

Title of meeting:	Cabinet
Date of meeting:	22 nd March 2022
Subject:	A Climate Change Strategy and Carbon Budget for Portsmouth
Report by:	Kristina Downey, Principal Strategy Adviser-Carbon Management
Wards affected:	n/a
Key decision:	No
Full Council decision:	No

1. Purpose

- 1.1 To provide information to the Council on the approach of the Climate Change Strategy; information on 'carbon budgets' and actions that will be pursued to achieve the necessary carbon savings.

2. Recommendation

- 2.1 Cabinet is recommended to:

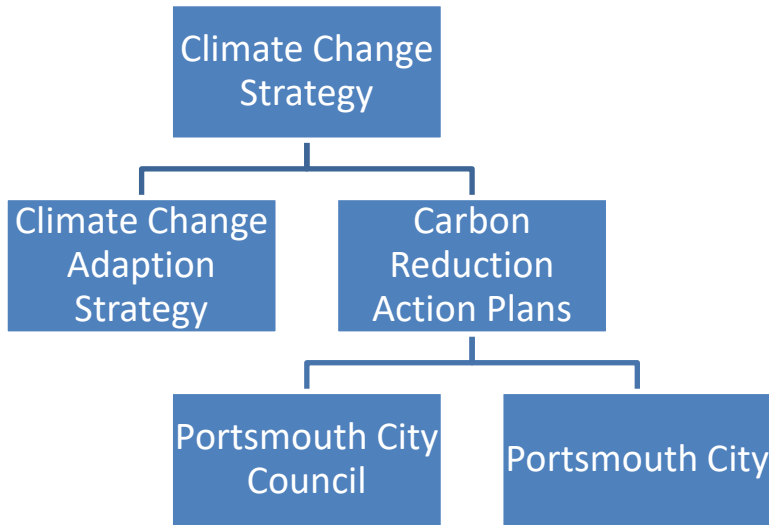
1. Note the contents of this report
2. Agree proposals for monitoring set out in section 14 of the report.

3. Background

- 3.1 The UK national carbon budget places a restriction on the total amount of greenhouse gases the UK can emit over a 5-year period. Each five-yearly budget is progressively reducing to meet the national net zero target by 2050. The UK is the first country to set legally binding carbon budgets.
- 4.2 The national UK carbon budget has not been converted into budgets at a local level, but we understand that significant year-on-year reductions in carbon emissions will be required. In support of this, we have declared a climate emergency and stating our ambition to reach net zero as a Council and a city by 2030.

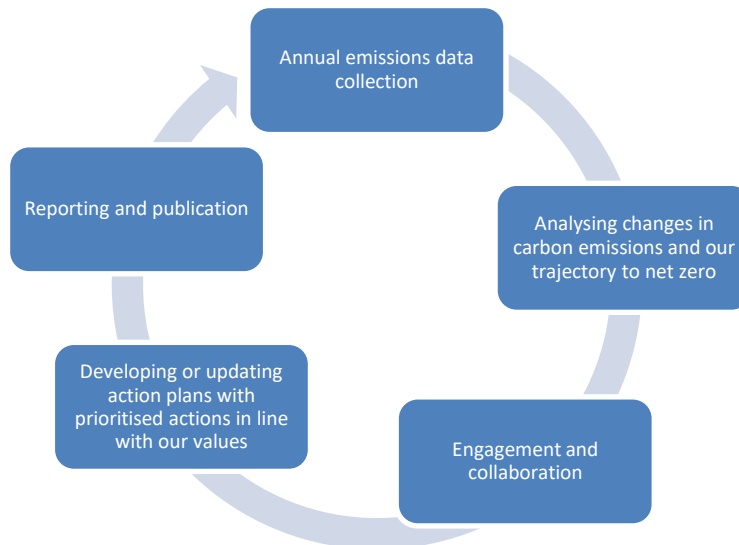
4. Climate Strategy Overview

- 4.1 To meet this challenge, we are developing a Climate Change Strategy and supporting action plans. Climate change mitigation means reducing our emissions of GHGs. Climate change adaptation is a change we can make to make our society more resilient to climate change. They are mostly actions to reduce damage or make us better prepared.



5. Carbon Management Overview

- 5.1 Locally, our overarching approach to carbon management will be cyclical, with continuous monitoring, reporting and engagement to adapt to Portsmouth's changing needs.
- 5.2 In understanding our carbon emissions, the effects from national-level policies and strategies, together with our carbon reduction actions, we can estimate our annual minimum carbon reduction targets to be achieved each year going forward. This will represent our 'carbon budget'.



1) Emission Data Collection - Our approach to data collection will be to always use the best available data and current emission factors. Where data is missing, we will complete with professional judgement and work towards gathering data in the next iteration. We will always be transparent about methods and data limitations. To develop future estimates of carbon emissions, we need to develop this baseline. This will be the most up-to-date carbon inventory.

2) Data Analysis - We will examine our data in a number of ways to understand what sectors, activities or buildings are 'hot spots' for carbon emissions. Using the current inventory as the baseline, we can then project a 'Business-as-Usual' estimate of emissions that models actions outside of our control, such as projected changes to the carbon intensity of the national electricity grid, future electricity demand, housing and population changes. This can then be used to provide a projection of what annual reduction needs to be achieved to achieve Net Zero. The results of which will be used to guide engagement and develop action plans.

3) Engagement and Collaboration - Success will only be possible with engagement and collaboration. Understanding our emissions, opportunities, values and limitations are the foundation for action. We recognise that Portsmouth City Council needs to play a leadership role, working with other large employers in the city. We will work with Portsmouth Climate Action Board to help us influence the wider city.

4) Action Plans - Using the BaU projection, we can then test our actions to form an alternative 'glide-path' to 2030. This glide-path will represent our annual minimum carbon reduction targets (the 'carbon budget').

5) Reporting and Publication - Council and city carbon action plans will be published yearly, and will include a revised inventory, any changes to the BaU projection and new carbon actions that will be implemented.

6. Role of Portsmouth City Council

- 6.1 As an employer and a public-service provider, Portsmouth City Council has a responsibility to lead by example and manage reductions of our own carbon emissions. These activities are under our direct control. Through our statutory powers and responsibilities, we also manage important levers to reduce emissions with city-wide policies, standards and enforcement powers.
- 6.2 Outside of these powers, Portsmouth City Councils ability to influence carbon reduction are much more limited and are reliant on meaningful community engagement, partnerships and collaboration. Through all spheres of influence, our ambitions are linked to additional funding, powers, incentives and policies developed by central government.

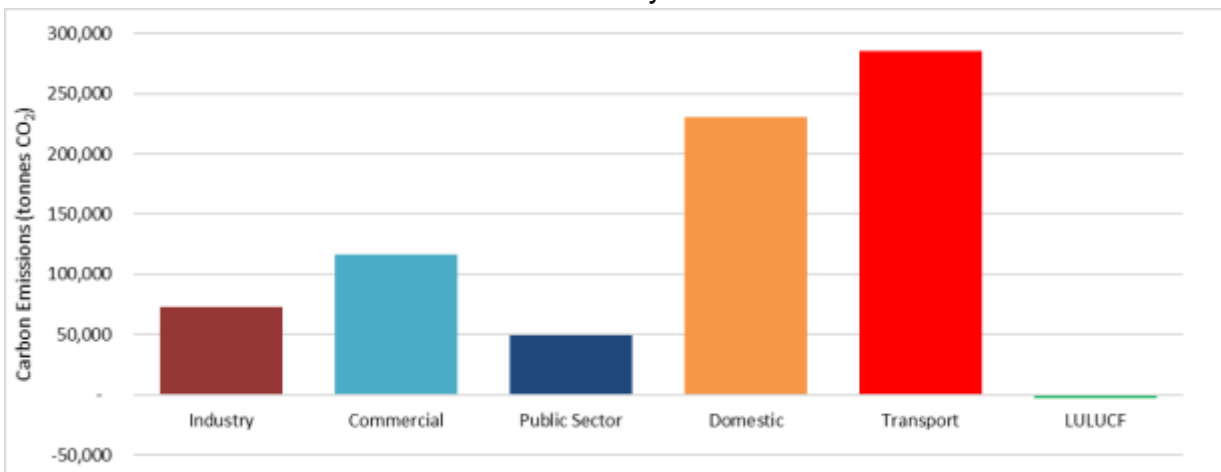
How local authorities control and influence emissions	
Influence	Detail
A Direct control	Buildings, operations, travel
B Procurement and commissioning	Commercialisation
C Place shaping	Using powers to control development and transport
D Showcasing	Innovating, piloting, demonstrating and shaping good practice, scaling and replicating
E Partnerships	Leading, bringing people and organisations together, co-ordinating and supporting others' partnerships
F Involving, engaging, and communicating	Translating global and national climate change targets for local relevance, with stakeholders to raise awareness, involving people and ideas for local solutions



7. Draft Carbon Emissions Baseline

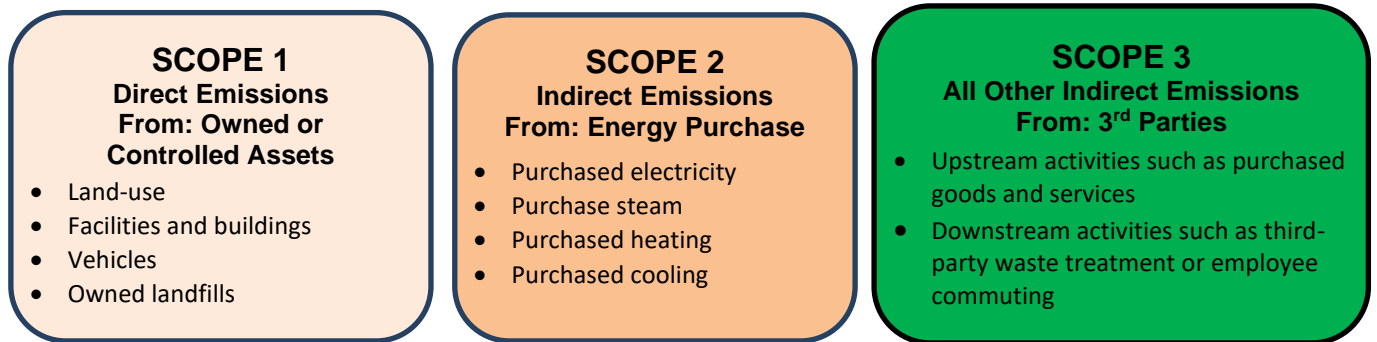
7.1 The approach that we have taken to calculating the carbon inventory for Portsmouth is:

- For the city, the carbon inventory has been taken from local authority datasets¹. The most recent dataset from the calendar year 2019 is illustrated below.



¹ Department of Business, Energy and Industrial Strategy. UK Local Authority and Regional Carbon Dioxide Emissions. Available: <https://data.gov.uk/dataset/723c243d-2f1a-4d27-8b61-cdb93e5b10ff/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019>

- For the Council, the carbon inventory has been built bottom-up from activity data in line with the GHG Protocol². The GHG Protocol is the current best-practice guidance for developing a carbon inventory. The carbon inventory is a backward look at the emissions you have generated from your activities. The Protocol provides guidance on how we group activities by type, which are called 'scopes'.
- Scopes 1 and 2 are relatively easy to quantify and monitor. Scope 3 is an optional reporting category that is often very complicated and difficult to obtain data on, and guidance exists to help identify the most relevant sources³.



- The Councils most recent inventory (financial year 2020/2021) is currently in development, however initial estimates are detailed below [this data is subject to change].

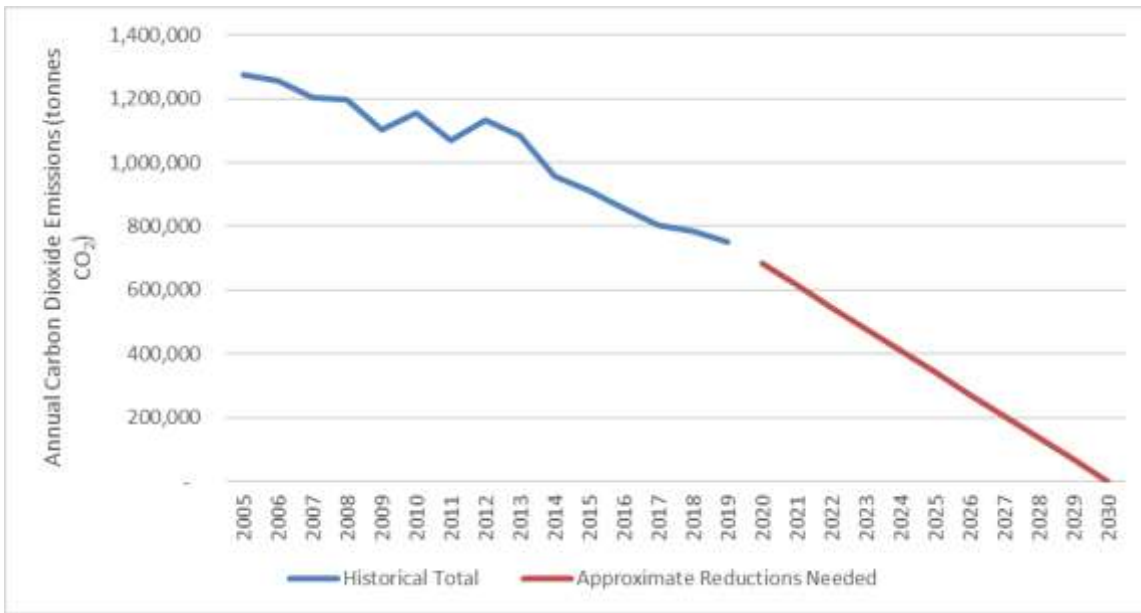
GHG Emissions Scope	Tonnes of CO ₂ e (2020/2021)
Scope 1 total	2,301
Scope 2 total	3,288
Scope 3 total	649,390
Gross Total GHG Emissions	654,979
GHG Displacements/Offsets	
Land use Change	0
Green Tariffs	-3,571
Purchased Offsets	0
Net Total GHG Emissions	651,408

8. Draft BaU Projections

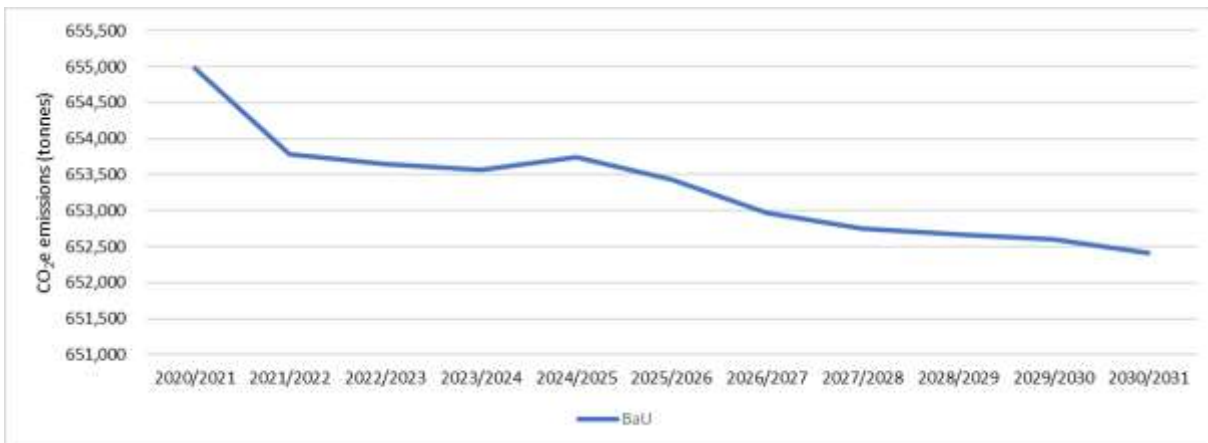
- 8.1 Both BaU projections are still in development. However, on a city level, based on net emissions of approximately 751,000 tonnes CO₂, this would require an approximate reduction of approximately 68,000 tonnes each year until 2030, as illustrated below.

² Global Protocol for Community-Scale Greenhouse Gas Inventories. (2021). Available: https://ghgprotocol.org/sites/default/files/standards/GPC_Full_MASTER_RW_v7.pdf

³ Technical Guidance for Calculating Scope 3 Emissions (2013). Available: https://ghgprotocol.org/sites/default/files/standards/Scope3_Calculation_Guidance_0.pdf



8.2 Similarly, assuming no change in Council activities, the BaU projection to 2030 is illustrated below. This projection estimates the likely gross emissions including national electricity grid decarbonization. The vertical axis has purposefully been scaled to better illustrate the change. If PCC took no further carbon reduction actions, it is estimated that the gross carbon emissions will be approximately 652,418 tCO₂e in 2030/2031. However, all values are subject to update.



9. Development of Carbon Reduction Actions

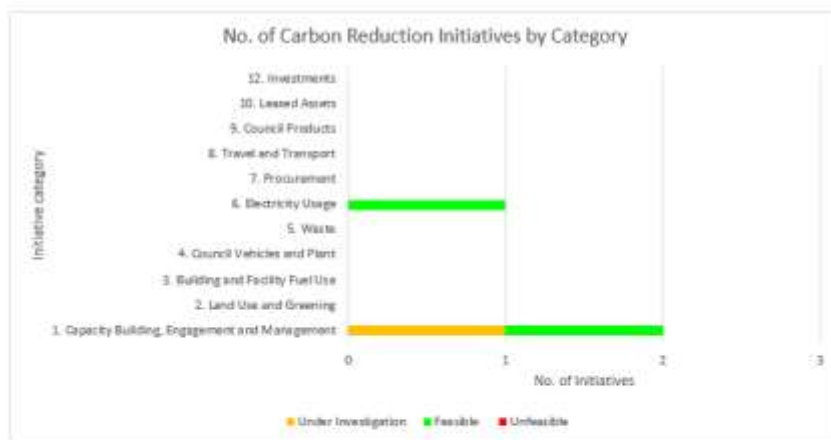
9.1 We have developed a bespoke carbon action tracker tool in Microsoft Excel.

9.2 The carbon budget methodology is now designed to evaluate carbon reduction actions in a consistent manner against factors such as financial cost per volume of carbon saved, and any socio-economic or environmental co-benefits of the initiative. This process will aid accountability and help to identify priority initiatives that help address inequalities in Portsmouth.

9.3 This approach to evaluating and prioritising carbon reduction actions is in line with the national Net Zero Strategy that states local authority actions should be on a 'placed-based approach', and the Councils stated aims and priorities.

9.4 An illustration of the tracker for Council is illustrated below.

Date	Title of Carbon Reduction	Pre-investigation Phase					Investigation Phase					
		Submitted (year)	Responsibility for investigation (name)	Investigation Status	(RAG) Relative Potential 1 - Low 2 - Medium 3 - High	Rate of Implementation 1 - Difficult 2 - Possible 3 - Easy	Co-Benefits (Health, Social or Economic)	Privatisation Rating	Award RAG Relative Potential (RAG)	Annual Cost (£)	Total Cost (£)	CO2 per Tonne of CO2 Reducible (£)
2. Land Use and Greening												



Category	Total no. initiatives	To be taken forward?		
		Under Investigation	Feasible	Unfeasible
1. Capacity Building, Engagement and Management	10	1	1	0
2. Land Use and Greening	0	0	0	0
3. Building and Facility Fuel Use	3	0	0	0
4. Council Vehicles and Plant	2	0	0	0
5. Waste	1	0	0	0
6. Electricity Usage	7	0	1	0
7. Procurement	2	0	0	0
8. Travel and Transport	1	0	0	0
9. Council Products	0	0	0	0
10. Leased Assets	0	0	0	0
11. Investments	2	0	0	0
12. Investments	2	0	0	0

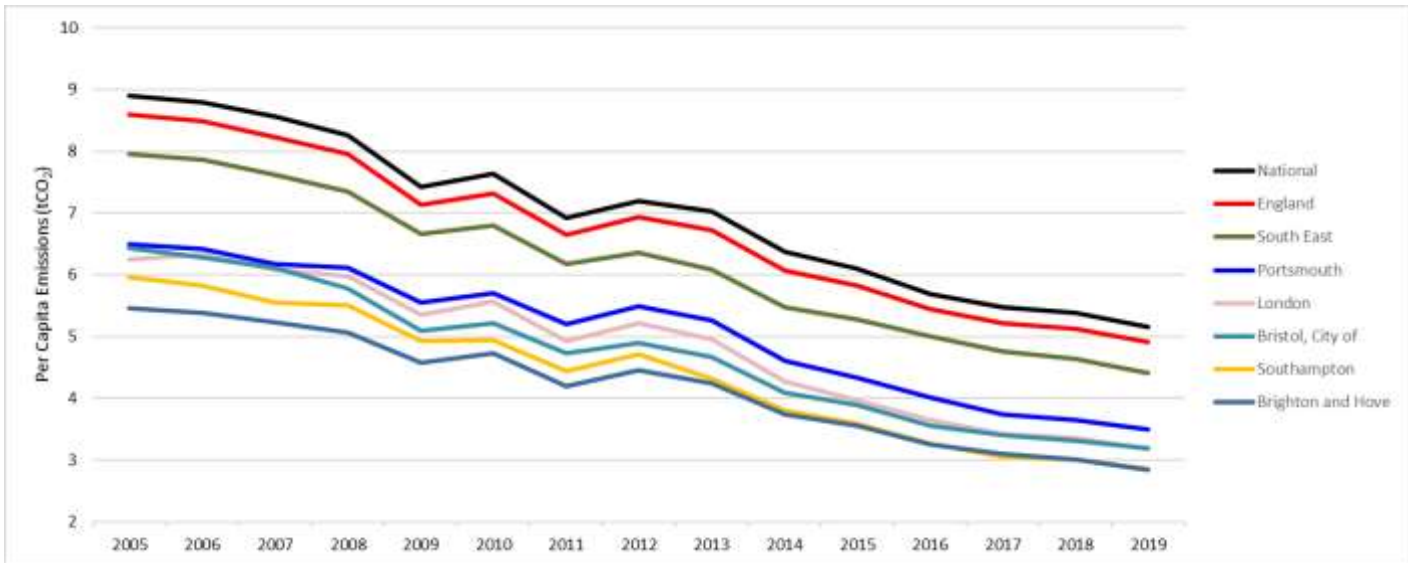
9.5 Carbon reduction actions are currently being collated and tested against the BaU to understand the potential impact of our actions. After some engagement and testing is completed, the annual Council and city action plans will be published.

9.6 We will also use the independent assessment undertaken by the Tyndall Centre for Climate Change Research in conjunction with Manchester University and related Setting City Area Targets and Trajectories for Emissions Reduction (SCATTER) to support the evaluation of carbon reduction initiatives.

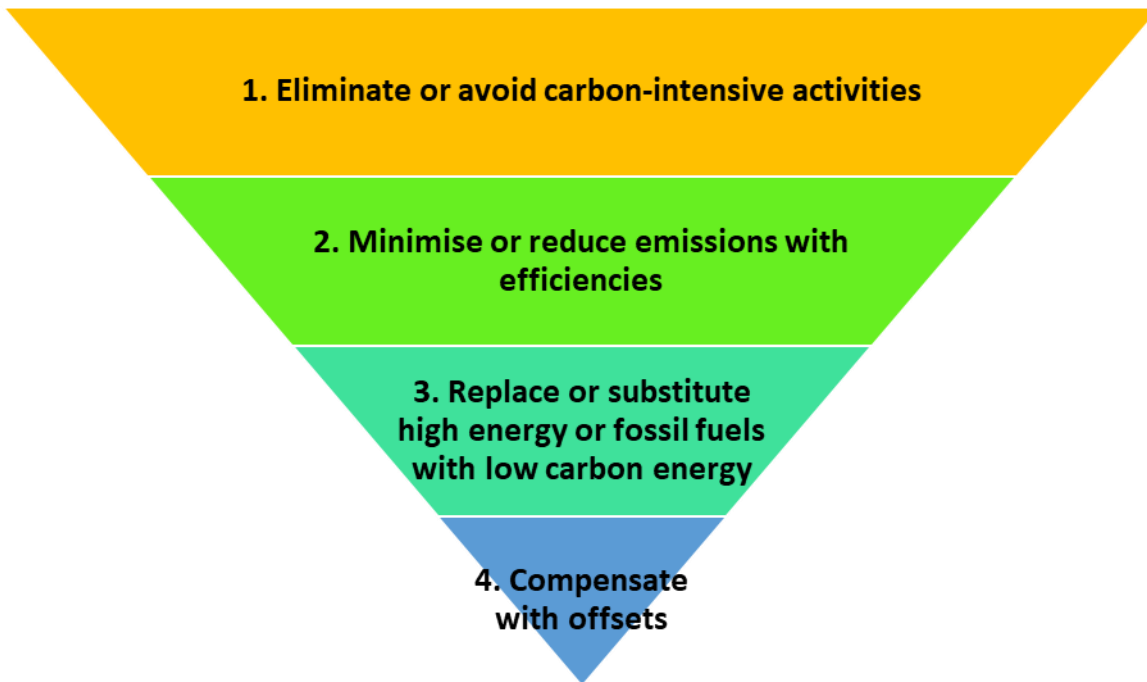
9.7 It is important to note the effects of national and local actions on local carbon emissions. Using local authority emissions data⁴, normalised to per capita emission, it illustrates that historical carbon reduction initiatives have been driven from national-level actions, i.e., decarbonisation of the national electricity grid, as the

⁴ Department of Business, Energy and Industrial Strategy. UK Local Authority and Regional Carbon Dioxide Emissions. Available: <https://data.gov.uk/dataset/723c243d-2f1a-4d27-8b61-cdb93e5b10ff/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019>

pattern of changes are similar across many cities, regions and nationally (see Figure below).

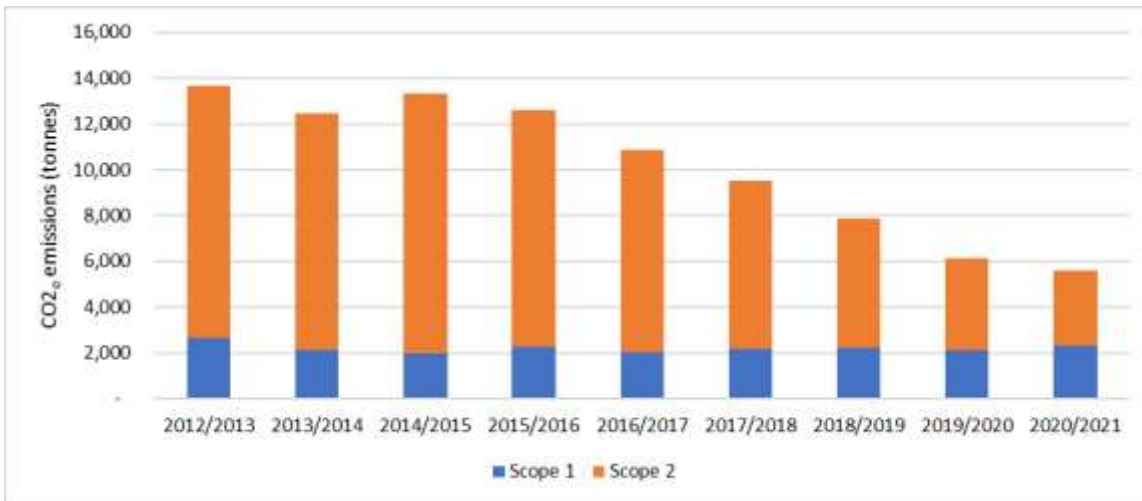


- 9.8 Therefore, we need to prioritise areas where we can apply resources to bring about the greatest change, but also think of the co-benefits that can be achieved around health and wellbeing, economic benefit and other environmental factors such as biodiversity.
- 9.9 Carbon reduction actions and initiatives will follow a hierarchy of preferences, with eliminating or avoiding activities that produce emissions first. Where these emission cannot be avoided, they will be reduced where possible and then replaced with lower carbon energy.
- 9.10 By 2030, some residual emissions (that cannot be avoided, reduced or replaced) may still occur. To reach net zero, some compensation through offsetting may be required. This option is least preferable and an offsetting strategy will be developed.
- 9.11 We will show you in a transparent way all the costs and benefits of our actions, how it will be monitored for success, and who is responsible to show accountability.



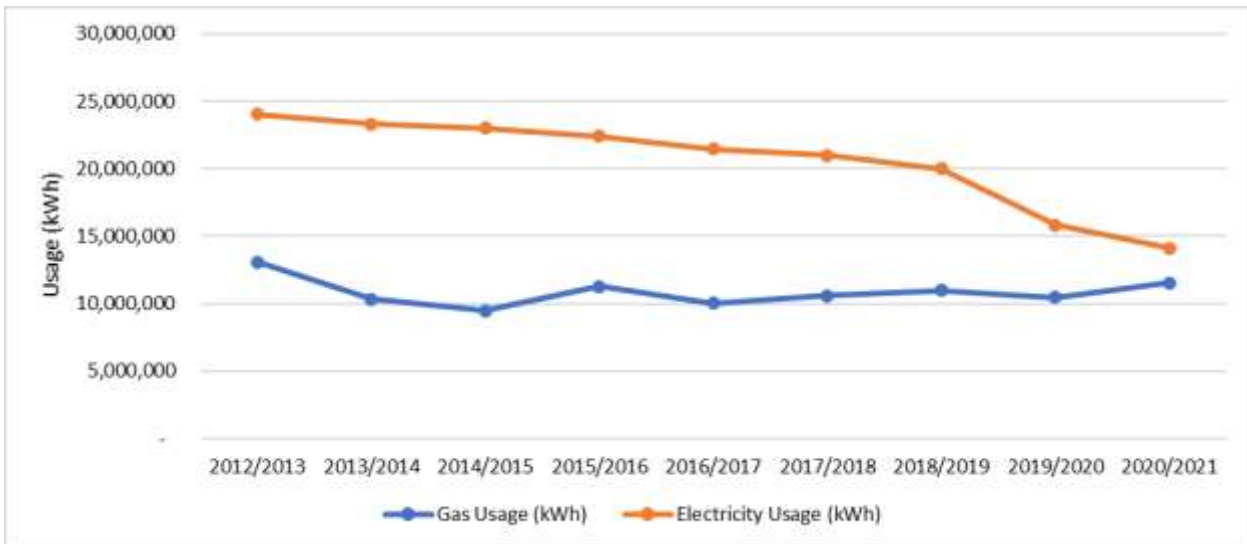
10. Our Carbon Reduction Actions for the Council to Date

- 10.1 In recent years, PCC have applied considerable resource to addressing issues relating to reducing energy consumption, working to support domestic users but also considering the non-domestic portfolio of buildings.
- 10.2 Understanding the historical trends are important to contextualise this inventory and understand where impact is not being made. In order to allow historical comparison, a number of assumptions were required. For example, owned fleet mileage, and liquid fuel usage is not known for previous years, therefore the same mileages and volumes have been assumed for each year but adjusted with the relevant emission factor of that time. All electricity has been assumed to be using the grid. Gas and electricity usage data was available and has been used with relevant emission factors of that time. Scope 3 emissions have not been previously calculated and therefore are not included within this context but will be in future action plans.
- 10.3 With those assumptions, the historical Scope 1 and 2 emissions are illustrated below. Emissions in 2020/2021 are approximately 59% less than that in 2012/2013, and 9% less than the previous year (2019/2020).
- 10.4 Historically, the majority of emissions have been associated with Scope 2 emissions and reductions in Scope 2 have been the driver of reductions. Scope 1 emissions have remains relatively stable.



10.5 In order to distinguish between the effect of the national electricity grid decarbonizing and reducing our energy usage, the historical usage of electricity and gas are illustrated below. Energy usage for mobile plant and vehicles have not been included due to earlier assumptions that their use has been the same in each year.

10.6 The figure below shows that gas usage has remained relatively stable in this time period and no significant reductions of gas usage have been recorded. Conversely, the reductions in Scope 2 emissions are from both the grid decarbonizing and notable reductions in electricity usage. Year on year reductions of electricity usage have been recorded, with a 41% reduction in usage from 2012/2013 to 2020/2021.



10.7 Actions that has stimulated this reduction has included:

- Programme of building energy investments begin - including building fabric and plant room insulation, boiler upgrades, and LED lighting upgrades
- Solar PV Investment Programme, with up to 16.9 GWh generated annually
- Streetlighting Upgrade, with a reduction in approximately 4 GWh electricity grid demand

- 10.8 In the past year, work to decarbonise city buildings has also taken place through the Public Sector Decarbonisation Scheme. The energy services team, working with colleagues across the wider building services teams and contractors, identified and costed a large number of potential projects eligible for the scheme, including:
- Cavity wall insulation
 - Loft insulation
 - LED lighting
 - Solar panels
 - Batteries
 - BMS
 - Heating controls
- 10.9 A carbon and financial appraisal tool, supplied by Salix, and populated with energy data and estimated capital costs was used to identify qualifying projects that would give appropriate levels of carbon reductions. Based on this analysis, the Council bid for £1.86 million.
- 10.10 The Council were informed that the bid was successful in March 2021, with an initial deadline of September 2021 to spend the allocated funding of £1,862,383. This deadline was later extended to 31st March 2022, after it became apparent to Salix that there were significant nationwide delays with the expenditure of the funding brought about by supply chain issues.
- 10.11 The sites to receive measures include schools, sheltered housing blocks, offices and libraries. The PSDS is primarily concerned with reducing lifetime carbon emissions from the sites treated, and therefore focusses heavily on buildings' use of heat, and the natural gas used to create it. The PSDS funding stipulates that a heat decarbonisation strategy must be put in place for each building treated under the funding; with a deadline for submission to Salix in line with the deadline for the funding spend.
- 10.12 The table below shows the numbers of sites treated and the types of energy conservation measures (ECM) installed. These figures reflect the total numbers to the end of the project in March 2022:

Measures Installed	Number of Sites	Total Spend
Cavity Wall Insulation	20	£393,000
Loft Insulation	10	£111,000
Solar PV Systems	6	£227,000
Batteries	15	£225,000
BMS	7	£455,000
Heating Controls	18	£230,000
LED Lighting	5	£185,000
Totals	81 ECM on 50 different sites	£1.86 m

10.13 The table below shows the energy and carbon savings, calculated by the Salix-supplied model. Note that electricity carbon reductions are subject to carbon factor digression as grid-supplied electricity decarbonises over time, whereas natural gas carbon factors remain relatively static:

Measures Installed	Energy saved	Annual Energy Saving (kWh)	Annual Financial savings	Annual Carbon Saving (tn/CO ₂ e)
Cavity Wall Insulation	Gas	521,000	£15,000	95.80
	Electricity	25,000	£5,000	1.61
Loft Insulation	Gas	166,000	£5,000	30.58
Solar PV Systems	Electricity	138,000	£27,000	10.19
Batteries	Electricity	<i>Integrated in PV savings</i>		
BMS	Gas	201,000	£6,000	36.95
Heating Controls	Gas	432,000	£13,000	79.49
LED Lighting	Electricity	76,000	£15,000	5.36
Totals		1,559,000	£86,000	260 tonnes

10.14 The figures above show the total estimated annual carbon saving to be 260 tonnes, which represents around 15% in the buildings treated. Overall, the levelized cost per measure per tonne of carbon saved is £314.85. By using this as the key metric when awarding the funding, it heavily biases projects which make a saving in gas usage; those that improve insulation values or heating systems. These projects give the best value per tonne of carbon saved.

10.15 Of the measures included in the project, batteries make no direct carbon saving. However, they are allowable under the project because they enable low carbon (air source heat pump) heating systems to be installed, without having a big impact on the running costs of the building.

10.16 Running costs across all sites related to energy are estimated to be £86,000 in year one using estimated power and gas prices for 2022. As well as reducing carbon emissions and running costs, the PSDS project has also enabled local employment. Using the Salix-supplied methodology, it was estimated that nearly 50 jobs in the low-carbon sector would be supported through the delivery of the funding.

10.17 The properties treated, particularly those with insulation measures, will improve thermal comfort for users of the buildings.

10.18 For each site a decarbonisation of heat strategy will be produced. These strategies will be used to plan and programme future work, and bid for future grant funding schemes, either under PSDS or other opportunities.

10.19 PSDS is entirely concerned with decarbonisation of buildings in the operational buildings' portfolio. As a result, the vast majority of domestic properties owned and maintained by the Council are excluded from the scheme.

11. Our Carbon Reduction Actions for the City to Date

11.1 The Council is landlord to approximately 17,900 properties across Portsmouth and Havant. Of those properties, 17,000 are social housing and leasehold dwellings and 450 are non-domestic buildings leased to a third party. The Council directly manages the energy supply contracts of 380 non-domestic buildings.

Energy

11.2 In domestic properties, we have already driven a number of successful carbon reduction schemes, including:

- Switched On Portsmouth
- Warmer Homes
- Award-winning major retrofit of Wilmcote House, providing thermal comfort to the 107 properties saving an estimated 90% of annual heating costs and up to £1,000 per property per year in energy costs. Largest residential EnerPHiT-standard (Passivhaus equivalent) project delivered with residents in-situ.

Travel and Transport

11.3 As well as focusing on energy, PCC has been considering the carbon impact from travel and transport in the city. A critical measure has been the introduction of a Clean Air Zone (CAZ).

11.4 The primary objectives of the CAZ are to reduce illegal levels of NO₂ to within legal limits in the shortest possible time. The City Council aims to tackle air quality for both public health and climate change by:

- Helping to accelerate the uptake of low or zero emissions vehicles
- Financially supporting businesses most affected by the CAZ in upgrading their vehicles so that they are cleaner and compliant with the CAZ emission standards.
- Encouraging residents to use public transport and active travel methods
- Reducing congestion in the city centre

11.5 The £2.3million for the infrastructure for the Portsmouth CAZ has been funded by Central Government, which enabled the Council to meet its obligations in reducing emissions to within legal limits in the shortest possible time.

11.6 Portsmouth City Council were also successful in obtaining £2.7 million funding from the Government's Clean Air Fund⁵ which was used to facilitate the upgrade of the many of the vehicles operating in the city, including staff costs and the installation of infrastructure to support this (such as EV rapid chargers for the taxi trade).

11.7 Transport contributes to 22% of Portsmouth's carbon emissions, and therefore was identified as a key priority area in the current '[Portsmouth Climate Change Strategy](#)'

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693239/clean-air-fund-gov-resp-section2-separated.pdf

(2020) (about to be superseded). The CAZ will not only reduce illegal levels of air pollution, but facilitate the Council's transport strategy to encourage modal shift to non-car based transport to reduce congestion and poor air quality. Areawide emissions reductions are expected, which will also contribute towards the health agenda and to making the streets of Portsmouth more attractive places for residents and visitors to walk and cycle in.

- 11.8 The CAZ is not the only significant measure that has been undertaken to address carbon emissions via transport in the city. In the last year we have also undertaken:
- Installation of 36 electric vehicle charging points
 - Electrification of operational Council fleet vehicles
 - Upgrade of 105 city busses to a Euro VI emission standard that reduces carbon emissions
 - Supporting active travel in the city with servicing and repair clinics, training, and promotion of quieter cycle routes

Greening Portsmouth

- 11.9 The Greening Portsmouth Strategy document was considered and adopted by Cabinet in March 2020. It sets a clear ambition to increase the amount of green infrastructure, tree canopy cover and the number of planting opportunities contributing to the Portsmouth City Council objective to be carbon neutral by 2030. Emphasis is placed on increasing tree canopy cover whilst also recognising the importance of other forms of greening, advocating a mix of greening schemes appropriate to the urban environment.
- 11.10 PCC recognises the need to accelerate the planting of trees in the city, as well as enhancing lower-level planting (hedges and shrubbery) and creating green walls or green roofs. To double canopy coverage in the city, we need to add 360 new trees in parks and open spaces, and 120 new street trees (in addition to replacements) every year for the next 25 years.
- 11.11 Since its adoption, resource has been allocated to focus on the delivery of the Strategy through the Public Health Transformation Fund. The early part of 2021 saw the appointment of a new Green and Healthy City Co-ordinator; a fixed-term role to oversee delivery of specific projects, liaise between services delivering greening as part of their core functions, act as a point of contact for collaboration and lead bids for external funding. The role sits in the Public Health team to ensure strong alignment with health and wellbeing priorities, particularly health inequalities.
- 11.12 The Green and Healthy City Coordinator role is pivotal in supporting this through coordination and oversight at the strategic level of all the greening activities being delivered by multiple PCC services. The role also offers the capacity for PCC to
- seek and deliver external funding opportunities
 - monitor and evaluate greening schemes, and
 - ensuring an established PCC point of contact for greening.

- 11.13 The role has already proved invaluable with regards to liaising with voluntary groups and grassroots activities for community greening, whilst also successfully bidding for Trees for Cities funding which is now being delivered as a collective effort across several PCC teams. The wider progress made since appointment was clearly articulated in the Strategy update to Cabinet in October 2021.
- 11.14 A detailed work programme for the next 6-12 months is in place for the Green and Healthy City Coordinator, and includes:
- developing a broader understanding and evidence base for greening to tackle health inequalities and improve health outcomes
 - continuing to look for external funding opportunities
 - strengthening the communications plan and commence publicity, timed to coincide with planting regimes and seasonal maintenance
 - developing Guiding Principles for greening the City and a step-by-step guide for community groups to use when seeking approval and funding to undertake greening on PCC-owned land.
 - Updating the Tree Charter and working towards [Tree Cities of the World](#)
 - Mapping of all new green infrastructure 2019 onwards and explore development of an interactive online asset map

Engagement

- 11.15 We have already undertaken a number of successful engagement approaches, including:
- Leading the delivery of a climate festival
 - Supporting the Climate Action Board
 - Refreshing information on climate change on our website
 - Developing and using climate action bulletins

12. Our Climate Change Adaptation Actions

- 12.1 Actions taken to increase resilience in the city has so far include:
- Flooding contingency planning for adult social care
 - Heat risk assessment of children's social care buildings
 - Flood management assessment within the Portsmouth Plan and Infrastructure Delivery Plan
 - Southsea Coastal Scheme, the UK's largest local authority-led coastal defences projects reducing the risk of flooding to more than 10,000 homes and 700 businesses.

13. Future Carbon Reduction and Climate Change Adaptation Actions

Council Operations

- 13.1 To address climate change at the Council, our strategic priorities are as follows:

Mitigation	Adaptation
<ul style="list-style-type: none"> • Reduce carbon emissions through: • Building a robust understanding of our emissions profile • Reduce emissions in all scopes • Seek funding for mitigation activities from internal and external sources 	<ul style="list-style-type: none"> • Reduce carbon emissions through: • Building a robust understanding of our emissions profile • Reduce emissions in all scopes • Seek funding for mitigation activities from internal and external sources

The Council in the City

Travel and Transport

- 13.2 In line with the City Vision, Portsmouth wants greener and better-connected journeys, and active healthy lives. Action is needed now to shape a future that accommodates changing travel patterns and the city’s growth, in a more sustainable way. Through the emerging Local Transport Plan 4 (2020 – 2036), we are striving to create an environment that allows everyone to travel as sustainably as possible when making everyday journeys around Portsmouth.
- 13.3 The provision of a safe, convenient and efficient transport network is key in helping to build vibrant local communities, enable regeneration and achieve an environmentally sustainable future. Prioritising walking and cycling and transforming public transport will play a key role in delivering a people-centred travel network across the city, linking into and connecting local areas.

Mitigation	Adaptation
<p>Support and encourage carbon emission reductions through:</p> <ul style="list-style-type: none"> • Increasing connectivity to all our communities, especially those with poor connectivity and journey times • Promoting walk and cycling (active transport) infrastructure • Promoting public transport services within Portsmouth and to other areas • Promoting use lower carbon fuel and energy sources • Promoting local production of materials and products to reduce transport distances • Working with our road contractors to support lower carbon construction and maintenance requirements • Working with businesses to create innovative transport solutions • Use of our regulatory and permitting powers 	<p>Increased resilience through:</p> <ul style="list-style-type: none"> • Understand the climate change risks to our travel and transport activities and assets • Build resilience into assets, materials and services

Buildings and Other Infrastructure

13.4 In line with the City Vision, Portsmouth wants good quality homes. Efforts to support the transition to low carbon future and be 'future-fit' for changing climates needs to be enhanced for both existing homes, buildings and other infrastructure but also future developments.

Mitigation	Adaptation
<p>Support and encourage carbon emission reductions through:</p> <ul style="list-style-type: none"> • Promoting increased domestic and commercial energy efficiency and usage reduction • Promoting decarbonization of our utility services • Promoting lower carbon fuel and energy sources • Enhanced planning requirements for Low Carbon and Carbon Neutral Development for new developments • Promoting measures to reduce water usage and water wastes • Promoting measures to increase re-use or recycle of building materials, and reduce wastes 	<p>Increased resilience through:</p> <ul style="list-style-type: none"> • Understand the climate change risks to our homes, buildings, and infrastructure • Build resilience into our homes, buildings and infrastructure • Enhanced planning requirements to demonstrate climate change resilience • Community resilience and planning

Business and the Green Economy

13.5 In line with the City Vision, Portsmouth wants a thriving economy with clean growth and culture-led regeneration, supporting young people, with opportunities for employment, learning and skills, recovery from the pandemic, and to create opportunities for employment.

13.6 In pursuing economic growth for the city, the council expects development proposals to incorporate 'clean growth' principles in order to protect and enhance the natural environment and mitigate and adapt to the effects of climate change.

Mitigation	Adaptation
<p>Support and encourage carbon emission reductions through:</p> <ul style="list-style-type: none"> • Promoting increased domestic and commercial energy efficiency and usage reduction • Promoting lower carbon fuel and energy sources • Use of our regulatory and permitting powers to support clean growth 	<p>Increased resilience through:</p> <ul style="list-style-type: none"> • Understand the climate change risks to our businesses and economy • Build resilience into our businesses and economy

Waste and Consumption

13.7 In line with the City Vision, Portsmouth wants a green city with clean growth.

Mitigation	Adaptation
Support and encourage carbon emission reductions through: <ul style="list-style-type: none"> • Promoting initiatives to reduce consumption of materials and products • Development of green infrastructure to provide a source of locally grown food • Promoting local production of materials and products to reduce transport distances • Promoting measures to increase re-use or recycle of materials, and reduce wastes 	Increased resilience through: <ul style="list-style-type: none"> • Understand the climate change risks to our waste service industry and availability of products • Build resilience into our waste and products

Natural Environment

13.8 In line with the City Vision, Portsmouth wants a green city. Green Infrastructure is a network of natural assets which includes parks, open spaces, playing fields, woodlands, allotments and private gardens as well as other features such as street trees, hedgerows, green roofs and walls. PCC has ambitious plans to increase the amount of greenery in the city, including a commitment to doubling the number of trees over the next 25 years.

Mitigation	Adaptation
Support and encourage carbon emission reductions through: <ul style="list-style-type: none"> • Promoting green infrastructure • Support and encourage local food production 	Increased resilience through: <ul style="list-style-type: none"> • Understand the climate change risks to our natural environment and from our natural environment • Promoting green infrastructure suitable for changing climates • Enhanced flood protection and water management

Engagement and Partnerships

13.9 Action on carbon reduction needs to be delivered by PCC in partnership with the Climate Action Board. Engagement and buy-in from residents, large employers such as the University of Portsmouth, Ministry of Defence, the NHS, utility companies such as Southern Water and Portsmouth Water, charities and groups such as Sustrans, Friends of the Earth, and Hampshire Wildlife Trust are critical to its successful development and implementation.

13.10 On 31st January 2022, Portsmouth City Council hosted a meeting with key organisations and employers in the city to discuss the climate emergency and carbon reduction measures. Organisations represented were:

- Portsmouth Hospitals Trust
- University of Portsmouth
- BAE Systems
- Airbus
- Portsmouth Football Club
- Royal Navy



- Net Zero Training
- KBM Marine

13.11 Organisations shared priorities which they have identified and actions that they are taking in pursuit of the carbon reduction. In particular, we heard about some of the actions that are being taken in the Naval Base, work being undertaken around energy reduction and new opportunities around retrofit and the developing skills agenda.

13.12 There were some significant issues that we collectively agreed that we can start to move forward:

- There is clear potential to look at models for funding energy projects, including solar PV deployment
- There is an opportunity to think about how some of the expertise based in Portsmouth, across both private and public sectors can be applied more widely across the region
- We could consider how we mobilise as a city to jointly bid for funds (and develop clear asks to government around what funding or support would help)
- As large organisations all looking to procure goods, we should think about how we develop a set of common principles and practices around responsible procurement
- As large employers, we have opportunities to engage our workforces in the climate agenda (and in many cases, those employees will be residents of the city too) - we should think how we can share expertise and experiences on this issue.
- There is a collective conversation that we could be having about EV, to ensure that we are all pulling together in the same strategic direction.
- There are huge issues arising from power requirements of some of the organisations present, but equally huge opportunities to work together to develop solutions - this is something we are keen to progress.

13.13 It was agreed that in the coming weeks and months, further work would be undertaken to scope actions in relation to these themes and develop a work programme, and PCC undertook to facilitate some of this work. Reports will return to portfolio meetings as actions are developed.

13.14 We will continue to influence city-wide carbon reductions through funding applications, collaboration with partners and major employers, lobbying, leading on innovation, acting as a local knowledge hub and as a responsible and innovative landlord. This will be important to help us achieve our ambitious targets.

14. Reporting

14.1 The Climate Change Strategy will be reviewed annually, taking account of data on emissions in the city, and any necessary updates will be made. The Council and city-wide action plans will each be published annually, and will detail the

results and revised action plans. Sectoral action plans will also be developed where necessary.

15. Reasons for recommendations

15.1 The Council declared a climate emergency in 2019, stating our ambition to reach net zero as a Council and a city by 2030.

15.2 The document sets out the approach that is being taken, and how we will track and report progress.

16. Integrated impact assessment

16.1 This is a summary of activity underway and as such does not require an integrated impact assessment. Impact assessments will be undertaken in relation to specific actions emerging.

17. Legal implications

17.1 Legal implications have been reflected in the body of the report.

18. Director of Finance's comments

18.1 There are no direct financial implications arising from the recommendations contained within this report.

18.2 Future schemes and initiatives will require financial appraisal on case by case basis in order to support decision making. Before any schemes or initiatives will be able to proceed, specific funding sources would need to be identified and in place.

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Signed by: David Williams, Chief Executive

Appendices:

None

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....
Signed by:

.....
Signed by
David Williams, Chief Executive

Appendices: None

Background list of documents: None