



CONSULTATIVE MEETING OF MEMBERS OF THE CLIMATE EMERGENCY ADVISORY COMMITTEE

Meeting to be held remotely* on Thursday, 21st July 2022 at 2.00pm

MEMBERSHIP

B Anderson
D Blackburn
J Bowden
N Buckley
P Carlill
K Dye (Chair)
A Garthwaite
C Hart-Brooke
H Hayden
O Newton
M Shahzad
E Thomson
P Truswell
J Tudor
P Wadsworth

Note to observers of the meeting: To remotely observe this meeting, please click on the 'To View Meeting' link which will feature on the meeting's webpage (linked below) ahead of the meeting. The webcast will become available at the commencement of the meeting.

<https://democracy.leeds.gov.uk/ieListDocuments.aspx?CId=1210&MId=12072>

*This is being held as a remote 'consultative' meeting. While the meeting will be webcast live to enable public access, it is not being held as a public meeting in accordance with the Local Government Act 1972.

A G E N D A

Item No	Ward/Equal Opportunities	Item Not Open		Page No
1			<p>APOLOGIES FOR ABSENCE</p> <p>To receive any apologies for absence.</p>	
2			<p>DECLARATIONS OF INTEREST</p> <p>To disclose or draw attention to any interests in accordance with Leeds City Council's 'Councillor Code of Conduct'.</p>	
3			<p>MINUTES OF THE PREVIOUS MEETING</p> <p>To note the minutes of the previous meeting held 23rd June 2022 for information.</p>	5 - 10
4			<p>OPEN FORUM</p> <p>At the discretion of the Chair, a period of up to 15 minutes may be allocated at each ordinary meeting for members of the public to make representations or to ask questions on matters within the terms of reference of the Committee. No member of the public shall speak for more than five minutes in the Open Forum, except by permission of the Chair.</p> <p>Please note: Members of the public are asked to submit a video of their question or statement to climate.emergency@leeds.gov.uk by 4 p.m. on Monday 18th July 2022</p>	-
5			<p>WORKING GROUPS UPDATE</p> <p>To receive a verbal update on the progress of the Committees' working groups to date</p>	-
6			<p>DIRECTOR UPDATE</p> <p>To receive a verbal update from the Director of Resources</p>	-

7

EMBODIED CARBON

11 -
18

To consider the report of the Chief Officer Highways and Transportation outlining the service's current position regarding the issue of embodied carbon and providing details on actions being taken in this area.

8

ANALYSIS OF WASTE SERVICES IN LEEDS

-

To consider the report of the Director of Communities, Environment and Housing regarding waste services in Leeds.

(to follow)

9

DATE AND TIME OF NEXT MEETING

-

To note the date and time of the next meeting as Monday 19th September 2022 at 1.00pm

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Public Document Pack Agenda Item 3

Climate Emergency Advisory Committee

Thursday, 23rd June, 2022

PRESENT: Councillor K Dye in the Chair

Councillors B Anderson, D Blackburn,
J Bowden, N Buckley, P Carlill,
A Garthwaite, O Newton, M Shahzad,
E Thomson, P Truswell, J Tudor and
P Wadsworth

1 Appeals Against Refusal of Inspection of Documents

There were no appeals against the refusal of inspection of documents.

2 Exempt Information - Possible Exclusion of the Press and Public

The agenda contained no exempt information.

3 Late Items

There were no late items of business.

4 Declaration of Interests

No declarations of interest were made.

5 Apologies for Absence

Apologies were received from Councillor Hayden and Councillor Hart-Brooke.

6 Minutes of Previous Meetings

RESOLVED –

- a) That the minutes of the last formal meeting held 10th March 2021 be agreed as a correct record
- b) That the notes of the Consultative meeting of Members of the Climate Emergency Advisory Committee held 9th March 2022 be noted.

7 Open Forum

Two matters were raised under the Open Forum:

Climate Action Leeds (CAL) - Mr T. Hermann made a short representation on the £2.5 million programme to reach a zero carbon and nature friendly city for Leeds by 2030. The organisation's work is based on the doughnut economics model.

Five organisations support the work as delivery partners: Voluntary Action Leeds, CAG consultants, Together4Peace and Leeds Tidal. CAL provides a two day a week support worker for local groups and will start new recruitment drive to secure additional resource. Several local community groups are part of the programme, including:

- Eco-friendly Garforth
- Our Future Beeston
- Otley 2030

- **Climate Action Seacroft**

The Chair thanked CAL for their submission and encouraged the local groups to attend future CEAC meetings and Mr Hermann confirmed this will be communicated to the groups.

Medact Leeds – The Group submitted a video outlining their campaign, 'Health for a Green New Deal' which can be viewed [here](#). Due to the World Health Organisation describing climate change as the biggest challenge facing human health, this is the group's focus, along with loss of biodiversity. The Group is specifically focusing on the impact of air pollution and the effects on children, and the presentation acknowledged Ella Kissi-Debrah, the first person ruled to have pollution included in her death certificate. The Group is campaigning in Leeds for cheaper zero emissions, segregated bike lanes especially near schools and to improve air quality.

The Chair thanked the Group and confirmed the submission would be provided to relevant officers in City Development (Highways and Transportation) for consideration.

8 Forward Plan 2022/23

The Chief Officer (Sustainable Energy and Air Quality) submitted a report which set out the proposed meeting schedule for 2022/23 attached as Appendix 1 and suggested amendments to the Committee's working groups for discussion.

The Committee considered the different approaches to growth, including doughnut economics. The Big Leeds Climate Conversation findings showed that more than three quarters of respondents believe that tackling climate change is either more (63.5%) or much more (14.7%) important than maintaining current levels of economic growth. There will be a workshop on doughnut economics for Members, possibly to take place through the working groups.

The Chief Officer clarified that any Councillor may apply to join the CEAC working groups, not just Members of the Committee.

The Chair confirmed that there will be an ongoing programme of visits to CEAC by the Director of each directorate during the municipal year.

RESOLVED: The committee confirmed the work programme, including committee dates.

9 Climate Adaptation and Resilience Plan

The Chief Officer (Sustainable Energy and Air Quality) submitted a report providing a summary on the range of activity which had taken place since the last meeting of the Committee to progress plans to build the city's resilience to the impacts of climate change.

Members noted the intention for a climate audit to be undertaken with LCC services to identify how service provision and service users may be impacted by the effects of climate change.

Members noted the many areas of the city susceptible to flooding and highlighted the need for the Plan to consider smaller incidents on tributaries to the Aire, Wharfe and Calder which impacted on local residents and the local economy.

Members also considered the concept of corporate responsibility amongst partners noting a comment regarding sale of woodland for residential development.

Officers agreed to feedback the above comments to the relevant partners.

Members noted a request for the Plan to separate and identify those risks and smaller actions which will have an immediate positive short term impact from the long term aims of the Plan. The Committee noted work being undertaken with partners to translate aspects of the Plan into scenarios to present to Service areas which will inform discussions on their own policies to support change.

RESOLVED –

- a) That the update provided on activity taking place across the Council to address the current, future and expected impacts of climate change be noted.
- b) That the leading role the Council is playing in the work on resilience and adaptation across the region in conjunction with the Yorkshire and Humber Climate Commission be noted.
- c) That the Committee support the approach to undertake a service-led climate risk assessment, including the delivery of a series of workshops, which will inform council-wide reviews of business continuity plans and the corporate risk register.
- d) That the Committee support enhanced city-wide engagement with every community in Leeds over the next 12 months to raise awareness of, and receive feedback on, the Council's activity to support climate mitigation and adaptation.
- e) To support the proposal for the involvement of the Committee's working groups in this work moving forward.

10 Leeds Local Plan Update

The Director of City Development submitted a report in support of a presentation given to the Committee providing an update on the development of the Leeds Local Plan.

Martin Elliot, Head of Strategic Planning, delivered the presentation highlighting how the Leeds Local Plan 1 (LPU1) will be a statutory plan which, once adopted, developers will be required to have regard to, as such it will provide developers with a steer on the type of development the city wishes to see.

The presentation focussed on the five key themes intended to support the city to adapt to and mitigate the impacts of climate change and ensure the delivery of sustainable development:

Carbon reduction – Existing policies will be revised to introduce the concept of a “whole life cycle” assessment of a development, from the building materials proposed, re-use of materials, sustainable construction methods, demolition or new build to the final use of the development to help consider carbon useage. The focus on zero carbon developments will seek to go further than existing policy by setting out a focus on the fabric of buildings to withstand other energy technology that can be included within the development. Policies will also be prepared which identify broad locations for development of wind turbines and solar farms.

Place making – LPU1 has regard to the need to improve housing quality, and through stronger emphasis on design, housing density and links to the Connecting Leeds Strategy, it seeks to identify what quality developments in Leeds will look like and the concept of a “20-minute neighbourhood”.

Flood Risk – LPU1 will update Leeds’ assessment of flood susceptibility based on the latest evidence such as climate change allowances/ temperature change. Developments will be required to take the policy into account, the aim being to avoid development in high risk flood areas especially functional flood plains. Previously, the Local Authority operated an ‘exceptions test’ which balanced development with sustainability but the revised policy will start a conversation on whether that is the balance to strike for the future and whether flood plain development should be further restricted.

Green Infrastructure – LPU1 aims to present a better understanding of green infrastructure, particularly the movement of plants and animals and active travel considerations for people. The update to green space policies will ensure quality green spaces, which are functional and support Leeds health and wellbeing agenda.

Sustainable infrastructure – LPU1 will review digital connectivity for modern society, set out strategic support for mass transit schemes and policies on Leeds station update, HS2 and consider the airport policy.

Members were advised of the timetable for implementation, with a further report proposed to the October CEAC meeting as part of the formal consultation the Plan proposed for October to November 2022. Additionally the Committee noted the intention for work on a further Local Plan Update 2 to follow later in 2002, to potentially include issues such as housing, employment and town and local centres.

In discussions, the following comments were made:

Protection of garden areas as a city-wide strategy (for biodiversity, absorption of carbon by trees and hedges and for localised flood alleviation). Members

noted that paving over garden space is allowed under “permitted development”, the LPA can influence the type of paving/hard surface (permeable) and the amount of area to be lost. An Article 4 direction can be used to remove permitted development rights but this is not intended for city-wide use, however the LPA could remove permitted development rights on new build permissions in order to preserve good green and blue infrastructure.

The promotion of blue infrastructure for active travel and movement of goods. Members heard that an existing policy protects wharfs and barges were being used to transport sand and gravel. LPU1 would seek to improve the quality of green infrastructure and link it with blue infrastructure where appropriate to improve amenity and alternative habitats.

Plans Panel considerations – National Guidance on emerging policies and plans provides that once a Plan is out for consultation, then the Local Planning Authority (LPA) can start to give weight to the policies within it during consideration of planning applications. If a proposed policy has not attracted objections, further weight can be given, but their consistency with the National Planning Policy Framework (NPPF) must also be considered – where an LPA proposes measures beyond any set out in the NPPF then the proposed policies are likely only to be considered once the full Plan has been formally adopted.

Microgeneration proposals – Members noted a comment seeking further consideration of microgeneration in the Plan, and it being implemented at the build stage with consideration to roof profiles and south facing roofs, rather than retro fitting to older properties which may not support new technologies. It was reported discussions had been held with developers, the outcome being that the Plan was not overly prescriptive, but would provide flexibility for developers to meet the targets – the policy will consider site layout, seek south facing developments, seek consideration of the energy hierarchy to be implemented and then how a development will be heated and powered. The National Grid which is proposed to be de-carbon already, but additional microgeneration in Leeds will further support the zero carbon target. Consideration was also being given to whether a mechanism for contributions can be established where developments with unaccounted-for carbon can generate funds to be used to undertake retro fitting elsewhere in the city.

Promoting the re-use of grey water – A comment promoting the inclusion of the use of grey/roof water in residential developments as is the case in industry and hotels was noted and it was agreed that this would be reviewed in the Plan.

20 Minute Neighbourhoods – Discussion noted that new developments in outer areas could more easily deliver 20 minute neighbourhoods and there was some concern over how the city centre would adapt to this and how the LPA could encourage developers to develop new centres and amenities for existing communities. Additionally, consideration of pedestrian routes into the city was needed as there were several residential areas on the outskirts of the

city centre where residents could walk into the city but were prevented by barriers. A further consideration was highlighted relating to provision of schools within the 20 minute neighbourhood concept in order to dissuade parents and older students driving to school. Members noted that the Local Plan Update 2 proposed for later in 2022 would consider housing, transport and how the LPA will respond to the strategic carbon policies and how they apply to housing distribution.

Transport – Consideration of transport infrastructure in the medium term was key, as implementation of the mass transit solution was proposed for 2040. The LPU is intended to sit alongside the Transport Strategy and Transport Supplementary Planning Document, the Plans Panels will ensure a development layout is accessible and aim for development close to transport interchanges so the aim is to set a policy that can deliver mass transport aligned with neighbourhood policy.

Acknowledging risk to the aims of the LPU – The Committee acknowledged that changes to Central Government policy and Guidance could present a constraint on the ability of the LPA to set local policy to achieve zero carbon if the LPA did not have the power to mandate or condition measures. Additionally the impact of development Viability Assessments in the consideration of planning applications was noted. The NPPF stipulates that in order for a Plan to succeed at Examination, the Plan should be sound - a test of soundness is deliverability. Members heard that a workshop had been held with developers on the proposals within the draft LPU and it was felt that developers locally were more aware of sustainable development funding, the realisation that their customers sought efficiency especially for energy use and were open to the proposals in the LPU. The inclusion of examples of community led housing and microgeneration in the LPU would provide positive encouragement to developers on what could be achieved.

The Committee also revisited the issue of car engine idling outside schools at school drop-off/pick-up times and noted that the banners previously supported by the Committee had been delivered to over 20 schools who wished to participate in the communications scheme. Members would receive further details directly in due course.

RESOLVED – That the contents of the report and presentation and the comments made during discussions on the Leeds Local Plan be noted.

11 Date and Time of Next Meeting

RESOLVED – To note the date and time of the next meeting as Thursday 21st July 2022 at 2.00 pm

Embodied Carbon

Date: 21st July 2022

Report of: Chief Officer Highways and Transportation

Report to: Consultative Meeting of Climate Emergency Advisory Committee

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

This report seeks to outline the current practices undertaken within Highways and Transportation to address the climate emergency with specific reference to **embodied carbon**

The report will briefly examine;

- carbon calculation tools
- procurement
- low carbon materials
- offsetting

Introduction

The Highways and Transportation Service is fully committed to reducing its carbon footprint and impact. Each team within the Service is identifying means of working towards the Council's target. It is a simple fact however that the building of infrastructure generates carbon emissions.

The appendix outlines some innovative work that has been undertaken in respect of the Flood Alleviation Scheme, whilst bringing vitally important significant flood defences to the city where there was none previously. The key areas where carbon emissions are generated are;

- Asphalt
- Concrete
- Steel
- Other raw materials
- Materials sent to landfill, and
- Construction Vehicles

Other key area of concern which is often very emotive is the removal of green space and trees.

Although not directly linked to embodied carbon but should be considered is the consequence of building infrastructure, especially roads. This can lead to more traffic and higher speeds generating

further carbon emissions. There is a counter argument that reducing congestion can also reduce carbon emissions?

New highway infrastructure is generally provided to achieve other strategic objectives to accommodate for example new development including businesses, retail outlets and housing developments, all of which can generate further carbon emissions.

In addition to the above, both new and existing highway infrastructure needs to be maintained which again can generate carbon.

H&T Response to Address Embodied Carbon

H&T has set up a climate emergency task group looking at not only embodied carbon but how it reacts to the climate emergency and the whole life carbon footprint of the service and what it delivers.

Over the last two years, the Highways and Transportation service has delivered an annual capital programme of circa. £200m. Included in this are some major infrastructure projects such as the East Leeds Orbital Route (ELOR), the Leeds Flood Alleviation Scheme Phase 2 (LFAS2).

These major infrastructure schemes have been delivered through existing frameworks which themselves already have carbon calculation tools and carbon targets incorporated into their operation.

Carbon Calculation Tools

In order to assess the carbon footprint of delivering infrastructure, this has to be calculated and be auditable. As mentioned above, some of the existing frameworks used by H&T already have facilities and methodologies for calculating the carbon generated on the project. A number of the consultants employed by H&T are also developing carbon calculation tools not only to assess embodied carbon, but also to assess the whole life carbon footprint of a project.

This is an area where standardisation is required, and it is likely that a national standard will be adopted for local government driven by central government funders such as DfT and WYCA.

The LFAS2 has done a great deal of work on carbon emissions working with the Environment Agency outlined in a short note in Appendix 1.

Procurement

H&T is reducing its reliance on other frameworks and is procuring a suite of three bespoke frameworks to deliver infrastructure works of varying sizes;

- Minor Works Contractor Framework < £2m,
- Intermediate Works Contractor Framework £2m to £7m, and the
- Major Works Contractor Framework > £7m.

Each of these frameworks has a social value element, in line with the Council's procurement guidance, with a commitment made by suppliers based on the Leeds Themes, Outcomes and Measures (TOM's). A significant part of the TOM's is based around the climate emergency with a commitment to reduce carbon emissions including embodied carbon.

Works are awarded to suppliers through mini competition and there is the ability to promote lower carbon materials through the social value element but also being able to specify lower carbon materials within the scope of the works.

Lower Carbon Materials

The construction industry as a whole is reacting to the global climate issues with many new lower carbon products emerging on the market. Many of these, however, are at a premium and I suspect that only over time as they become more widely used will they start to become comparable replacements. The current rate of inflation and the conflict in Ukraine is only adding to the pressures in adopting these lower carbon materials.

H&T is fully committed to reducing its carbon footprint and accepts the challenge often working within finite budgets from both public and private promoters. In order to achieve this, less infrastructure may be delivered whilst some may not be delivered at all due to their carbon content.

Trials of lower carbon materials are being conducted on a number of schemes e.g. on the A63 in Garforth where a small access into a new residential development used a warm-mix asphalt pavement construction saving 4300kg of CO₂. These new lower carbon materials will be monitored for performance but warm lay asphalt is already becoming more readily available as a standard viable option.

Other areas where embodied carbon can be reduced is in low carbon concrete, using recycled steel and on ELOR, the use of energy efficient site cabins saved over 500 tonnes of CO₂ being produced.

Lower carbon materials are not the whole solution and may account for a 20% reduction. Other areas such as low emission site vehicles, the use of bio diesel, and reducing the amount of material going to landfill by recycling is just as important.

Another important factor to be considered is the offsetting that can be done by landscaping and planting, mainly by planting trees. On ELOR, around 3000 new trees will be planted with a further 30,000 whips with the total landscaping area equivalent to Roundhay Park.

Summary

The climate emergency is real and positive action is being taken. As a Client and Employer, H&T can significantly influence the carbon footprint of what we build but many lower carbon alternatives are currently new technology and/or experimental. Over time, these lower carbon materials will become the norm helping to achieve net zero.

Reducing the amount of embodied carbon in the material that are used is only part of the answer. Other measures such as;

- Incorporating emissions standards into contracts with suppliers.
- Using ultra-low emission or electric vehicles where they meet the needs of maintenance and support work.
- Reducing the use of carbon-intensive equipment during road renewal work.
- Using energy-efficient lighting for roadsides, tunnels and signage.
- Recycling and reducing the amount of material going to landfill
- Planting trees for capturing to offset the carbon produced

The current pressures on finance and material availability cannot be ignored and only adds to the challenge. However, through new procurement routes linked in with strong social value requirements significant carbon savings will continue to be made.

Recommendations – To receive and note the contents of the report, and comment upon it as appropriate

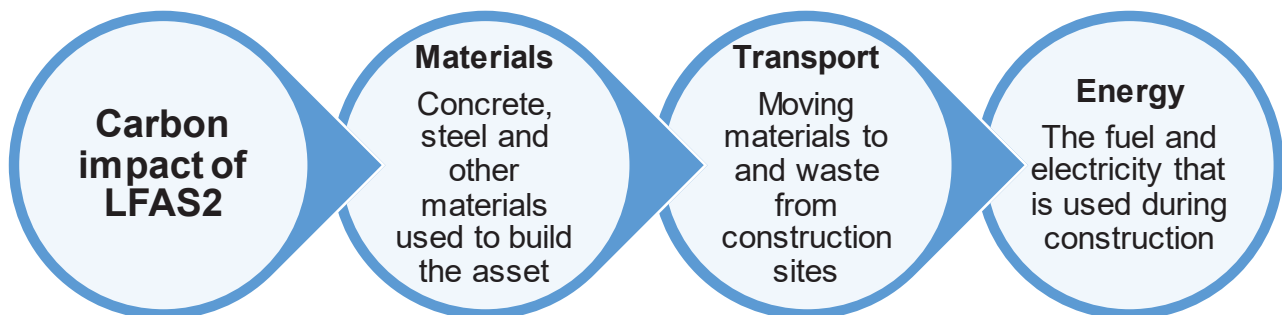
Leeds Flood Alleviation Scheme (Phase 2): Carbon savings and low carbon innovation

This document provides an overview of the carbon impact of the Leeds Flood Alleviation Scheme Phase 2 (LFAS2). It demonstrates the carbon savings of reducing flood risk and captures some of the innovative low carbon activities taking place through the construction of the scheme.

LFAS2 aims to reduce flood risk to communities and businesses along the River Aire corridor between Leeds Rail Station and Apperley Bridge. The scheme will provide a one-in-200-year level of protection against flooding in the LFAS2 area. Once delivered, the scheme will reduce flood risk and provide better protection for 1,048 homes and 474 businesses.

Carbon and infrastructure

The construction, operation and decommissioning of assets is a major source of greenhouse gases (GHGs), henceforth referred to as “carbon equivalents”¹. Leeds City Council (LCC) has recognised the scale of the challenge of reaching Net Zero emissions in the UK by 2050 by declaring a climate emergency in 2019 and prioritising the reduction of carbon in infrastructure projects.



LFAS2 carbon reduction

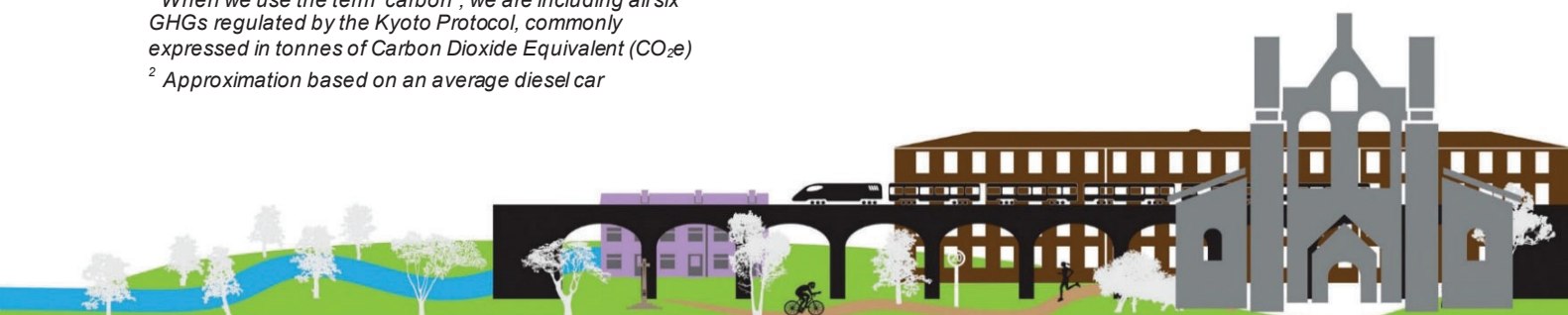
To address the carbon impact of the scheme, we established a **carbon baseline** – the quantity of carbon that would be emitted because of the scheme without additional mitigation. The baseline emissions associated with the construction of LFAS2 are estimated to be approximately 23,600 tonnes of CO₂ equivalent (tCO₂e). That is the equivalent of driving around the world 3,500 times².

We are working closely with engineers and contractors on the project to reach the targets set out below. Carbon specialists are sharing insights from the carbon baseline and suggesting alternative, lower-carbon approaches.

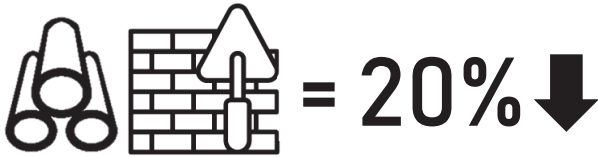
We will continue to monitor progress against our targets as the design progresses.

¹ When we use the term “carbon”, we are including all six GHGs regulated by the Kyoto Protocol, commonly expressed in tonnes of Carbon Dioxide Equivalent (CO₂e)

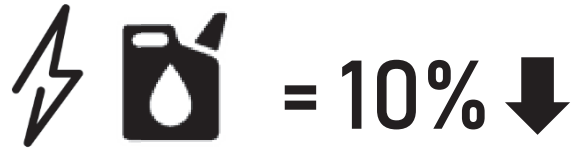
² Approximation based on an average diesel car



LFAS2 carbon reduction targets



Most of the baseline emissions are expected to arise from the use of materials. LCC has set a **20%** carbon reduction target from the use of materials. If this target is reached, this would reduce scheme emissions by approximately 3,200 tonnes – shaving off around 480 trips around the world.



Just under 25% of carbon is associated with fuel and electricity use during construction. LCC has set a reduction target of **10%** for the carbon from construction energy use. If this target is reached, this would reduce scheme emissions by over 500 tonnes, shaving off another 80 trips around the world.

The carbon impact of flooding

Whilst measuring and minimising carbon emissions from constructing the flood walls remains the overall target, it is also important to consider the potential carbon avoided aspects. We worked with the Edinburgh Centre for Carbon Innovation at the University of Edinburgh to quantify the carbon impacts associated with flood damages within the City of Leeds. The aim of the study was to estimate the potential carbon savings associated with preventing flood damages granted by the installation of the Leeds Flood Alleviation Scheme (LFAS) Phase 1 and Phase 2.

The Carbon Management students calculated the carbon impacts associated with transport, commercial buildings, and residential buildings, respectively, in 2020. The student's reports estimated the carbon impacts associated with a 1-in-200-year event within the City of Leeds, using the extent of the 2015 Storm Eva Boxing Day flood event and modelled flood extent data as primary information sources.

Combined, the carbon impacts associated with a single 1-in-200-year flood event, and therefore the carbon emissions potentially prevented by LFAS during a similar event, were calculated to be 51,670 tCO_{2e}. This number provides evidence that LFAS, which is estimated to have a capital carbon footprint of 45,130 tCO_{2e}, delivers a potential net carbon saving of 6,540 tCO_{2e} by protecting the city from a single equivalent flood event*.



THE UNIVERSITY
of EDINBURGH

The **carbon savings** associated with preventing a major flood event are equivalent to **one** of the journeys that we have estimated below...



Driving around the world **950 times** in a diesel car

One person flying one-way from JFK airport, New York to Heathrow airport **6,200 times**



1 million trips as a car passenger on the Dover to Calais ferry

**Although the study by students at the University of Edinburgh provides a positive message, a range of assumptions and limitations have been adopted during the analysis which may lead to an over or under estimation of the calculated carbon damage values derived. Further work is being carried out in 2021 to refine a robust methodology to calculate the carbon damage of flood events and provide an accurate framework.*

Low carbon innovation in action

Hydrotreated Vegetable Oil (HVO) – Crown Oil

We are trialling the use of HVO within the plant used for the pilings works in Zone 12 around the Home Office and Kirkstall Valley Farm site.

The carbon savings associated with HVO amount to 85-90% reduction compared to regular diesel. HVO is a more refined type of vegetable oil and burns much cleaner than diesel, which results in a cleaner exhaust with up to a third less particulate matter and hydrocarbons. This gives a 25% reduction in carbon monoxide and 10% reduction in nitrogen dioxide.

There is a slight increase in cost for the use of HVO, however the significant reduction in carbon emissions make it a viable option on many projects. The carbon emission factors for HVO is 0.34 kg CO_{2e}, whereas gas oil produces considerably more at 2.8 kg CO_{2e}.

Benefits

- Significant reduction in carbon emission when compared with traditional hydrocarbon fuel
- Environmental benefits e.g. air quality
- Applicable to a wide variety of plant
- Cost reductions as it becomes more widely used

Eco Sheet Piles – Arcelor Mittal

Sheet piles are sections of sheet materials with interlocking edges that are driven into the ground to provide earth retention and excavation support. On the Leeds FAS project these are used for flood defences.

We are using EcoSheetPiles, supplied by Arcelor Mittal, at Zone 12 at the Home Office site, which will contribute to the low carbon initiatives on LFAS2. These energy efficient products are from the range of EcoSheetPiles which are produced in mills located in Luxembourg from circa 100% scrap via electric arc furnace technology, as well as being fully reusable and recyclable.



Benefits

- Saving of 414kg CO_{2e}/tonne
- Lower CO_{2e} emissions during production than regular Sheet Piles
- 100% scrap and Electric Arc Furnace
- Fully reusable and recyclable
- Recycled scrap which avoids disposal to landfill

Electric vehicles

Electric vehicles and charging points are available at the LFAS2 site compound.

The electric pool cars on LFAS2 are used for site visits, inspections and consultation meetings with various parties. The three charging stations at the site compound are connected to the mains supply and procured from a green tariff.

Having electric vehicles on site enables us to meet agreed carbon targets and reduce project carbon emissions. Using an electric fleet also means the air quality in the environment is significantly enhanced, in comparison to traditional diesel fuel, which releases harmful gases into the atmosphere.



Benefits

- Reduction in on site carbon emissions using electric vehicles
- Commitment to meeting project carbon emission targets
- Environmental benefits e.g. air and noise quality
- Simple, convenient, and fast charging of vehicles on site
- Green tariff supply

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