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In house projects:



Partnership projects:



## Executive Summary

The Climate Change Action Plan is a critical document providing the first level of detail on how the Council will deliver the commitments we made in declaring a climate and ecological emergency and through the Climate Change Strategy.

It is intended to be a live and evolving document that will be used to track and measure progress against the actions contained within. In many cases projects will require further development and assessment to ensure that they will deliver meaningful and measurable contributions to our overall aim of achieving net-zero carbon status by 2030. We are focussing on a strategy of actively exploring ways to reduce carbon emissions rather than exploring creative ways to offset without making any significant changes to the way we operate our own services. We aim to set an example of best practice to help positively influence our community.

As a local authority we have at least three climate challenges :-

- To take control of and reduce our own emissions;
- To provide leadership partnering, persuading and influencing our communities, partners and Government to do things differently;
- To improve and protect biodiversity.

To that end we monitor two sets of Government published data at local authority level. One set shows all carbon emissions and the other shows only those within the scope of local authorities' ability to make a difference.

The two highest emitting sectors (in both data sets) are transport and domestic energy. This document focuses on mitigating UDC's own emissions, as measured in house and on mitigation of the latter of the government's data set's emissions.

Biodiversity is included as a critical element of adaptation to climate change.

The actions in this action plan aim to:

- achieve net-zero carbon status in Council operations by 2030;
- influence and aide reduction to net zero of the district's entire CO2 output;
- protecting and enhance biodiversity in the district.

The actions with in the plan are almost all large scale projects. Some are yet to be fully explored and defined.

They are set out in the order of the first milestones for each and recognising the two roles of the Council are defined as In-House or Partnership projects.

## Part 1 - Introduction

### Objectives

Mitigating and adapting to climate change is a relatively new discipline for local Government and both national and local government have a lot of catching up to do to 'get ahead of the curve'. As long ago as 1896 scientists were talking about the greenhouse effect of carbon dioxide, but the regulatory systems to deal with the issues are taking generations to put into place.

As a nation we have an overriding requirement to reduce CO2 output. At the same time we need to improve our ability to withstand and adapt to those aspects of climate change that will inevitably occur.

The headline topic is carbon reduction but climate change is inextricably linked to our natural environment. We therefore have a parallel task to protect and enhance biodiversity and to allow ecosystems to work as they should.

The Government's Committee on Climate Change reported in 2020 that just 2% of UK CO2 emissions are directly attributable to local authorities; but that 30% of the nation's emissions are under the influence of local authorities. **Roughly a third of the nation's emissions load therefore can be tackled at a local level.**

While Uttlesford District Council (UDC) may not be required to take responsibility for emissions beyond the council's own control, this action plan reflects how we are embracing our wider leadership, partnership and enabling role. We have identified those areas within our direct control and responsibility, and those where we can play our part through persuasion, enablement and community leadership, with the aims of:

- **achieving net-zero carbon status in council operations by 2030;**
- **influencing and aiding reduction to net zero of the district's entire CO2 output;**
- **protecting and enhancing biodiversity in the district.**

Our Action Plan has 37 components. These are laid out in Part 2. Turning each action point (or 'project') into a worked-up plan and actually delivering is a considerable task. This therefore is **PHASE 1** of the Action Plan. Some of the action points require a business plan and must go through the council's governance process for prioritisation and approval. Where this is indicated, the business plan will be a triple bottom line business case, in which the financial, environmental and social impacts of the action will be set out for consideration in phase 2, scheduled for March 2022.

**14 actions to reduce CO2 in our own operations**

•

**21 to enable wider community CO2 reductions**

•

**District-wide biodiversity initiatives & partnerships**

**About Offsetting:** *The CCAP aims first and foremost to reduce emissions, by avoidance of use of emitting technologies, and where possible replacing them with lower emitting technologies. It is also possible to remove emissions (usually via sequestration) through offsetting. Offsetting is acceptable as a measure of last resort as part of a phased plan for reaching net zero and finally to counterbalance the final unavoidable emissions. Offsetting via an accredited provider will be used on our journey to net zero.*

## Summary of deliverables

This document is Phase 1 of the action plan and identifies priority areas of activity for detailed evaluation and, where appropriate, the creation of a business plan for each action. These priority areas are:

### **Reduction of emissions via direct action**

UDC transport fleet; EV charging points; energy use of UDC properties; carbon impact of waste and recycling; business travel

### **Reduction of emissions via enablement and partnership**

Domestic energy; District-wide decarbonisation opportunities; planning for active travel; actions within the local plan

### **Climate change resilience**

District and parish resilience plans (heatwaves, floods, drought)

### **Biodiversity**

Mapping for nature recovery

## **Delivery**

- There are 11 actions keyed for delivery in **March 2022 = Phase 2** of the Action Plan;
- a further 13 action points are keyed for delivery by **December 2022 = Phase 3**.
- and 10 action points that fall in **2023, 2025 or are ongoing**.
- Three action points (2, 36 & 37) are keyed as completed.

## **Measurement**

Each action brought forward will be supported by a measurable objective and as each action is implemented so it will become a separately reported project against Key Performance Indicators. **The list of action points provides expectations for each action in outline only at the stage.**

***ABOUT TIMELINES:*** Medium and long term objectives may have their timescale changed i.e. a long term objective becomes more immediately realisable as a result of accelerated technology or new sources of funding; or something keyed for medium term delivery is no longer cost efficient or overtaken by

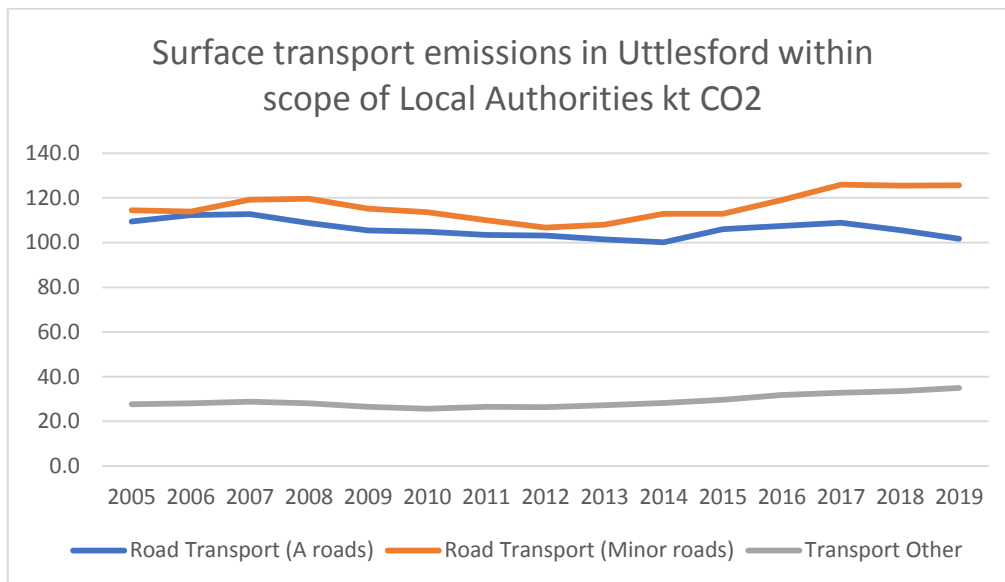
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*improvements in other areas. The list of medium and long term tasks should therefore be considered 'dynamic' and subject to change.*

### Transport overview

Transport is the single highest category of CO<sub>2</sub>e emissions (carbon dioxide equivalent, a term for describing different greenhouse gases in a common unit).

This graph shows the carbon emissions within Uttlesford since 2005 which are within scope of local authorities. This excludes the M11.



Transport on A roads and minor roads has been similar for emissions in the past, but emissions from transport on minor roads are now increasing.

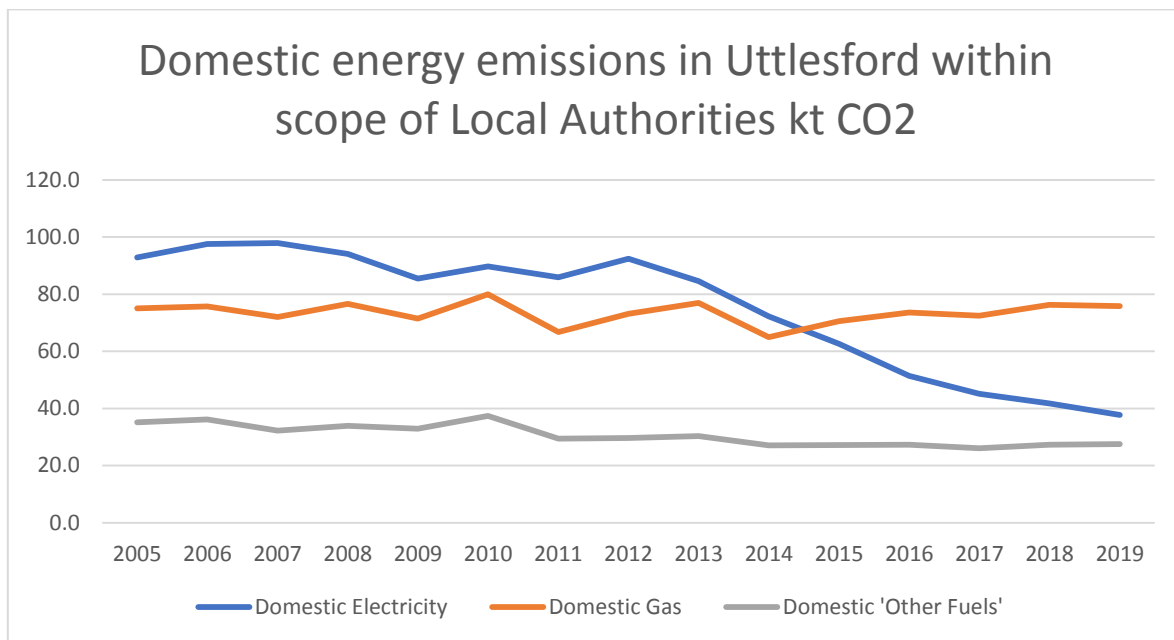
Although combustion engines have generally become more efficient since 2005, this has not translated into reduced emissions overall for 2 reasons: there are more vehicles on the road and the increasing consumer preference for larger, heavier vehicles.

UDC has both direct and indirect scope for reducing surface transport emissions in Uttlesford. We can control emissions from our own transport activities. These emissions can be measured, and corporate strategies can be put in place for their reduction.

While we are not responsible for district-wide surface transport emissions we have a part to play in helping local businesses and residents to reduce their emissions. We will work in partnership with other organisations to reduce existing emissions, for instance by working with ECC – the highways authority - on active travel measures to encourage reduced use of private cars.

We will also play our part in installing EV charging points to help remove barriers to the widespread take-up of electric vehicles. We must work with the highways authority to ensure new development does not worsen existing emissions levels; and we can work to influence consumer behaviour by providing data on emissions and providing incentives to try active travel measures to ensure that new development does not worsen existing emissions levels. We can work to influence consumer behaviour by providing data on emissions at hot spots and providing incentives to try active travel measures.

## Domestic energy overview



CO2e emissions from domestic electricity have decreased due to the rapid decarbonisation of the national grid, however use of gas remains high. Although gas boilers have become more efficient since 2005, this has not translated into reduced emissions overall in Uttlesford because of the increased number of households. Use of 'other fuels' remains fairly static, reflecting the challenges faced by households switching from oil / other fuels.

UDC is limited in its scope for reducing domestic energy emissions in Uttlesford. It can control emissions from its own housing by working towards retrofit programmes. Other housing is owned by owner occupiers, housing associations, and the private rental sector. UDC can work with low-income households to help facilitate retrofit grant funding. In encouraging retrofit programmes in Uttlesford it helps support the 'green economy' and in so doing, will play a part in expanding the local supply chain which may in turn encourage the private able-to-pay market to decarbonise their homes.

There is considerable potential for emissions reduction and wider societal benefits in Uttlesford. The estimated cost (and therefore market potential) of upgrading all properties which are below an EPC C is £271,726,059. This represents an employment potential of 1,369 full time equivalent (FTE) years<sup>1</sup>. Over the lifespan of the measures installed, 569,998,153 kg of CO<sub>2</sub>e will be saved, alleviating fuel poverty at some 2,870 homes. (Source: <https://c-path.com><sup>2</sup>)

<sup>1</sup> An FTE is considered to be 2,080 hours per annum.

<sup>2</sup> The C-Path database was funded by the South East Local Enterprise Partnership to support local authorities' decarbonisation and retrofit projects.



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### Mapping for nature recovery

*Already delivered:*


UDC is the first local authority to use this ground-breaking mapping tool to engage local communities in identifying opportunities for biodiversity enhancement and the protection of nature-rich spaces. In fact this UDC-inspired web tool is being offered by our partners, Commonplace, to other LAs to aid in their nature recovery.

## Nature needs your help, urgently!

Add your ideas on how we can improve biodiversity in Uttlesford - tell us about the existing and potential habitats in your neighbourhood. Share your local knowledge to help us build a Nature Recovery Network plan for the district.

Click on 'View map and comment' then look for the 'Have Your Say' button to get started.

[View map and comment](#) [Learn more about the project](#)



[View map and comment](#)

### Get your neighbours involved

The more people involved, the better our chances of improving biodiversity in the district and creating the nature recovery networks we need.

Share the project with the local people you know who are passionate about nature.

[Share on WhatsApp](#)  
[Share on Facebook](#)  
[Share on Twitter](#)  
[Share via email](#)


## ESTABLISHING NATURE RECOVERY NETWORKS

The Wildlife Trusts describe Nature Recovery Network as *"a joined-up system of places needed to allow nature to recover and thrive. It is a combination of places where wildlife is still abundant, and the places where habitats need to be restored or created so as to expand and connect the remaining fragments. It will also help the natural world to adapt to a changing climate and other pressures on the environment."*




## Part 2 - Climate change actions


### Action 01 | March 2022 | Transport emissions | Uttlesford's own vehicles

<p><b>Project owner</b> UDC</p> 	<p><b>Initiative</b> By March 2022, Create a Fleet Decarbonisation Plan that maps the transition of our own fleet to low or zero emission by 2030 including detailing carbon savings.</p>	<p><b>Cost</b> Capital budget: The estimated cost of replacing 10 HGVs and 5 light vehicles has already been included within the MTFs. These are vehicles that would be replaced by 2030. The estimated cost of replacing them with electric vehicles would be in the region of £3.1-3.5M in addition to the £2.6M already budgeted. The remaining fleet is for replacement by 2032 and therefore the cost of accelerating replacement and upgrading to electric would be £3.5M. (A zero emission refuse/recycling lorry costs around £550,000-600,000 – more than double that of a standard diesel lorry.) <i>Our highest CO2 emissions arise from our 16 front line recycling and waste collection lorries. In addition to these we operate a fleet of vans, sweepers and mowers.</i></p>
<p><b>The indicator of success is</b> UDC fleet is reduced and ultimately zero emission.</p>	<p><b>First milestone</b> Fleet review booked with Energy Saving Trust (EST) for f/y 22/23, subject to EST receiving ongoing Government funding.</p>	<p><b>Follow-on work</b> Following the fleet review (EST or otherwise if EST not available), the recommendations will be assessed, and the fleet renewal will be scheduled according to recommendations and capital budget capacity.</p>
<p><b>Risk</b> The cost of upgrading the fleet to zero emission by 2030 surpasses available budget, impacting on the ability to meet the net zero objective is very high  <b>Mitigation:</b> Carefully assess the carbon emissions and costs of replacement and ensure that the replacement programme delivers value for both. Offsetting to be used as a last resort. Risk with mitigation is very low.</p>		


### Action 03 | March 2022 | Governance | Climate change project management

<p><b>Project owner</b> UDC</p> 	<p><b>Initiative</b> Governance processes established for future decision making on climate change project spending.</p>	<p><b>Cost</b> From existing resources</p>
<p><b>The indicator of success is</b> An effective governance process for sifting and prioritising projects</p>	<p><b>First milestone</b> March 22 Cabinet meeting: Process submitted for approval.</p>	<p><b>Follow-on work</b> Manage projects following process</p>
<p><b>Risk:</b> Risk of not meeting milestones: very low  <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.</p>		


**Action 04 | March 2022 | Industry and commerce | District-wide decarbonisation**

<p><b>Project owner</b> UDC/ECC/others including Dept for Business Energy &amp; Industrial Strategy (BEIS) &amp; organisations affiliated to BEIS (e.g. Innovate UK)</p> 	<p><b>Initiative</b> Scoping and delivery of district-wide decarbonisation projects (for instance mapping where EV charging points need to go, how to take whole villages off oil and onto renewable energy) and local energy generation projects identified.</p>	<p><b>Cost</b> LEAR was grant funded (£12,000)</p> <p>Note: reserve climate budget as seed money for future feasibility studies / projects, to be defined.</p>
<p><b>The indicator of success is</b> Local Energy Asset Representation (LEAR) map is generated</p>	<p><b>First milestone</b> LEAR map created by end 2021 Projects to be put forward for feasibility studies in f/y 22/23. Projects to be moved forward as appropriate f/y 22/23 onwards New models of 'green finance' to be explored.</p>	<p><b>Follow-on work</b></p>
<p><b>Risk:</b> Risk of not meeting first milestone: very low <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.</p>		


**Action 05 | March 2022 | Transport emissions | Active travel**

<p><b>Project owner</b> UDC</p> 	<p><b>Initiative</b> Travel survey Map to understand where and how people travel (building on the Local Plan consultation feedback that travel is an important issue)</p>	<p><b>Cost</b> Initial survey is approx. £4,000 from climate budget.</p>
<p><b>The indicator of success is</b> A comprehensive survey map of active travel and barriers to active travel take up. The map will provide the basis for feasibility studies and project planning.</p>	<p><b>First milestone</b> A travel survey for Uttlesford is completed and assessed by spring 2022.</p>	<p><b>Follow-on work</b> Other projects come from this mapping process. Examples might be new or improved cycle routes on and off roads, changes to speed limits.</p>
<p><b>Risk:</b> Residents not completing the survey: medium. <b>Mitigation:</b> good publicising of survey (as with biodiversity survey)</p>		


**Action 06 | March 2022 | Transport emissions | EV charging**

<p><b>Project owner</b> UDC</p> 	<p><b>Initiative</b> Installing EV charging points at housing owned by UDC</p>	<p><b>Cost</b> Cost not yet known</p>
<p><b>The indicator of success is</b> UDC housing to have adequate charging points so that lack of charging facilities is not a barrier to EV take-up by residents</p>	<p><b>First milestone</b> Assess sites for requirements (driveways/car parks etc)</p>	<p><b>Follow-on work</b> Programme of works for installation to fill gaps</p>
<p><b>Risk:</b> Project delays <b>Mitigation:</b> Continuous review of project</p>		


**Action 07 | March 2022 | Transport emissions | Pollution awareness**

<b>Project owner</b> UDC 	<b>Initiative</b> Information campaign to highlight dangers to health from the pollution generated by idling engines.	<b>Cost</b> From existing resources.
<b>The indicator of success is</b> Residents are aware of the dangers to health from the pollution generated by idling engines.	<b>First milestone</b> Public information and awareness campaign – March 2022	<b>Follow-on work</b> Repeat campaign October 2022 and ongoing March and October
<b>Risk:</b> Could be counterproductive to efforts to increase active travel as people perceive that they are better protected from pollution by being in a car <b>Mitigation:</b> Information about risks of pollution in cars and health benefits of active travel		

**Action 08 | March 2022 | Governance | Procurement**


<b>Project owner</b> UDC 	<b>Initiative</b> Review the procurement process including Scope 3 (which are essentially indirectly created emissions) and social value	<b>Cost</b> From existing resources.
<b>The indicator of success is</b> A supply chain with low carbon impact and high social value.	<b>First milestone</b> Current procurement process to be assessed against highest benchmark standards.	<b>Follow-on work</b> Procurement process to be reviewed/amended if/where necessary
<b>Risk:</b> Risk of not meeting milestones: very low <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.		

**Action 09 | March 2022 | Governance | UDC energy use**


<b>Project owner</b> UDC 	<b>Initiative</b> Review energy use footprint of our fuel.	<b>Cost</b> From internal resources
<b>The indicator of success is</b> Council reduces own energy use year on year to net zero position	<b>First milestone</b> Partly already achieved: UDC is on a green energy tariff.  Continual review of energy use and opportunities for energy use reduction, within the context of future working practices. Decarbonisation plan in procurement.	<b>Follow-on work</b> Depending on results of UMF – consider what future energy use can be minimised. Note that this project to be moved to Service Plans - to be reviewed by climate change officer.
<b>Risk:</b> Risk of not meeting milestones: very low <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.		




**Action 10 | March 2022 | Governance | District and parish resilience plans**

<p><b>Project owner</b> UDC and parishes</p> 	<p><b>Initiative</b> Review resilience plans in the light of potential for heatwaves and flooding.</p>	<p><b>Cost</b> From existing resources / potentially requires some investment in infrastructure</p>
<p><b>The indicator of success is</b> Up to date local (district/parish) resilience plans in place with an emphasis on resilience to extreme heatwaves (lessons learned from Canada) and flooding, and lessons learned from pandemic</p>	<p><b>First milestone</b> Working with Public Health England and Met Office which are both in early stages of working out what guidelines to publish. Uttlesford is one of the first districts (or the first) to contact these national bodies about this. Clearer picture to be in place by end 2021</p>	<p><b>Follow-on work</b> As per recommendations from the Government agencies</p>
<p><b>Risk:</b> Risk of not meeting milestones: very low <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.</p>		


**Action 11 | March 2022 | LULUCF | Biodiversity mapping**

<p><b>Project owner</b> UDC and parishes / residents</p> 	<p><b>Initiative</b> Map opportunities for biodiversity</p>	<p><b>Cost</b> Mapping survey: £4,000 climate change budget</p> <p>Funding requirements and opportunities to follow from the map.</p>
<p><b>The indicator of success is</b> A citizen science and community led map of projects to build a Nature Recovery Network for Uttlesford</p>	<p><b>First milestone</b> Mapping survey carried out 2021</p>	<p><b>Follow-on work</b> Map survey results to be analysed and translated into action plan / fed into Local Plan - as appropriate per suggested project.</p>
<p><b>Risk:</b> Risk of not meeting first milestone: very low <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.</p>		


**Action 12 | March 2022 | Waste and recycling**

<b>Project owner</b> UDC 	<b>Initiative</b> Working with ECC develop a greater understanding the carbon impact of UDC recycling services to enable future service changes to fully understood in terms of both carbon reduction and recycling performance	<b>Cost</b> Initial consultancy costs to establish service impacts. Work has been included with the review of the Joint Municipal Waste Management Strategy and funded by ECC.
<b>The indicator of success is</b> In depth understanding of the carbon impact of current services and how improvements could be made	<b>First milestone</b> Established benchmark and appoint consultants – linked with JMWMS (Joint Municipal Waste Management Strategy for Essex). March 22	<b>Follow-on work</b> Build results into future service delivery strategy with the aim of balancing recycling performance and carbon savings and initiating future projects.
<b>Risk:</b> Risk of not meeting first milestone: very low <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.		

**Action 13 | December 2022 | Transport emissions | Uttlesford's business travel**


<b>Project owner</b> UDC 	<b>Initiative</b> Reduce carbon footprint of UDC business travel and travel to work through use of zero emission vehicles and or changes in ways of working, seeking to be carbon neutral by 2030.	<b>Cost</b> Not yet defined. Part of the cost of this project will later be recouped as savings on business mileage.
<b>The indicator of success is</b> Phased reduction of staff business travel and travel to work to zero emission.	<b>First milestone</b> Establish how to efficiently integrate use of zero emission cars into future working practices future working practices. Develop and consider the business case for Electric Vehicle car clubs	<b>Follow-on work</b> Set up a project team, explore both best practice and the art of the possible, and develop a local model, likely including piloting to establish proof of concept and lead greater take up.
<b>Risk:</b> Affordability, take up, logistics. Risk medium. <b>Mitigation:</b> Offsetting to close the gap		

**Action 14 | December 2022 | Transport emissions | Active travel**


<p><b>Project owner</b> UDC/ECC</p> 	<p><b>Initiative</b> Local Cycling and Walking Infrastructure plan (LCWIP)</p>	<p><b>Cost</b> ECC has quoted £7,500 on one occasion and £40,000 on another. To be researched further.</p>
<p><b>The indicator of success is</b> A deliverable LCWIP for Uttlesford to include the following:1) better infrastructure within settlements to encourage active travel for short journeys2) segregated cycle routes to connect settlements.</p>	<p><b>First milestone</b> Basic structure of document written in-house 2021. Travel map survey to feed in specific project ambitions by spring 2022. ECC to add technical notes by Summer 2022 (subject to ECC capacity)</p>	<p><b>Follow-on work</b> Local Plan incorporates this document into the plan.  Developer contributions and grant funding are sought to deliver the schemes.</p>
<p><b>Risk:</b> ECC is ultimately responsible for the delivery of an LCWIP that contains physical measures that can technically be installed. <b>Mitigation:</b> UDC will ensure that all measures put forward for consideration are realistic (for instance where a similar example is available elsewhere) finalisation of a deliverable LCWIP for Uttlesford.</p>		




**Action 15 | December 2022 | Transport emissions | Active travel**

<p><b>Project owner</b> UDC/ECC</p> 	<p><b>Initiative</b> Encouraging active travel: Micro-mobility schemes.</p>	<p><b>Cost</b> Case study project in SW, to be rolled out elsewhere, approx. £30,000 per market town, quotes still being sought. Climate change action plan.</p>
<p><b>The indicator of success is</b> More people trying and sticking to cycling (and e-scooters, subject to legislation) as a viable means of travel for short local journeys. Impact to be measured by take-up of schemes (where schemes are delivered by UDC)</p>	<p><b>First milestone</b> Across Uttlesford: A travel survey map for Uttlesford is completed and assessed by spring 2022. Initial case study Saffron Walden – a joined-up project using existing developer contributions for active travel infrastructure as the project catalyst combined with synchronous micro mobility schemes, cycling proficiency lessons and refreshing school and business travel plans. UDC can control delivery of the micro-mobility schemes (subject to supplier availability), delivery of the physical infrastructure is in the hands of the LHP/ECC. Aiming for delivery in 2022 subject to ECC capacity.</p>	<p><b>Follow-on work</b> Case study: lessons learned in SW to be consolidated as best practice and rolled out in GD and other larger settlements</p>
<p><b>Risk:</b> ECC is unable to deliver the physical schemes which delay or reduce the impact of the package of behaviour change measures. <b>Mitigation:</b> Align ambitions closely with ECC's active travel ambitions.</p>		


**Action 16 | December 2022 | Transport emissions | EVs**

<p><b>Project owner</b> UDC and delivery partner</p> 	<p><b>Initiative</b> Car club (EVs). This could be tied in with pool cars for business use by UDC staff, for instance if available to hire as a part of a car club.</p>	<p><b>Cost</b> To be costed as part of first milestone.</p>
<p><b>The indicator of success is</b> Fewer residents own and use fossil fuel cars, and have access to a car club where required, reducing overhead of purchasing where cost or parking or charging is otherwise a barrier to their use.</p> <p>The performance metric would be take-up and use of such a scheme.</p>	<p><b>First milestone</b> Potential for EV car sharing schemes to be investigated.</p> <p>Business case for car sharing clubs to be evaluated by spring 2022.</p>	<p><b>Follow-on work</b> Evaluate the project's potential according to the outcome of the business case.</p>
<p><b>Risk:</b> Scheme cost is beyond the climate change budget. <b>Mitigation:</b> Keep the project under review as delivery costs may come down as the market evolves.</p>		


**Action 17 | December 2022 | Transport emissions | EV charging**

<p><b>Project owner</b> UDC / ECC / private sector</p> 	<p><b>Initiative</b> Bundle on-street parking spaces so that profitable and unprofitable spaces are combined in packages, to prevent cherry picking of the profitable spaces and future public subsidy of unprofitable spaces.</p>	<p><b>Cost</b> Cost not yet known</p>
<p><b>The indicator of success is</b> Sufficient on-street EV charging points are available across the district.</p>	<p><b>First milestone</b> Current provision to be reviewed by Local Energy Asset Representation mapping, due for completion autumn 2021.</p>	<p><b>Follow-on work</b> Review requirements in partnership with ECC</p>
<p><b>Risk:</b> Highly complex project involving multiple partners <b>Mitigation:</b> Sound business case</p>		


**Action 18 | December 2022 | Domestic energy | Private housing**

<p><b>Project owner</b> UDC and delivery partners inc. private rental sector (PRS) (landlords)</p> 	<p><b>Initiative</b> Enforce Minimum Energy Efficiency Standards (MEES)</p>	<p><b>Cost</b> From existing resources.</p>
<p><b>The indicator of success is</b> All PRS landlords are aware of and meet the current MEES and are forewarned of upcoming changes. There is no national performance metric for this as the data is not held in any one location. Note that to monitor this market would require manual / individual checking of around 7,000-8,000 addresses, although there are potential ways of automating this.</p>	<p><b>First milestone</b> Sample 10% of addresses and assess scope for enforcement of whole.</p>	<p><b>Follow-on work</b> 1) data gathered on PRS sector (2) publicity campaigns to landlords/tenants/3rd sector on MEES requirements and grant funding where available (3) enforcement action taken (where necessary).</p>
<p><b>Risk:</b> Automation of data gathering is unsuccessful, making the sampling project too onerous to meet within current resources. <b>Mitigation:</b> Keep project under review as legislation evolves.</p>		


**Action 19 | December 2022 | Domestic energy | New build**

<p><b>Project owner</b> UDC and developers</p> 	<p><b>Initiative</b> A published checklist for developers to consider as part of their proposals</p>	<p><b>Cost</b> From existing resources</p>
<p><b>The indicator of success is</b> A checklist that is used as part of the officer report that goes to the planning committee which identifies any gaps between the proposed development and a net zero development.</p>	<p><b>First milestone</b> Green checklist is written and approved for use 2022.</p>	<p><b>Follow-on work</b> Green checklist is promoted and used by development management.</p>
<p><b>Risk:</b> Developers chose not to complete the checklist as part of planning applications <b>Mitigation:</b></p>		


**Action 20 | December 2022 | Industry and commerce | District-wide decarbonisation**

<p><b>Project owner</b> UDC/Parishes/others including the Department for Business, Energy and Industrial Strategy (BEIS) &amp; organisations affiliated to BEIS (e.g. Innovate UK)</p> 	<p><b>Initiative</b> Retrofit community buildings in Uttlesford - partnership between UDC and parishes where advantages of scale can be identified.</p>	<p><b>Cost</b> To be assessed on a case-by-case basis, there may be some grant funding available depending on the ownership structure of the buildings.</p>
<p><b>The indicator of success is</b> All community buildings are net zero, or as close to net zero as heritage / architecture allows. Offsetting identified to close the gaps.</p>	<p><b>First milestone</b> Survey parishes for appetite for working together on this project 2022.</p>	<p><b>Follow-on work</b> <i>in collaboration with parishes</i> (1) identification and assessment of community buildings (2) projects to be defined following assessment</p>
<p><b>Risk:</b> Risk of not meeting first milestone: very low <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.</p>		


**Action 21 | December 2022 | LULUCF | Biodiversity Net Gain (BNG)**

<p><b>Project owner</b> UDC, DEFRA</p> 	<p><b>Initiative</b> Improve biodiversity net gain (BNG) as per Environment Act.</p>	<p><b>Cost</b> From existing resources</p>
<p><b>The indicator of success is</b> BNG on new developments is made into policy and implemented</p>	<p><b>First milestone</b> A new BNG policy is written as per the Environment Act.</p>	<p><b>Follow-on work</b> Review current process and opportunities for improvement in line with the Environment Act.  New policy in place, implemented and enforced</p>
<p><b>Risk:</b> Risk of not meeting first milestone: very low <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.</p>		


**Action 22 | December 2022 | Waste and recycling**

<p><b>Project owner</b> UDC</p> 	<p><b>Initiative</b> Reviewing our domestic and commercial waste collection offers</p>	<p><b>Cost</b> Budget relating to service changes will need to be established but any significant service change may require significant capital investment and may impact on revenue budgets. New burden funding may offset changes linked directly to Gov Resources and Waste Strategy.</p>
<p><b>The indicator of success is</b> Quantified levels of reduction, reuse, repair, reimagining and recycling</p>	<p><b>First milestone</b> Re-Establish Waste Strategy Panel December 2021 agreeing Terms of Reference and links to Climate Change</p> <p>Working Group sub-groups to be organised December 21.</p>	<p><b>Follow-on work</b> Investigate recycling residual waste schemes that can be responsive to impacts of Extended producer Responsibility (EPR), Deposit Return Scheme (DRS) and Climate Change agenda, refresh UDC Resource and Waste Management strategy and model service options for future decisions</p>
<p><b>Risk:</b> Risk of not meeting first milestone: very low <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.</p>		


**Action 23 | December 2022 | Waste and recycling**

<p><b>Project owner</b> UDC and residents</p> 	<p><b>Initiative</b> Promote ways to reduce food waste and promote food waste recycling</p>	<p><b>Cost</b> Within existing budgets</p>
<p><b>The indicator of success is</b> Food waste is reduced.</p>	<p><b>First milestone</b> Action plan produced to establish campaign December 22</p>	<p><b>Follow-on work</b> Series of initiatives designed to highlight food waste as an issue and the environmental impact of food production and waste.</p>
<p><b>Risk:</b> Risk of not meeting first milestone: very low <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.</p>		


**Action 24 | December 2022 | Waste and recycling**

<p><b>Project owner</b> UDC and residents</p> 	<p><b>Initiative</b> Shift residents thinking from 'avoiding landfill' towards minimising resource usage and a circular economy (including reducing single-use plastic).</p>	<p><b>Cost</b> Within existing budgets (explore collaboration opportunities with ECC (or National) for maximum coordination and impact).</p>
<p><b>The indicator of success is</b> Residents and businesses are aware of opportunities for reuse, repair and reimagining of items.</p>	<p><b>First milestone</b> Investigate the potential of linking up with and promoting Essex community or council-led reuse project and Repair Cafes. September 22</p>	<p><b>Follow-on work</b> The first milestone sets up ongoing projects.</p>
<p><b>Risk:</b> Risk of not meeting first milestone: very low <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.</p>		


**Action 25 | December 2022 | Waste and recycling**

<p><b>Project owner</b> UDC and residents</p> 	<p><b>Initiative</b> Improve the capture of material for recycling (within current and then emerging waste disposal/treatment frameworks) to reduce contamination.</p>	<p><b>Cost</b> Within existing budgets</p>
<p><b>The indicator of success is</b> Recycling rates are improved and contamination rates reduced.</p>	<p><b>First milestone</b> Make more of facts and statistics which are available to increase confidence that recycling is actually happening and not going to landfill or being dumped abroad (link to circular economy and single use plastics) March 22</p> <p>Devise a publicity campaign to explain why we are asking people to recycle and why contamination matters. Dates as above</p> <p>Hangers on bins campaign to highlight contamination of refuse. Ongoing activity.</p>	<p><b>Follow-on work</b> The first milestone sets up ongoing projects.</p>
<p><b>Risk:</b> Risk of not meeting first milestone: very low <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.</p>		


**Action 26 | 2023 | Domestic energy | Uttlesford's own housing**

<b>Project owner</b> UDC/ Norse 	<b>Initiative</b> Decarbonise Uttlesford's housing stock.	<b>Cost</b> From existing resources.
<b>The indicator of success is</b> The housing stock is as close to net zero as feasible. (The feasibility metric may change over time as technologies change)	<b>First milestone</b> All housing stock to be assessed for a works programme to be planned. Ongoing but to be complete 22/23  <b>Achievements to date:</b> 90 council owned properties have had heat pumps installed, 80 properties have had oil boilers replaced, 280 council owned properties have had external wall insulation, solar panels installed on 300 council owned properties	<b>Follow-on work</b> Retrofit programme in place. Ongoing.  Grant funding accessed where available (subject to Government funding rounds).
<b>Risk:</b> of not meeting first milestone: Low. <b>Mitigation:</b> Continue to monitor assessment of housing stock to ensure that the project remains on track.		


**Action 27 | 2025 | Transport emissions | Norse's vehicles**

<b>Project owner</b> UDC/ and contractors /partners e.g. Norse 	<b>Initiative</b> Decarbonisation of partners' fleets	<b>Cost</b> Likely to be borne by partners, but with some cost inflationary pressure on our payments to them.
<b>The indicator of success is</b> All of their vehicles are zero emission. (3 of Norse's 28 are currently EVs)	<b>First milestone</b> Next Norse fleet operating lease due for review 2025.	<b>Follow-on work</b> Discussions with partners, and consideration of additional requirements in contracts /partnership arrangements as appropriate.
<b>Risk:</b> Partners do not decarbonise fleet by 2030. Medium.		


**Action 28 | Ongoing | Transport emissions | Public transport**

<b>Project owner</b> UDC 	<b>Initiative</b> Lobby ECC for improvements to public transport in Uttlesford.	<b>Cost</b> From internal resources
<b>The indicator of success is</b> ECC puts the UDC proposals for improvements in place	<b>First milestone</b> Ongoing and/or as consultations arise.	<b>Follow-on work</b> The local plan will identify gaps in service and opportunities for improvements, which UDC will put to ECC.
<b>Risk</b> Risk: ECC / development does not bring changes forward. Mitigation: UDC will work collaboratively with other organisations to achieve the markers of success.		

**Action 29 | Ongoing | Transport emissions | Active travel**


<b>Project owner</b> UDC/ECC 	<b>Initiative</b> Encouraging active travel: Highways infrastructure to support active travel.	<b>Cost</b> As per LHP budget / ECC budget.
<b>The indicator of success is</b> Local Highways Panel (LHP) delivers joined-up initiatives, schemes are tied to climate change objectives. S106 projects (where delivered via LHP) are delivered at the same time as development to embed active travel habits when residents first move into developments.	<b>First milestone</b> The LHP is an ongoing workstream.  Post-project assessments to be reviewed for future improvements (subject to ECC).	<b>Follow-on work</b> Ongoing
<b>Risk:</b> ECC prefers different outcomes for LHP – Medium. <b>Mitigation:</b> Partnership working with ECC.		

**Action 30 | Ongoing | Transport emissions | Active travel**


<b>Project owner</b> UDC/ECC 	<b>Initiative</b> Support ECC with their school travel plans by providing local contacts where possible.	<b>Cost</b> None
<b>The indicator of success is</b> School children get to school via active travel modes as often as possible.	<b>First milestone</b> Indicators of success to be defined and measured by ECC.	<b>Follow-on work</b> Ongoing
<b>Risk:</b> ECC ceases funding for this work – low. <b>Mitigation:</b>		




**Action 31 | Ongoing | Transport emissions | UDC / EV Charging**

<p><b>Project owner</b> UDC</p> 	<p><b>Initiative</b> Installing EV charging points in UDC building spaces</p>	<p><b>Cost</b> From existing resources.</p>
<p><b>The indicator of success is</b> UDC has adequate charging points for facilities not to be a barrier to EV take-up by staff and other building users</p>	<p><b>First milestone</b> Already scheduled for 2021: London Road Council Offices, Saffron Walden - 4 x 22kW dual outlet Floor standing Fast Chargers – 8 outlets total.</p>	<p><b>Follow-on work</b> Programme of works for installation to fill gaps at other sites.</p>
<p><b>Risk:</b> External partners are unable to deliver components to schedule. <b>Mitigation:</b></p>		


**Action 32 | Ongoing | Transport emissions | EV charging in public car parks**

<p><b>Project owner</b> UDC</p> 	<p><b>Initiative</b> Installing EV charging points in public car park spaces</p>	<p><b>Cost</b> From existing resources (budgeted Capital Costs)</p>
<p><b>The indicator of success is</b> UDC has adequate charging points for facilities not to be a barrier to EV take-up by residents of and visitors to Uttlesford.</p>	<p><b>First milestone</b> Already installed: White St Car park, Dunmow – 4 x 7kW floor/post mounted - dual outlet Fast Charger – 8 charging outlets total.  Chequers Lane Car Park, Dunmow – 4 x 7kW wall mounted - dual outlet Fast Charger – 8 charging outlets total.  Crafton Green Car Park, Stansted Mountfitchet – 4 x 7kW floor/post mounted - dual outlet Fast Charger – 8 charging outlets total.  The Common Car Park, Saffron Walden - dual outlet – 22kW Fast EV charging post  Lord Butler Leisure Centre, Saffron Walden – dual outlet – Rapid charging outlet – 50kW rapid charger.</p>	<p><b>Follow-on work</b> Programme of works for installation to fill gaps</p>
<p><b>Risk:</b> <b>Mitigation:</b></p>		


**Action 33 | Ongoing | Domestic energy | Private housing**

<p><b>Project owner</b> UDC and delivery partners</p> 	<p><b>Initiative</b> Energy Company Obligation and Government grants for low-income households (LAD1/2/3/HUG)</p>	<p><b>Cost</b> Capital costs grant funded. Officer input from existing resources.</p>
<p><b>The indicator of success is</b> Government grants are obtained for Uttlesford residents on low incomes. UDC and partner organisations facilitate the distribution of grant money</p>	<p><b>First milestone</b> Grants are applied for / obtained Grants are spent according to their timelines and objectives Reviews/ reports are sent to BEIS</p>	<p><b>Follow-on work</b> These grants are on-going and subject to HM Treasury funding and BEIS' strategic objectives</p>
<p><b>Risk:</b> on all these projects is very high; UDC does not have overall control of the outcome of these projects and cannot guarantee receipt of grant funding. <b>Mitigation:</b> UDC will engage with grant funding organisations and delivery agents to achieve the markers of success.</p>		


**Action 34 | Ongoing | LULUCF | Tree planting**

<p><b>Project owner</b> UDC, parishes and other local organisations</p> 	<p><b>Initiative</b> Plant trees around Uttlesford</p>	<p><b>Cost</b> Trees purchased from climate budget as land becomes available for planting. Note: acquiring agricultural land at scale to plant new woodland: £12-13 per tree (including land).</p> <p>Trees for babies scheme – capital budget £2,500. Revenue costs tbc.</p> <p>Cost of planting a woodland with one tree (including land) for every resident £1-1.5 million.</p> <p>2020/21 £15k for the tree scheme. £7k match fund from ECC. Total expenditure was <b>£18,906.57</b>. £3,093.43, 'underspend' carried over into the financial year for 2021-22.</p> <p>A further £15K has been set aside for 2021/22</p>
<p><b>The indicator of success is</b> Tree planting is monitored and recorded.</p>	<p><b>First milestone</b> <b>Achievements to date:</b> 490 trees have been planted, and 450 hedging plants. Roadside verges under our control are left for rewilding during spring and summer months. We are supporting 'green champions' across the district.</p> <p>Potential for 'trees for babies' scheme.</p>	<p><b>Follow-on work</b> This is a rolling project – the tree officer is in constant contact with parishes to find space to plant trees. The limitation for this project is neither lack funding for trees nor volunteers to plant them but rather lack of land upon which to plant them.</p>
<p><b>Risk:</b> Risk of not meeting first milestone: very low <b>Mitigation:</b> projects to be regularly monitored to ensure that they are progressing in a timely manner.</p>		


**Action 35 | Ongoing | Governance | Consultations**

<b>Project owner</b> UDC 	<b>Initiative</b> Respond to consultations as they arise and lobby in the interests of the district.	<b>Cost</b> From existing resources.
<b>The indicator of success is</b> UDC lobbies other bodies on behalf of residents	<b>First milestone</b> Reactive	<b>Follow-on work</b>
<b>Risk:</b> <b>Mitigation:</b>		

**Action 02 | Complete | Domestic energy | Consumer advice**

<b>Project owner</b> UDC 	<b>Initiative</b> Review consumer advice provided via our communications channels	<b>Cost</b> From existing resources
<b>The indicator of success is</b> Residents have access to-up-to date and impartial advice on energy efficiency.	<b>First milestone</b> The website provides impartial and up to date consumer energy advice	<b>Follow-on work</b>
<b>Risk:</b> UDC provides outdated advice <b>Mitigation:</b> Provide links to independent and up-to-date advice (government, charities)		


**Action 36 | Complete | Transport emissions | EV charging at new properties**

<b>Project owner</b> UDC 	<b>Initiative</b> Policy on EV charging points at new developments.	<b>Cost</b> From existing resources.
<b>The indicator of success is</b> Best possible policy on the installation of EV charging infrastructure on new developments.	<b>First milestone</b> Complete	<b>Follow-on work</b> Monitor delivery
<b>Risk:</b> Challenge by developers <b>Mitigation:</b> Our policy is supported by the NPPF		

**Action 37 | Complete | Transport emissions | Pollution awareness**

<b>Project owner</b> UDC	<b>Initiative</b> Improve air quality monitoring and reporting.	<b>Cost</b> From existing resources.
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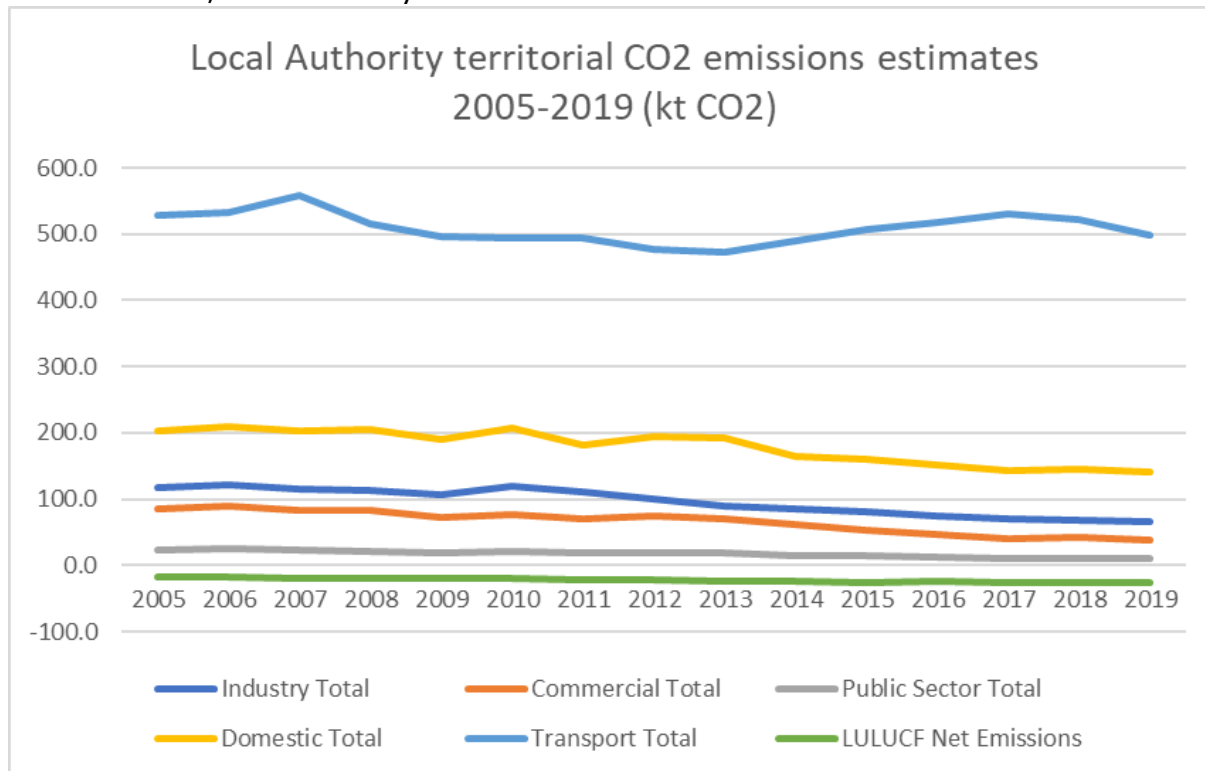
APPENDIX 2

		
<p><b><i>The indicator of success is</i></b>          Air Quality is monitored and reported in real time using existing equipment</p>	<p><b><i>First milestone</i></b>          Complete: Air Quality is monitored and reported in real time.          We have NO2 tubes outside the following schools: Great Easton Primary School, High Stile Primary School Gt Dunmow, Thaxted Primary School, St Marys Primary School, Hampton Rd, Stansted, Elsenham Primary School. These were put up in Jan 2020. UDC has a network of diffusion tubes (37 in total). <a href="https://www.uttlesford.gov.uk/airquality#Live">https://www.uttlesford.gov.uk/airquality#Live</a></p>	<p><b><i>Follow-on work</i></b>          Complete</p>
<p><b>Risk:</b>  <b>Mitigation:</b></p>		

## Supporting data – District wide emissions data 2005-2019

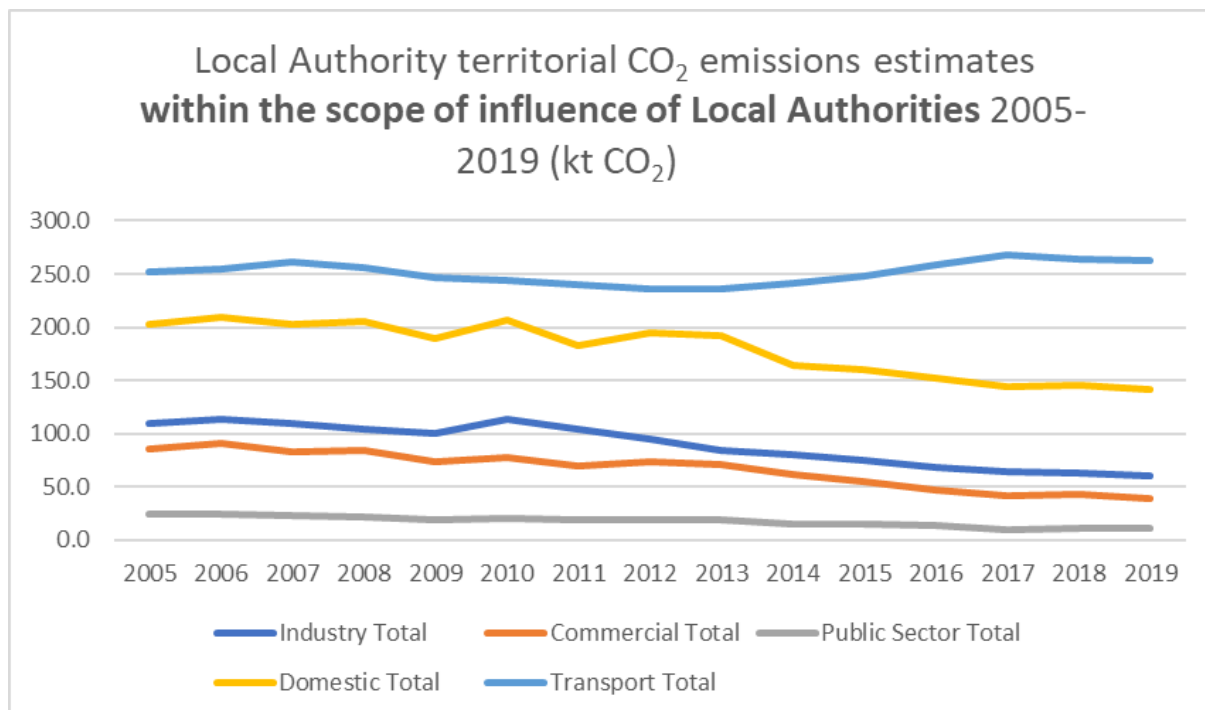
All data provided by DEFRA

Total emissions, within and beyond our influence:



This chart shows all terrestrial emissions in Uttlesford including the M11 and LULUCF (land use, land use change and forestry).

Total emissions, only those within our influence



## **Appendix A– Climate Change Strategy**

[Link to the Uttlesford District Council Climate Change Strategy here](#)