



CONSULTATIVE MEETING OF MEMBERS OF THE CLIMATE EMERGENCY ADVISORY COMMITTEE

Meeting to be held remotely* on Monday 23rd January 2023
at 1.00pm

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=12156&Ver=4>

*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.

**Governance Officer
Cassie Sivapalan
Tel: (0113) 3783136**

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>NOTES OF THE PREVIOUS MEETINGS</p> <p>To note the meeting notes of the Consultative Meetings of Members of the Climate Emergency Advisory Committee held on</p> <ul style="list-style-type: none"> a) 28 November 2022, and b) 12th December 2022 	5 - 12
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 4.00 pm on Wednesday 18th January 2023.</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

DIRECTOR'S UPDATE

To receive a verbal update from the Director of City Development.

7

WEST YORKSHIRE MASS TRANSIT UPDATE

To consider the report of the Chief Officer, Highways and Transportation which provides an update and background to the West Yorkshire Mass Transit programme proposals, together with details of Leeds City Council response to the statutory consultation of the West Yorkshire Mass Transit Vision 2040.

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DATE AND TIME OF THE NEXT MEETING

To note that the date and time of the next meeting of the Committee is the 20th March 2023 at 1.00pm.

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Public Document Pack Agenda Item 3

CONSULTATIVE MEETING OF MEMBERS OF THE CLIMATE EMERGENCY ADVISORY COMMITTEE

MONDAY, 12TH DECEMBER, 2022

PRESENT: Councillor K Dye in the Chair

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

28 Apologies for Absence

The Committee received apologies from Councillors Carlill and Hart-Brooke.

29 Declarations of Interest

There were no declarations of interest.

30 Climate Emergency Advisory Committee Annual Report

The Committee received the Annual report of the Chief Officer Sustainable Energy and Air Quality (SEAQ) for the 2022/23 municipal year, prior to its referral to Full Council.

The Committee thanked the SEAQ team for their work over the municipal year.

The Committee discussed the work programme of Committee over the year, including the work of the working groups, specifically the Community and Business Engagement group, previously known as the Transport and Behaviour Change group. As the focus of the group has widened there were discussions of whether transport is still within the group's terms of references, with the Chief Officer confirming that it is. As the working groups cover several related topics, it is expected that each working group will have a different focus each year.

The need for a strong transport system was noted by the Committee regarding local business support needs.

The Committee noted the recent Grade A classification from the Carbon Disclosure Project and discussed the scoring criteria. Officers clarified that the scoring is based on ability to change rather than measuring existing work. The Committee noted that the scoring criteria will be a useful steer for future work in this area.

Yorkshire Water's policy on Woodland sales was requested and will be supplied at a future meeting.

The following amendments were requested;

- The Open Forum appendix lists the 21st July 2022 attendee as Seacroft Community Hub, but was Climate Action Seacroft.
- A formatting error referenced both appendix A and appendix 1

The Committee discussed community engagement at the open forum for the next year and Members will distribute details of the Committee widely to community groups.

RECOMMENDED: That the Climate Emergency Annual Report, as presented, be referred to Full Council for consideration, subject to the amendments listed above.

CONSULTATIVE MEETING OF MEMBERS OF THE CLIMATE EMERGENCY ADVISORY COMMITTEE

MONDAY, 28TH NOVEMBER, 2022

PRESENT: Councillor K Dye in the Chair

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

18 **Apologies for Absence**

Apologies were received for Councillor Newton. Councillor Hart-Brooke also sent his apologies and Councillor Downes attended as his substitute.

19 **Declarations of Interest**

There were no declarations of interest.

20 **Notes of the Previous Meeting**

Minute 14 Open Forum - The Chair noted that responses had been sent to the members of the public who made representations under the Open Forum at the previous meeting relating to recycled plastic benches and Electric Vehicle charging points.

RECOMMENDED: The notes of the previous Consultative Meeting of Members of the Climate Emergency Advisory Committee held on 24th October 2022 were agreed as a correct record.

21 **Open Forum**

There were no Open Forum submissions.

22 **Working Groups Update**

The Chairs of the Working Groups (WG) provided an update on the progress of the working groups since the last Committee meeting:

Economy and Finance - Councillor Carlill reported the Group had received an overview of the national position in respect of Green Finance And considered the pilot scheme in development with the Business Council to provide finance to deliver private retrofit. Some of the issues in this space include difficulty for consumers to obtain independent expert financial advice, as well as finding suppliers. . Additionally the Chief Officer, Sustainable Energy and Air Quality, reported on work with Lloyds Bank and Optimus Energy to consider ways to support people to invest in their own homes, including light touch and full retrofit works.

Community and Business Engagement - Councillor Shahzad reported on a presentation received from Child Friendly Leeds (CFL) to coincide with ten

years of CFL. The partnership between CFL and the working group will develop participation opportunities for children regarding the climate crisis to harness their concerns. Child Friendly Leeds has a list of Twelve Wishes it developed with children, with the fifth wish being to protect the environment. The Committee noted the need to ensure that the climate agenda is visible within community committees and the youth summit.

Infrastructure, Planning and Buildings - Councillor Dye reported that the working group had also examined Green Finance options, and how this work will feed into the decarbonisation of Leeds and net zero housing strategy.

RECOMMENDED: That the verbal updates from the working groups be noted.

23 **Director's Update**

The Committee received verbal updates from Victoria Eaton, the Director of Public Health and Andy Irvine, Public Health Registrar and John Crowther, Chief Officer Resources & Strategy, Adults & Health as part of a programme of visits to the Committee from each of the Directorates.

Adults and Health - John Crowther provided an update on the work undertaken by the Directorate across its five service areas and in conjunction with partners:

- A new residential care home is being built in Leeds which will enable six adults with complex needs to remain within the city. The residence is being built with sustainability principles incorporated and will also provide the benefits of the families having less travel and ensure the residents can leave hospital and have their needs met locally.
- A new elderly people's residential facility is being built which intends to be fully carbon neutral.
- A programme of solar panel and heat pump installation within Leeds City Council facilities is being implemented.
- There has been work to build confidence amongst older people who are now uncomfortable using the bus since the Covid-19 pandemic.
- Working arrangements continue to be modernised, including greater numbers of colleagues working from home. Complaint's training, which was previously done in person including trainers travelling from London, is now done online.
- There has been liaison with the Department of Work and Pensions to reduce the amount of paperwork sent and switch more correspondence to electronic.
- Home visits have been ended for financial assessments.

Public Health - The Committee received a verbal update from Victoria Eaton and Andy Irvine regarding the interplay of climate change and public health. This included:

- The Active Travel social prescribing trial Active Travel which will allow GP's and other healthcare partners to prescribe transport and walking options to patients. This will improve both public health and reduce emissions. The trial

was developed from a discovery project in the Harehills area which identified barriers to active travel. These barriers were not the infrastructure issues anticipated but rather regarding safety and the environment.

- Air Quality has a huge impact on public health, and raising awareness of air quality is a public health issue
- There is a continued need to plan and build resilience for extreme weather due to climate change, as this will mean that more people are vulnerable during summer and winter.

Discussions covered the following issues:

- There is a strong body of evidence to suggest that biodiversity loss increased vulnerability towards new pandemics.
- The current Covid-19 pandemic trends in Leeds were provided, with a new wave being predicted for late January 2023, but it did not clash with the November Influenza infection spike.
- Fear of Covid-19 has impacted older people's access to public transport.

RECOMMENDED: The Committee thanked Officers and Directors for attending the Committee and noted their verbal updates.

24 **Inclusive Growth Strategy Refresh Update**

The Committee received the report of the Chief Officer Culture and Economy on the Inclusive Growth Strategy Refresh Update and was asked to provide comments and discussion with a focus on environmental factors.

Fiona Bolam, Head of Economic Policy, provided a presentation and highlighted that the focus of the Leeds Inclusive Growth Strategy refresh is to bring together existing work to develop a greener city, healthier people, and a stronger economy. The Leeds Inclusive Growth Strategy was published in 2018 and runs until 2023. The Refresh will be published Summer 2023 and last until 2030.

The current themes of 'People', 'Place' and 'Productivity' will be maintained; however, the underpinning headlines will be altered.

People will include the Culture Strategy and Delivery Framework; and the Housing Strategy.

Place will include the Connecting Leeds Strategy; Local Plan Update Consultation; Innovation Arc Consultation and the Our Spaces Strategy.

Productivity will include the Digital Strategy as well as the Destination Marketing and International Relations Plan.

The importance of climate to be integrated within Inclusive Growth was stressed to the Committee, as well as the success of the previous iteration of the strategy. Previous achievements of the strategy include the development of Southbank, the city's newest green space, a £20,000 partnership with Lloyds, the Leeds Inclusive Anchors Network whose work contributes towards the delivery of the net zero ambition.

Some of the work on inclusive growth is best placed at a higher level, such as green economy and jobs, which West Yorkshire Combined Authority lead on. Currently there are around 20,000 carbon heavy jobs in Leeds, which is about 9% of the workforce.

The Committee discussed the impact of economic growth on the environment and how positive growth can be distinguished from negative growth, as lack of growth can have a long lasting impact on local communities.

The Committee noted exciting developments for inclusive growth opportunities within the educational space, and it is hoped that this will support the creation of new green jobs within the city and encourage a workforce of young people with the right skills to deliver a carbon neutral Leeds.

RECOMMENDED: That the contents of the report and the discussions be noted.

25 The Leeds Social Progress Index: Measuring Inclusive Growth

The Committee received the report of the Chief Officer Culture and Economy of 'The Leeds Social Progress Index: Measuring Inclusive Growth'.

Fiona Bolam, Head of Economic Policy, and Graham Ponton, Senior Economic Development Officer presented the report and provided a presentation and the background to the Social Progress Index (SPI), which is a software tool designed to support consideration of environmental, social, and economic data at a ward level.

The indicators chosen are all considered under three key headings for Leeds; Basic Human Needs, Foundations of Wellbeing and Opportunity. Each of these are supported by five or six themed sets of Performance Indicators which will be measured accordingly.

Data collection for 73 indicators has begun, and more will be added from the Census, including race. The SPI was adopted following consideration by the Infrastructure, Investment, and Inclusive Growth Scrutiny Board which sought to understand how place matters in delivering inclusive growth, and its adoption will contribute to the Leeds Best City Ambition.

The Committee received a short demonstration of the tool. Features included identifying which wards are most like one another, which allows users to quickly identify where a ward is struggling with a specific issue compared to other similar wards.

The Committee discussed key data challenges facing the SPI programme, such as how much granularity should be built in and quality of data gathering. Some indicators such as air quality are not easily collated at the ward level. Other indicators such as numbers of Electric Vehicle charging points are not

held in one central source, and so a manual data gathering exercise is required. Future development will include engagement to communicate the importance of consistent data gathering across departments.

The Committee discussed how embedded the SPI is within senior management across the Council. It is hoped that as the tool develops its impact on decision making across the council will be embedded.

RECOMMENDED:

- a) That the contents of the report and presentation and the comments of the Committee on the potential impact of Social Progress Index be noted
- b) That the implementation of the Social Progress Index be supported.

26 Date of Next Meeting

RESOLVED: The Committee noted that the date and time of the next meeting is an Extraordinary Consultative Meeting of the Members of the Climate Emergency Advisory Committee on 12th December 2023 at 2.00pm.

27 Any Other Business

The Committee congratulated and thanked officers from the Sustainable Energy & Air Quality team for their work on achieving a A grade ranking from the Carbon Disclosure Project for Leeds.

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West Yorkshire Mass Transit Update

Date: 23 January 2023

Report of: Chief Officer (Highways & Transportation, City Development)

Report to: 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

A report setting out information on the background to the West Yorkshire Mass Transit programme proposals, together with details of Leeds City Council (LCC) response to the statutory consultation of the West Yorkshire Mass Transit Vision 2040 was recently approved at the LCC executive board meeting on 14th December 2022 ([Public Pack](#))[Agenda Document for Executive Board, 14/12/2022 13:00 \(leeds.gov.uk\)](#).

This briefing report which sets out some key points relating specifically to the Climate Emergency priority has been prepared jointly by Leeds City Council, as strategic partner, and West Yorkshire Combined Authority, as the sole promoter of the West Yorkshire Mass Transit Programme proposals.

Recommendations

- a) For the Climate Emergency Advisory Committee to note the contents of this report in conjunction with the report published under agenda item 14 from the Leeds City Council Executive Board meeting held on the 14th December 2022 titled West Yorkshire Mass Transit Vision 2040 Consultation LCC response.

What is this report about?

1. An update and background to the West Yorkshire Mass Transit programme proposals, together with details of Leeds City Council response to the statutory consultation of the West Yorkshire Mass Transit Vision 2040 was recently approved by the Leeds City Council Executive board on 14th December 2022, ([Public Pack](#))[Agenda Document for Executive Board, 14/12/2022 13:00 \(leeds.gov.uk\)](#) (see agenda item 14 as a related document).
2. This briefing report, which summarises some of the points relating to the Climate Emergency agenda, has been prepared jointly by Leeds City Council (LCC), as strategic partner, and

West Yorkshire Combined Authority (WYCA), as the sole promoter of the West Yorkshire Mass Transit Programme proposals.

3. LCC recognises the strategic importance of Mass Transit and its role in improving connectivity across Leeds and wider West Yorkshire, supporting our economic growth and bringing people within easier reach of jobs and opportunities. LCC's commitment to Mass Transit is stated as a big move in the Connecting Leeds Transport Strategy and Action Plan which is integral to the success of the city's policies on Inclusive Growth, Health & Wellbeing and tackling the Climate Emergency <https://www.leeds.gov.uk/parking-roads-and-travel/connecting-leeds-and-transforming-travel/transport-policy>
4. In 2017, WYCA adopted the West Yorkshire Transport Strategy 2040, setting out the ambitions for transport and providing the policy framework for improvement. The draft Connectivity Infrastructure Plan compliments the strategy, setting out a delivery plan and long-term pipeline of transport infrastructure enhancements to improve connectivity across the region.
5. The West Yorkshire Transport Strategy 2040 sets out the West Yorkshire vision for transport, and Mass Transit forms a central part of that transport vision. The West Yorkshire Transport Strategy and the draft Connectivity Infrastructure Plan have been developed with the input of each of the five partner councils and both reflect LCC's growth plans and priorities for investment.
6. The draft Connectivity Infrastructure Plan was published in January 2021, accompanied by a series of related documents, including the draft Mass Transit Vision 2040. Alongside cycling, walking, bus and rail, mass transit will be essential in helping our communities thrive and the economy to flourish, bringing people and places closer together. By offering a new public transport option and an attractive alternative to car travel, it is expected mass transit to:
 - Help combat climate change and provide climate resilient infrastructure.
 - Connect West Yorkshire's important places.
 - Support levelling up and help rebalance the economy.
 - Improve health and wellbeing.
 - Support economic recovery.
7. Mass Transit will help combat climate change by offering a clean and sustainable means to travel across the region, offering an attractive and sustainable alternative to car travel and providing climate resilient infrastructure. It will also offer a transformational catalyst to support sustainable economic growth. As a part of the wider draft Connectivity Infrastructure Plan, Mass Transit will support existing local plan spatial priority areas and employment and housing centres across the region. Mass Transit will be part of a wider integrated transport system for West Yorkshire and aligns with the LCC Connecting Leeds transport strategy.
8. During early 2022, work began to progress business case development from the programme-level Strategic Outline Business Case, towards Strategic Outline Cases (SOC) for each of the four priority areas for the future network.
9. A consultant consortium has been commissioned to lead on the business case development workstreams and will initially focus on the priority corridors under Phase 1 labelled as Orange (East Leeds, Bradford to Leeds and South Leeds to Dewsbury) and Green (Bradford to Dewsbury) business case route groupings, with other areas of the network following in due course.

10. Modelling and appraisal activities are underway to complete the priority area SOC business case submissions by late 2023. The workstream is being developed with input from WYCA's Assurance Framework representatives and through dialogue with Department for Transport. The broad approach is structured to follow the conventional Treasury Green Book 'Five Case' model, with the focus on the strategic dimension, which sets out the need for intervention and why transit is the preferred way to meet that need. The purpose of the economic dimension of the business case is to identify the proposal that delivers best social value to society, including wider social and environmental effects. Therefore, as part of this work climate / environmental matters will be considered.
11. Carbon emissions generated by transport are currently at levels that, without significant intervention and changes to processes, a net zero carbon future by the LCC target of 2030 or the WYCA target 2038 will not be achievable. Road transport is the biggest contributor to roadside air pollution with cars being the largest source of emissions.
12. To meet the net zero targets, and even with a shift to zero/low emission vehicles, analysis suggests that a reduction of total vehicle kilometres exceeding 30% is necessary, accompanied by an increase in the use of sustainable modes (walking and cycling) and public transport.
13. Mass Transit also has the opportunity to support improvements to air quality and contribute to carbon reduction goals by providing an attractive lower carbon, lower emission transport option. Increased capacity provided by Mass Transit will allow for additional capacity on congested corridors, which affords the opportunity to improve vehicle flows which in turn will improve air quality.

What impact will this proposal have?

Wards Affected: All (City-wide)

Have ward members been consulted? Yes No

14. Mass Transit has the potential to provide a positive transformational change to the public transport network across the Leeds city region and West Yorkshire.

What consultation and engagement has taken place?

15. WYCA is the sole promoter of the West Yorkshire Mass Transit scheme and is leading on all the consultation and engagement including with elected members. WYCA has written to all elected Ward and Parish Councillors in Leeds to make them aware of the statutory consultation on the Mass Transit Vision 2040, together with an offering of any further information or a briefing if requested.
16. There will be further consultation and engagement later in 2023 when the route options have been developed.

What are the resource implications?

17. There are resource implications for LCC and the resource requirements are currently being developed alongside roles and responsibilities for discussion and agreement with WYCA. The intention is to recover justified costs for such resource requirements from the WYCA as promoter of the WY Mass Transit Programme.

What are the legal implications?

18. There are no legal implications as a result of this report for the Climate Emergency Advisory Committee to consider.

What are the key risks and how are they being managed?

19. There are no key risk implications as a result of this report for the Climate Emergency Advisory Committee to consider.

20. Does this proposal support the council's 3 Key Pillars?

Health and Wellbeing

Inclusive Growth

Zero Carbon

Health and Wellbeing

21. By having Mass Transit as an additional attractive public transport offer together with the proposals of introducing new and enhanced infrastructure for improving active modes (walking and cycling) the proposals are aimed at increasing the use of sustainable modes which will help achieve Leeds to become a healthy city, be more active and with reduced traffic emissions, creating cleaner air contributing to meeting the net zero carbon targets.

Inclusive Growth

22. Through WYCA's role in managing the delivery of the West Yorkshire Transport Strategy, the Connectivity Infrastructure Plan and bidding for funding, focus is being placed on ensuring that equality and diversity needs are addressed, with a particular emphasis on improving accessibility for all.

23. A central common theme of the Connectivity Plan, and Mass Transit Vision as part of that, is that investment in transport accessibility will make a positive contribution to driving forward inclusive growth.

24. The approach to transport seeks to provide practical alternatives to the private car that will help to tackle air quality issues and help provide access to jobs and education, especially for people currently less likely to access these opportunities. The plans particularly focus on how to support the hardest to reach communities to realise economic opportunities.

Zero Carbon

25. Mass Transit has the opportunity to support improvements to air quality and contribute to carbon reduction goals by providing an attractive lower carbon, lower emission transport offer. The Mass Transit scheme has real opportunity to contribute to the net zero targets with additional capacity on congested corridors, which affords the opportunity to improve vehicle flows which in turn will improve air quality.

26. The development work is in the early stages, so in later work details of material options and construction methods will be key considerations to minimise the embedded carbon emissions. This is also applicable to when considering technology choice options.

Options, timescales and measuring success

What other options were considered?

27. The development work is on-going, and details on the options can be shared at a later date. The scheme is led by WYCA as the sole promoter

How will success be measured?

28. The business case development work is on-going, so this information can be shared at a later date. This will be led by WYCA as the sole promoter

What is the timetable for implementation?

29. The Vision document states that for Phase 1 corridors 'Subject to Government funding decisions, we anticipate commencing public engagement on route and technology choices during 2023. We want construction to start during the 2020s. The timing, shape and form of the Mass Transit system will be subject to engineering feasibility, environmental assessment, and public & community engagement, stakeholder support of its business case, and funding availability'
30. To successfully deliver the system there are a number of key milestones to reach, such as business case approvals, public consultation on route selection, funding approvals, Transport and Works Act Order application submission, public inquiry, obtaining the powers to build and operate the system, vehicle procurement and construction phase. The current programme indicates that Phase 1 routes could potentially be operational at the end of 2031.

Appendices

31. None.

Background papers

32. Leeds City Council Executive Board meeting 14 December 2022 (Item 14 - West Yorkshire Mass Transit Vision 2040 Consultation).
<https://democracy.leeds.gov.uk/documents/g11824/Public%20reports%20pack%2014th-Dec-2022%2013.00%20Executive%20Board.pdf?T=10>
33. Connecting Leeds Transport Strategy <https://www.leeds.gov.uk/parking-roads-and-travel/connecting-leeds-and-transforming-travel/transport-policy>
34. West Yorkshire Mass Transit 2040 Vision document. <https://www.westyorks-ca.gov.uk/media/8846/mass-transit-vision-2040-august-version.pdf>

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