors, but if we have a smart and efficient plan, the amount of investment needed may be reduced and that might make this more achievable.

Local area energy plans are a new idea and councils are not legally required to produce a Local Area Energy Plan but more organisations now believe that they are the way forward. It is worth noting that creating a plan can take about a year, even the help of outside experts, and that the plan would need to be updated to maintain value.

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| **Proposal** | **Cost & carbon savings estimate** | **Detail** |
| **Local Area Energy Plan (LAEP)**  This process creates an energy plan to achieve a district net zero target cost effectively. The plan can then be used to:   * Bid for grants, * Attract private investment into the area, * Inform the Local Plan so low-carbon development is sited in the most cost-effective place, * Inform the upgrade plans of gas and electricity network operators so they prioritise locations where decarbonisation work will take place. | **Cost:** Consultants to work with council officers to produce LAEP will be a high one-off cost, but extra council staff will not be needed.  **Carbon Savings:** Potentially high (more than 100 people’s annual footprint) as it can reduce the 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, as well as ramping up their collaboration with councils.  The Government has consulted on an allied concept of heat networks.  LAEPs can include a consultation on how the public would like their energy needs met, e.g. by heat pumps or heat networks?  Process would take about a year. Plans need to be updated to maintain value. |

### 5.15 Transport

For background information on transport emissions, see section 5.10 Transport

Car clubs offer a modern route to car ownership in that cars are shared between all club members. The car club has a joining fee and cars are charged on an hourly/mileage basis. All maintenance, insurance and fuel costs are included. Cars can be booked on-line or on the phone. There are already four vehicles in Chichester operated by Co-Wheels ([see this webpage](https://www.co-wheels.org.uk/chichester)).

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| **Proposal** | **Cost & carbon savings estimate** | **Detail** |
| **Increase car club provision**  Increase the number of car club vehicles by ten, 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 staff.  **Carbon Savings:** Medium (10-100 people’s annual footprint) | The 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 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, we would need a Traffic Regulation Order, hence the preference for council car parks. |

### 5.16 Nature

In the section on our Tree Strategy Officer proposal (see section 5. 11 Nature), we covered how natural habitats in our district already store significant quantities of carbon dioxide, but we can do more to increase the amount stored. One way of funding that work could be through an offset project.

An offset project that is nature-based (there are different types of offsets) involves quantifying the amount of carbon dioxide stored by the natural habitat. Each tonne stored would be issued with a carbon offset. These offsets can then be sold to organisations or individuals who want to report a reduced carbon footprint. This provides an income for participating landowners and managers. You may have had the option to buy a carbon offset when you were purchasing a flight. Our proposal is to work with other organisations to explore setting up a carbon offset scheme in the district.

We also have a second carbon offset proposal. This is to work with others to develop a marine base carbon offset scheme in Chichester district. Coastal habitats such as salt marshes, sea weeds and the seabed are important stores of carbon dioxide. Some research has shown these marine habitats are more effective at storing carbon dioxide than trees. However marine offsets are not as well understood as land-based offsets so more investigation would be required and government innovation funding may be needed to support it. Once set up, the scheme would be designed to cover its own cost.

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| **Proposal** | **Cost & carbon savings estimate** | **Detail** |
| **Land-based carbon offsets**  Explore options for a land-based carbon credit scheme in Chichester district. | **Cost:** High (set-up) Feasibility work could be taken forward within existing staff, but implementation would require a business case for additional resources.  **Carbon Savings:** High (more than 100 people’s annual footprint) | The council would work with other organisations also investigating this option. For landowners and managers, the income from carbon offsets would be in addition to other income streams, e.g. Biodiversity Net Gain payments. |
| **Marine-based carbon offsets**  Collaborate on developing a marine-based carbon offset scheme in the Chichester district.  Organisations to approach to discuss 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 storing carbon dioxide, sea grass and salt marsh restoration. * Sussex Bay Project | **Cost:** High (set-up). Feasibility work could be taken forward within existing staff, but implementation would require a business case for additional resources.  **Carbon Savings:** High (more than 100 people’s annual footprint) | Marine offsets are not as well understood as land-based offsets, 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 be required to support it.  References for who is doing what in the marine area locally, including marine carbon dioxide storage see these webpages:   * [Solent Forum - Solent to Sussex Bay Seascape Restoration Inventory](http://www.solentforum.org/services/Member_Services/Habitat_Restoration/Solent_to_Sussex_Bay_Seascape_Restoration_Inventory/) * [Solent Forum - SID Database](http://www.solentforum.org/publications/sid/?link=detail.php) |

### 5.17 Homes

For background information on the carbon emissions on homes, see this section 5.5 Homes.

Under Low Cost Proposals (see section 5.5 Homes), we outlined a proposal to reduce carbon emissions from homes in the district. That proposal (Option 1) was focused on homes that are eligible for government grants to improve their energy efficiency and install renewable energy measures. The option below goes beyond Option 1 to include households of all income levels in the district, not just those eligible for government grants. It would increase the amount of help available across the board.

Option 1 also examined whether there is support and a business case for a county-wide retrofit advice service, working in collaboration with other local authorities and partners as part of a home retrofit strategy. Option 2 would implement this strategy – if there was a business case for it.

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| **Proposal** | **Cost & Carbon Savings estimate** | **Detail** |
| Housing decarbonisation strategy implementation  The aim is to reduce carbon emissions from housing by improving its energy efficiency and installing renewable energy measures, a process called retrofit. The focus would be on private housing but we would also engage more closely with Registered Social Housing providers. | Option 2: With extra resource:  Cost: High  (extra revenue cost subject to decision on business case)  Carbon Savings: High (more than 100 people’s annual footprint) | **With additional resources** **(finance/staff time) we could**:   * deliver targeted promotion of domestic retrofit, and proactive community engagement. The work will be led by officers with technical knowledge and expertise to provide residents with confidence and reassurance. * work with district and borough council partners in West Sussex 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 these barriers. This should include providing support where the council is able, or signposting to external organisations, as well as exploring funding opportunities. |

# 6. Low Carbon Chichester Fund

This is not a proposal like the ones just presented as it is a fund of money that we are expecting to receive. The question is how to spend it.

The council is due to receive about £250,000 from the developers of Graylingwell housing development. We do not have this fund - known as the Low Carbon Chichester Fund - yet, but we are taking the opportunity to ask your views on how it is used.

Graylingwell has been built to drive down the carbon emissions from the homes. The developers have committed to pay into a fund in proportion to the carbon emissions that remain. The fund will then be spent on projects that cut carbon emissions. The aim is that these projects save as much of the residual emissions from Graylingwell as possible within the funding available. Projects that reduce emissions from homes and work buildings though energy efficiency and renewable energy installation have been found to achieve bigger carbon savings per pound spent than education/awareness-raising and transport projects.

When the council does receive this money, do you think we should spend this money in Chichester as the development is in the city or distribute the funding across the district?

# 7. Other carbon emission sources

### 7.1 Waste

Waste accounts for 4% of emissions in the district. This includes emissions from wastewater treatment, sewage sludge decomposition, composting and landfill sites. This information comes from the government. The government logs emissions against the council area where the waste is produced rather than recording where the emissions actually occurred, so that we can better understand the climate change impacts of our waste.

Emissions are produced when waste rots in a certain way. For example, 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 less than 10% of waste collected in the district goes to landfill and a big proportion of this is dog waste. The rest is converted into pellets to be burnt for energy, known as Refuse Derived Fuel. Nevertheless, the council still has to comply with a national government requirement that household food waste is collected separately in future. The food waste will then be processed so that methane emissions are captured and burnt to create energy. The council is preparing to meet this new requirement. It will be a major task and is required to be in place in 2026.

Another change is that we will be hopefully collecting plastic film (e.g. plastic film lids on yoghurt pots, soft fruit punnets and ready meals, as well as plastic crisp packets, pasta bags and chocolate or biscuit wrappers) in 2027.

We are not consulting on these initiatives which are being driven forward by the Government but have included the information to give you the full picture.

### 7.2 Agriculture, Industry and Commerce

Farming is responsible for 21% of emissions in the district, and industry and commerce accounts for 22%.

The council does not have a statutory responsibility for Economic Development, but it has chosen to have a team that works closely with the district’s businesses. In 2022, the post of Growth and Sustainability Officer was created to provide support to small and medium-sized enterprises that wish to operate and grow their business in ways which are more sustainable and reduce their overall carbon footprint. This post has now been made permanent and new projects are underway. See Section 4.2 New initiatives for 2024-2025. 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.

# 8. 1st Climate Emergency Action Plan: what we have done and what we plan to do

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|  | What we have done | What we plan to do 2024-2025 |
| Council processes | Over 80% of managers and half of Council Members have completed Carbon Literacy training to understand the challenges of climate change for local authorities. | A Climate Emergency Officer Group meets regularly to discuss projects that reduce carbon emissions. Officers report publicly on the progress of the Climate Emergency Action Plan every 6 months. |
| Council buildings and land | 774 trees were planted on CDC owned land.  We are expanding our use of electric vehicles.  We included sustainability improvements in new short-stay accommodation and the redevelopment of St James industrial estate, including electricity-generating PV panels and electric vehicle charge-points. | We are refurbishing some of our public toilets including the addition of PV panels to some buildings.  We will be replacing street lighting and lights at the Novium Museum with low energy lighting.  We will complete a project to reduce carbon emissions from Westgate Leisure Centre by installing electricity and hot water generating solar panels and a large heat pump. |
| Community engagement | We worked with students at a secondary school to produce a film about climate change.  We have delivered presentations on climate change to community groups across the district. | We will establish a Climate Champions group to engage better with local communities through parish councils and local groups. |
| Grants | We successfully applied for the government's UK Shared Prosperity Fund and Rural England Prosperity Fund to spend on projects across the district. Projects which have already been approved include solar panels, heat pumps and planting schemes. | We encourage applications that reduce carbon emissions and increase active travel. We will increase our drive for sustainability in awarding council grants. |
| Economy and jobs | We have hosted two events to help businesses improve their sustainability.  We have provided information to local businesses that have gone on to install renewable energy using local installers. | We have launched ‘Sussex Six’ in Chichester District to promote local food & drink and reinforce local supply chains. Sustainability Bootcamp will provide support to businesses through award-winning sustainability management and reporting platform ‘FuturePlus’. We are continuing to support a project to support local fisheries. |
| Homes | We have launched a new webpage and campaign to promote home energy grants, including holding a public meeting to promote home energy efficiency.  Over 250 homeowners have been able to buy competitively priced solar panels or other equipment through the West Sussex Solar Together scheme.  We introduced a Landlord Accreditation Scheme to support landlords in meeting Minimum Energy Efficiency Standards. | The council continues to support the Citizens Advice Home Energy advice service to provide homeowners with advice on energy saving and energy efficiency.  We are working with other local authorities in West Sussex to explore options to provide consistent information to the public on home ‘retrofit’ to make homes more energy efficient. |
| Nature-based solutions | We have planted nearly 25,000 trees across the district supporting local tree nurseries and creating a mini-urban forest through Phase 1 of HM Government funded Trees Outside Woodlands project.  We are delivering our Strategic Wildlife Corridors (SWC) Project to improve biodiversity across seven sites through tree and woodland planting, plus ditch and watercourse improvements. | In Phase 2 of the Trees Outside Woodlands project we are taking part in three tree-planting pilots in both rural and urban locations, and also leading on a community orchard research study. About another 25,000 trees have been planted in the latest planting season.  We will continue to support the Harbour Summit Project, which aims to restore to a favourable condition Chichester, Langstone and Pagham Harbours Special Protection Areas (SPA). |
| Transport | The Council has approved the Chichester Local Cycling and Walking Infrastructure Plan (LCWIP).  Environmental concerns were factored into the Council’s taxi licensing policy. | Working with West Sussex County Council and Connected Kerb, we will continue the expansion of the electric vehicle (EV) charging network.  Options for Northgate car park are being considered, to include a walkway and cyclepath linking the city centre and Chichester Festival Theatre. |
| Waste and recycling | The council has run a pilot kerbside collection service for textiles, small electrical items and coffee pods, with over 2 million coffee pods collected so far!  CDC ran a pilot of “hot bins” that accelerate the composting of garden and food waste. | We are developing plans to implement a separate domestic food waste collection service. |

# 9. Consultation Survey

We want your views!

The easiest way to complete the survey is online at this [webpage](file:///C:\Users\bknight\AppData\Local\Microsoft\Windows\INetCache\Content.Outlook\VJZ30IS7\letstalk.chichester.%20gov.uk\climatechange\participate).

If you cannot use the online survey, please fill in the survey below, using a separate sheet to answer questions where there are not tick-box options or to add further comments (please note the question number so we can match your answer with the right question).

Send your completed survey to: Communications Team, Chichester District Council, East Pallant House, East Pallant, Chichester, PO19 1TY to reach us by 5pm on 30 September 2024.

**Our council emissions target**

**1. We’re aiming to reduce council emissions to net zero by 2050. This is in line with the Government’s national target. Do you agree with this approach?**

□ Yes, I agree with this approach

□ I think the target should be later than 2050

□ I think the target should be earlier than 2050

□ I don’t agree with the council setting itself a target

□ The council should set a different type of target

**Low-cost projects**

The following low-cost projects could be included in our new plan and are estimated to cost less than £5,000 per project.

**2. Please number the following projects in order of importance to you from 1 (being the highest priority) to 8 (being the lowest).**

□ To expand support for the network of community Climate Champions

□ To work with a school on a climate change project

□ To promote energy efficiency measures to reduce the environmental impact from homes, making them warmer, healthier and cheaper to run

□ To organise climate action networking events for public sector organisations and community groups

□ To take further steps to reduce emissions from taxis and private hire vehicles

□ To provide template climate policies for community organisations

□ To produce guidance on street tree planting schemes for new developments

□ To explore options for green travel plans for new developments

**Medium cost projects**

These projects could be included in our new plan and are estimated to cost between £5,000 and £50,000 per project.

**3. Please number the projects in order of importance to you from 1 (being the highest priority) to 4 (being the lowest).**

□ To employ a Tree Strategy Officer to increase tree planting across the district

□ To fund a study to explore options for part of a new cycling, wheeling and walking route through Oaklands Park in Chichester

□ To fund secure cycle storage units

□ To place a greater focus on work to help the district better cope with changing weather patterns

**High-cost projects**

These projects could be included in our new Climate Emergency Action Plan and are estimated to cost more than £50,000 per project.

**4. Please number the projects in order of importance to you from 1 (being the highest priority) to 5 (being the lowest).**

□ To produce a Local Area Energy Plan for the district to reduce carbon emissions from our homes and businesses

□ To deliver a strategy to help reduce the environmental impact from homes, making them warmer, healthier and cheaper to run

□ To explore options for a land-based carbon offset scheme in the Chichester District

□ To explore options for a marine-based carbon offset scheme in the Chichester District

□ To increase provision of pay-as-you-go community car hire (car club)

**Your home**

**5. Are there any organisations that you feel the council should be working with to help improve the energy efficiency of people’s homes?**

**6. Are there any factors that put you off installing energy efficiency or renewable energy measures in your home? E.g. installing insulation in the roof and walls, heat pumps, or electricity-generating solar panels.**

**The local environment**

**7. If we employ a Tree Strategy Officer to increase tree planting in the district, should we…? Please tick one option.**

□ Prioritise farmers and larger landowners to maximise the amount of trees planted

□ Fund a larger number of smaller grants that would be open to all property owners, even if it means that fewer trees are planted overall

**8. Marine-based carbon offsetting schemes are newer and more complex to set-up than land-based offsetting schemes. Do you have any suggestions about how the council can support partners in setting up marine-based schemes?**

**9. If a decision is made to place a greater focus on projects that help the district to better cope with changing weather patterns, should we prioritise...? Please tick one option.**

□ Flood and coastal erosion risks

□ Resource a wider ranging action plan

□ Not sure

**Planning for the future**

**10. How can we encourage developers and management companies to introduce and maintain high quality tree planting schemes for new roads?**

**11. If you were moving to a new development, what would encourage you to use your car less? You can choose as many options as you like.**

□ Good walking and cycling routes

□ Good public transport connections

□ A car sharing scheme

□ Less parking provision

□ Other

□ Nothing

**Community involvement**

**12. We are due to receive funding from the developers of Graylingwell in Chichester to develop a Low Carbon Chichester fund. Do you think we should...? Please tick one option.**

□ Spend this money in Chichester as the development is in the city

□ Distribute the funding across the district

**13. Are you interested in finding out about becoming a Climate Champion? Please provide your name and contact details on a separate piece of paper stating Q13.**

**14. Do you have any suggestions of public sector or not-for-profit organisations that we should be working with on climate change? Please include any contact details, if possible.**

Do you have any further comments? Please attach a separate sheet and include question numbers.

**About You**

**15. Please select the answer(s) that best represents you.**

□ Resident

□ I work in the Chichester District

□ I regularly visit the Chichester District

□ I am studying in the Chichester District

□ Community group

□ Charitable organisation

□ Parish council

□ Business

□ Public sector organisation

□ Other, please specify

**16. Which area of the district are you based in or visit the most?**

**17. Please select your age group**

□ Under 16

□ 16-24

□ 25-34

□ 35-44

□ 45-54

□ 55-64

□ 65+

□ Prefer not to say

**18. Which of the following best describes your gender**

□ Man

□ Woman

□ Non-binary

□ Other

□ Prefer not to say

If you would like to be in with a chance of winning a prize worth up to £500, please provide your contact details on a separate sheet, with Prize Draw written on it, and return to us with your completed survey. Personal details collected will only be used in relation to the prize draw and will be deleted from our system once the winner has been selected and notified. To read our terms and conditions and find out more about the prize, please visit: **letstalk.chichester.gov.uk/climatechange.**

1. WWF Footprint Calculator [www.footprint.wwf.org.uk](http://www.footprint.wwf.org.uk) which is produced with leading academics estimates the UK average footprint in 2024 to be 8.8 tonnes of carbon dioxide equivalent. This has been rounded up for simplicity as carbon saving estimates are indicative only. [↑](#footnote-ref-2)