



CLIMATE EMERGENCY ADVISORY COMMITTEE

Meeting to be held in Civic Hall, Leeds, LS1 1UR on
Monday, 18th March, 2024
at 2.00 pm

MEMBERSHIP

Councillors

B Anderson
J Bowden
P Carlill
E Carlisle
R Downes
K Dye (Chair)
M Foster
A Hannan
N Harrington
A McCluskey
O Newton
M Rafique
M Shahzad
E Thomson
J Tudor

Please do not attend the meeting in person if you have symptoms of Covid-19 and please follow current public health advice to avoid passing the virus onto other people.

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=1133&MId=12422&Ver=4>

Agenda compiled by:
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Governance Officer
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A G E N D A

Item No	Ward	Item Not Open		Page No
1			<p>APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS</p> <p>To consider any appeals in accordance with Procedure Rule 15.2 of the Access to Information Procedure Rules (in the event of an appeal the press and public will be excluded).</p> <p>(*In accordance with Procedure Rule 15.2, written notice of an appeal must be received by the Head of Governance Services at least 24 hours before the meeting)</p>	
2			<p>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC</p> <ol style="list-style-type: none"> 1) To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report. 2) To consider whether or not to accept the officers recommendation in respect of the above information. 3) If so, to formally pass the following resolution:- <p>RESOLVED – That the press and public be excluded from the meeting during consideration of the following parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information, as follows:-</p>	

Item No	Ward	Item Not Open		Page No
3			<p>LATE ITEMS</p> <p>To identify items which have been admitted to the agenda by the Chair for consideration</p> <p>(The special circumstances shall be specified in the minutes)</p>	
4			<p>DECLARATION OF INTERESTS</p> <p>To disclose or draw attention to any interests in accordance with Leeds City Council's 'Councillor Code of Conduct'.</p>	
5			<p>APOLOGIES FOR ABSENCE</p> <p>To receive any apologies for absence from the meeting.</p>	
6			<p>MINUTES OF THE PREVIOUS MEETINGS</p> <p>a) To approve the minutes of the last formal meeting held on 15th December 2023.</p> <p>b) To receive and note the meeting notes of the Consultative Meeting of Members of the Climate Emergency Advisory Committee meeting held on 19th February 2024,</p>	7 - 24
7			<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. Please note: Members of the public are asked to submit a video of their question or statement to climate.emergency@leeds.gov.uk by 5.00 pm on Wednesday the 14th March 2024</p>	

Item No	Ward	Item Not Open		Page No
8			<p>WORKING GROUPS UPDATE</p> <p>To receive a verbal update on the progress of the Committees' working groups to date</p>	
9			<p>DIRECTOR'S UPDATE - DIRECTOR OF CHILDREN AND FAMILIES</p> <p>To receive a verbal update from the Director of Children and Families.</p>	
10			<p>UPDATE ON THE DEVELOPMENT OF THE WY MASS TRANSIT NETWORK</p> <p>The report of the Interim Head of Place and Consents - Mass Transit, provides an update on the West Yorkshire Mass Transit Programme.</p>	25 - 34
11			<p>CLIMATE EMERGENCY ADVISORY COMMITTEE 2024/25 FORWARD PLAN</p> <p>To receive the report of the Chief Officer, Climate, Energy and Green Spaces, which proposes a meeting schedule for the Climate Emergency Advisory Committee for the 2024/25 municipal year and that each meeting will progress one (or more) of the key climate change mitigation and adaptation themes.</p>	35 - 40
12			<p>DATE AND TIME OF NEXT MEETING</p> <p>The date and time of the next meeting is yet to be formally confirmed.</p>	

Third Party Recording

Recording of this meeting is allowed to enable those not present to see or hear the proceedings either as they take place (or later) and to enable the reporting of those proceedings. A copy of the recording protocol is available from the contacts named on the front of this agenda.

Use of Recordings by Third Parties– code of practice

- a) Any published recording should be accompanied by a statement of when and where the recording was made, the context of the discussion that took place, and a clear identification of the main speakers and their role or title.
- b) Those making recordings must not edit the recording in a way that could lead to misinterpretation or misrepresentation of the proceedings or comments made by attendees. In particular there should be no internal editing of published extracts; recordings may start at any point and end at any point but the material between those points must be complete.

Climate Emergency Advisory Committee

Friday, 15th December, 2023

PRESENT: Councillor K Dye in the Chair

Councillors B Anderson, J Bowden,
P Carlill, E Carlisle, M Foster, A Hannan,
N Harrington, A McCluskey, M Rafique,
M Shahzad, E Thomson and J Tudor

26 Appeals Against Refusal of Inspection of Documents

There were no appeals against the inspection of documents.

27 Exempt Information - Possible Exclusion of the Press and Public

The agenda contained no exempt information.

28 Late Items

No late items of business were added to the agenda.

29 Declaration of Interests

No declarations of interest were made.

30 Apologies for Absence

Apologies for absence were received from Councillor R Downes and Councillor O Newton.

31 Minutes of the Previous Meeting

The Committee noted amendments to the minutes of the meeting held 27th November 2023:

Minute 19 Open Forum – to be amended to reflect that the Chair reported on discussions held with contributors to previous meetings, particularly on the approach to consultation. With the agreement of the Committee, the Chair undertook to write to senior officers and leadership team to highlight that all public consultations are as inclusive and accessible to residents as possible.

The Chair also reported that responses had been sent to contributors to the October 2023 meeting Open Forum on the following issues:

- Hydro electricity
- Roof top Gardens
- Zero Carbon Energy Markets

Minute 22 Directors Update – the phrase ‘It was confirmed that the White Rose station did have connectivity through to the bus station’ be amended to read “*It was confirmed that the White Rose station did have connectivity through to the White Rose bus station.*”

RESOLVED – That, subject to the amendments above, the minutes of the meeting held 27th November 2023 be agreed as a correct record.

32 Matters Arising from the Minutes

The following matters arising were raised:

Minute 20 Working Groups Update - Dates had been confirmed for all working groups with Members encouraged to attend:

Biodiversity, Food and Waste – 29th January 2024,

Economy and Finance - 30th January 2024,

Community and Business Engagement – 5th February 2024,

Planning and Buildings – 6th February 2024.

Minute 22 Directors Update – With the Leeds car sharing scheme having ceased, it was noted the West Yorkshire scheme still existed. An update on the West Yorkshire scheme was usually contained within the Transport Strategy Committee Annual Report which was to be brought to a future meeting of this Committee.

Minute 24 Yorkshire and Humber Climate Commission and Leeds Climate Commission – The Committee noted that a Ward Member for Killingbeck and Seacroft will make contact with the representatives of the Yorkshire & Humber Climate Commission to seek their attendance at the next Climate Action Seacroft Community Forum.

33 Open Forum

No matters were raised under the Open Forum item.

34 Climate Emergency Advisory Committee Annual Report

The Committee considered the report of the Chief Officer (Climate, Energy and Green Spaces) presenting the annual update on the work of the Climate Emergency Advisory Committee and its working groups.

The report included the draft Annual Report to Council attached at Appendix 1 and a schedule of the Open Forum submissions considered by CEAC and the Council's response attached at Appendix 2.

Polly Cook, Chief Officer, Climate, Energy and Green Spaces, presented the report and highlighted the following information:

- The report captured the work and impact of the Committee and associated working groups and did not cover every aspect of work involving climate initiatives enacted by the Council.
- The key themes were policy development, project delivery and engagement with the public, partners and stakeholders.
- The Open Forum had been beneficial and led to practical outcomes such as research into the effects of rubber crumb and developing best practise for engagement with the public.
- The four working groups had been effective in directing policy and assisting in shaping provision and public feedback for projects such as the Community Hubs.

During discussions the Committee discussed the following:

- It was noted there was little reference to the work on lobbying and making requests to outside bodies in the report. In response, it was thought this had been reflected but further work on the report was proposed to sufficiently reflect this.
- A synopsis of lobbying and request to outside bodies was noted to be contained on page 26 at point 3.1.6, however, specific examples of this work were to be included in the report.
- To avoid confusion between this report and an additional annual report that was due for submission to the Executive Board, it was noted that, the contents of this report originated from Members of the Committee and would be useful if content of the report due for Executive Board were available. In response it was outlined that the report to Executive Board had been delayed until September 2024 in order to be linked to the Carbon Disclosure Project and a link to this report could be included for context.
- To demonstrate the success of the Council's approach, to be net zero carbon by 2030, it was noted that this was to be included in the annual report for the Executive Board and current data stated a 63% reduction in carbon since 2005.
- It was noted that the report reflected some difficulties engaging with diverse communities and options to improve this were to be explored, particularly within areas of deprivation as actively having the time, capacity and facilities to address climate impact was more regularly associated with affluence. This was to be a topic raised at a working groups chairs meeting.
- As a further method to engage with residents, including text on ongoing climate initiatives and the impacts in Leeds, was proposed for letters that were sent out regarding elections. It was noted that Council tax bills and the Leeds by example website had previously been utilised to promote certain topics, however, depending on context and priorities the intention was not to overload residents with information on multiple subjects.
- A message of thanks was extended to all Committee Members, the working groups and all contributors to the report, noting, the city was making progress but had a long way to go.

RESOLVED – That the contents of the report and the work of the Climate Emergency Advisory Committee throughout the 2022/23 and 2023/24 (to date) municipal year, along with Members comments, be noted.

(Councillor B Anderson left the meeting at the end of this item)

35 Community Climate Grants Update

The Committee considered the report of the Chief Officer (Climate, Energy and Green Spaces) which provided an update on the progress of the community climate grants fund, which is a West Yorkshire Combined Authority (WYCA) funded project providing funding of up to £50,000 for community projects that reduce carbon and have a positive impact on equalities and/or deprivation.

George Munson, Senior Project Manager, outlined the following information to Members:

- When compiling the report, the assessment process for the determination of climate grants was ongoing. The outcome for grants had been provisionally determined at the time of the meeting but as the bidders had not been notified, specifics were not reported.
- Members views on the process for engagement on seeking community climate grant applications, for the second wave, were sought.
- The community climate grant funding originated from WYCA and was to be allocated to community proposals for greener, cleaner and climate ready neighbourhoods and must target one of the four priority areas – a. *Green and climate ready nature solutions*, b. *Healthy affordable and efficient buildings*, c. *Local, clean and renewable energy* and d. *Walking, cycling and public transport*.
- Bids had to evidence how the project reduced carbon, helped tackle deprivation and inequality, and projects were to be completed by December 2024.
- £544,000 was available for community and voluntary sector organisations, with an open application process. The first wave of the application process had closed on the 3rd of November 2023.
- 29 bids had been received for the first wave, with 9 being provisionally approved, which were predominantly larger bids, totalling £285,231.
- The main reasons for non-successful bids were outlined as insufficient evidence for build costs, staffing costs and general finances, as well as weak targets to measure outcomes. It was noted the capacity for some organisations to provide all the required information raised difficulties and there were some bids that may be approved on receipt of further clarification.
- There were several fundamentally good ideas which lacked fulfilment of all required criteria.
- The forecast was that there will be around £265,000 available for the second wave of bids, with an additional £100,000 comprising a reserve pot, and a lottery bid anticipated by WYCA. The second wave and the announcement of successful bids was aimed to be completed before Purdah.
- Four options were proposed for the second round of the process, which were, 1. to run a fully open process, 2. offer bids to previous applicants only, 3. invite applications from underrepresented groups and areas only or 4. a combination of options 2 and 3.

During the discussions the following matters were considered:

- There had been one bid for a transport project, however, it had not been approved for funding.
- As there were no applications received from groups or organisations from specific Wards, with particular reference to some more deprived Wards, it was noted the second wave of bids could prioritise this.
- The requirement for an application to demonstrate a positive impact on an area of high deprivation or reduce inequality was queried as it may exclude some groups residing in more affluent Wards from the process. It was outlined the criteria had been a requirement set by WYCA.

- It was noted there was approximately a 50/50 split on the approved applications that demonstrated a positive impact on area of high deprivation versus reductions in inequality. The process had some barriers to accessibility and applicability, but no specific Ward or organisation was excluded.
- As there had been some difficulties for some organisation applying, mainly due to time and resources, it was suggested the Localities team could provide assistance with forms and requirements, given their close working relationship with third sector and voluntary organisations.
- It was clarified that the process had been simplified within the context of the set requirements from WYCA and assistance had been provided by the service. The majority of applications that were unsuccessful was due to omission of finance requirements. For the second wave, further guidance regarding the minimum standards and feedback to unsuccessfully bidders were to be provided.
- There had been some detail regarding diversity and whom the applicant organisation represented on the application form. More information on the diversity of applicants was to be provided back to Members.
- With the expiration of the funding grants noted as December 2024, option 1 for an open process was proposed for the second wave given the time constraints and the wish to apply all available funding.
- Option 1 was also noted to provide the opportunity for organisations from less represented Wards to apply, with information regarding the process and requirements available as early as possible to promote fairness.
- The benefits of option 4 were noted as, support for unsuccessful bids will allow already developed plans access to funding and then provide a good opportunity for underrepresented groups and areas to apply. Some concern regarding the scope of available information during wave one was raised.
- A proposal to mix all options was discussed, for a full open process that prioritised options 2 and 3. This was proposed to address concerns regarding the potential for funds to be left over if previous bidders were unsuccessful again whilst allowing new bids to come forward.
- In order to support previous bidders to resubmit their applications, the service could tailor guidance and create an easier bid writing process for smaller climate groups. The climate action hubs were outlined to be an appropriate venue to engage and offer this support. An offer to review bids before the submission deadline was available.
- To encourage bid submissions across all Wards, the notion of prioritising previous bidders may raise issues as it was difficult to predict or assume what will come forward for wave two. All applications should be judged on their own merits, in line with the set criteria.
- Examples of suitable projects from the four priority area options could be provided for organisations to increase the number of bid applications. In response, it was noted the four options were determined by WYCA and a short set of examples were to be devised and included in the provided guidance.
- It was confirmed that the list of applications listed as Ward percentages, detailed on page 33 at point 8 of the report, was the total number of bids received and not what is likely to be approved.

- Once the successful bids were known to Members it will better reflect what projects were to be implemented across the city and which Wards were underrepresented, allowing a more informed decision as to which options was preferred. The results from wave one were agreed to be published once all bidders had been formally contacted.
- The Committee proposed to write to all Councillors to assist in identifying groups that may engage with the process and have the capacity to submit beneficial bids for funding, including guidance and direction to support.
- The application process was proposed to be taken as an item to Community Committee meetings, which covered all 33 Wards within the Leeds district. Difficulties for this were raised due to the urgent time constraints to apply funding but all Community Committee chairs were to be sent a letter to consult with the Members, appointed community Champions and Localities Officers.
- In summary, the Committee's preferred option for the second wave of the bidding process was for an open process with support offered for previous bidders and underrepresented areas or groups. A scoring system was an option for the determination of priority bids.

RESOLVED – That the update on community climate grants and Members comments on the process for distributing additional funding made available for a second funding wave, be noted.

36 Date and Time of Next Meeting

RESOLVED – To note the date and time of the next meeting as Monday 22nd January 2024 at 10.00 am

CONSULTATIVE MEETING OF MEMBERS OF THE CLIMATE EMERGENCY ADVISORY COMMITTEE

MONDAY, 19TH FEBRUARY, 2024

PRESENT: Councillor K Dye in the Chair

Councillors B Anderson, P Carlill,
E Carlisle, M Foster, A Hannan,
N Harrington, A McCluskey, M Rafique,
M Shahzad, E Thomson and J Tudor

38 Apologies for Absence

Apologies for absence were received from Councillor Downes.

39 Declarations of Interest

Minute 42 Directors Update from the Director of Adults and Health –
Councillor Foster wished it to be recorded that he undertook outreach work for
a number of care providers.

40 Notes of the Previous Meeting

RECOMMENDED - To agree the meeting notes of the Consultative Meeting
of Members of the Climate Emergency Advisory Committee held 22nd
January 2024.

41 Open Forum

There were no Open Form items for consideration, however work was
ongoing to secure submissions for the March meeting.

42 Directors Update - Director of Adults and Health

The Director of Adults and Health, Caroline Baria, provided the Committee
with a verbal update and presentation on the work of the five service areas
covered by the Directorate.

Social Work and Social Care Services -

In-house services are reviewed and refurbished regularly, with buildings being
fitted with energy efficient adaptations including air source heat pumps, solar
photovoltaic panels to roofs and LED lighting.

The Community Equipment Service fleet includes Electric Vehicles (EVs) to
deliver equipment to service users at home, and the service recycles
equipment which is no longer needed to provide to new users.

The Telecare Service is now 100% digital and old telecare equipment is
recycled for use in Care Homes.

The Directorate seeks to reduce travel by encouraging staff to undertake
service user reviews/assessments by phone where it is appropriate to do so.
Social Work teams are based in and serve geographical patches which has
reduced the need to travel. The Service employs a rostering system to ensure
routes are efficient and walking routes are built in so that staff can travel to an
area and walk between scheduled visits.

The Directorate has reduced its footprint from 4 buildings to 2 and 13 operational teams are co-located with Leeds Community Health.

Commissioning –

The Team is working with City Development to develop new provision for adults with complex needs, to be located in Leeds, so that service users and their carers/families remain in the city and have less far to travel.

Care providers are actively encouraged to be carbon neutral and the Directorate offers training/support on measures to achieve it.

Care provision contracts include a carbon neutral requirement. The Directorate seeks a small number of providers to fulfil the contracts to operate in a specific geographical area which enables care workers to walk between appointments.

The Home Plus team receive carbon literacy training and the Green Doctors are trained energy efficient experts within that Team.

Resources -

There was increased use of e-communications and the Finance team had ceased doing home visits as the default offer for financial assessments. The billing process includes collection of email addresses and direct debit payments were encouraged.

Staff primarily worked from home since the Coronavirus pandemic and were office based for team work/meetings – this had assisted the Directorate to reduce its office space requirements.

The workforce development team introduced on-line training during the pandemic and this approach had been retained.

Providers were encouraged to do local leaflet drops in the localities where they have vacancies as this helps to encourage a local workforce who can walk to work.

Service Transformation –

The team is working on the use of digital, AI and assistive technology to support the assessment and review processes and is developing on-line tools to enable service users to self-assess.

Health Partnerships –

The team supports the Leeds Health and Wellbeing Board and looks at how to work effectively across the Integrated Care Board, NHS and Third Sector partnership.

The Team facilitates a focus on climate change adaptations and actions and ensures zero carbon is at the forefront of partners' strategies and plans.

The use of hybrid meetings for partners/organisations reduces the costs and carbon footprint and also increases efficiencies.

Climate Adaptation –

The Directorate maintains a UK Health Security Agency Adverse Weather and Health Plan which ensures preparedness for incidents of extreme heat and cold for those in receipt of care services and living in Care Homes.

The available research and advice on climate emergency is reviewed and shared with partners – and made available in one place for easy access.

The Business Continuity team work to ensure the in-house team is prepared and consider the impact of extreme weather on staff wellbeing, transport etc. The Commissioning Team also works with external providers to provide adaptation advice on their individual plans

Corporate Travel Plan

Social Work teams are based in geographical patches which reduces need for travel across the city. Staff are hybrid working with training on line, both of which bring carbon and financial benefits.

Financial assessments increasingly use digital/telephone assessments where appropriate, rather than home visits.

Staff car usage – car allowance claims have reduced by 23% since 2021/22

Public transport usage – bus use travel claims have increased by 51% since 2021/22

During discussions, the following matters were considered:

On-line self-referrals – The Committee received assurance that digital is only used when it is appropriate to do so. The family or carers are first consulted for their view on whether it is appropriate. “Talking Points” located at Hubs are also used and service users are offered the option of meeting there to discuss their needs.

Staff travel – A reduction of 23% since 2021/22 in car mileage claims and the increase in bus usage claims revealed a shift in staff travel modes. The Director undertook to report back on how the Directorate sought active travel, whether the reduction in car usage was related to the increased use of on-line assessments or greater use of bus/public transport and on the take up of the LCC lease scheme for the purchase of electric or hybrid vehicles by staff. In relation to the grey fleet (Business or staff travel) further consideration would be given on how to provide departmental data to the Committee prior to a Director providing an Update report.

Heating in Care Homes – Work was being done to include Care Homes on the LCC Building Management System – staff in the Home will still be able to manage heating on site, but the BMS would be able to identify any issues such as using too much/too little energy. The installation of thermostatic radiator valves on corridor radiators could address energy use in those areas whilst still maintaining warmth in residents personal rooms and communal rooms.

Lower Carbon foods – The Directorate did pose questions to the Independent Sector providers on whether they serve low carbon impact meals, but it was acknowledged that provision will be low cost lead. The Director agreed to review the approach and also seek to identify any Homes with a best practice approach that could be learned from and shared.

Home visits and geographical working – The Committee received assurance that if a service user requested a home visit or face to face appointment, that would be accommodated.

It was reported that Carers Leeds had expressed a preference for on-line assessments.

In terms of recruitment and retention of staff, contracted providers had welcomed the geographical team work patches. Requiring staff to have a car reduces peoples ability to apply for vacancies, and the organisations had shown better retention of staff when they have smaller geographical areas to cover.

RECOMMENDED – That the update, along with Members comments, be noted.

43 **Working Groups Update**

Biodiversity, Food and Waste on the 29th January 2024 – Councillor Anderson provided a brief overview of the discussions on the Leeds Food Strategy held at the meeting, which covered the three missions to improve health and wellbeing, eat well, all have access to affordable and nutritious food. With focus on the redistribution of food and reducing food waste, the WG considered the following actions:

- Community composting - work with FoodWise to signpost funding and the creation of an updated list of funding streams to support the initiative to share with CEAC and all 99 Members. Additionally, Members representing rural/semi-rural wards with agricultural operators were requested to consider whether they knew someone from their ward who could work with officers.
- Right to Grow - the work being done by Scrutiny at Hull City Council which the WG will review once complete.
- School composting - Members were requested to advise officers of any schools operating a school composting scheme.
- Mapping the city - to identify usable land to maximise the opportunity for residents to compost and grow their own.
- Community windfall - the WG considered whether windfall fruit can be gathered legally, as windfall could be some peoples first or only access to fruit. The WG noted that gathering windfall could potentially be an issue although the landowner would be unlikely to pursue the matter.
- Allotments and how to address the need - the WG considered that Members of the Development Plan Panel could seek to ensure that planning policy sets aside land for allotment use.

The Chair encouraged Members to provide feedback on any of the issues to officers and agreed that the outcome of the Hull Scrutiny of the Right to Grow motion would be considered at a future WG.

RECOMMENDED – To note the update and to note the dates of future WG meetings:

Finance and Economy Monday 11th March 2024 at 10.00 am

Planning and Buildings – Friday 15th March at 1.30 pm

44 **Air Quality & Climate**

The Committee received a report from the Chief Officer Climate, Energy and Green Spaces highlighting the ongoing monitored improvements in air quality

in Leeds and the key areas of work relevant to the alignment between decarbonisation and air pollution.

Andy Hickford, Senior Project Manager, Climate, Energy & Green Spaces team presented the report and highlighted the following:

- Leeds air quality is consistently improving and remains compliant with national air quality standards - historical analysis demonstrates the annual improvements in air quality and shows compliance on both NO₂ and PM 2.5. targets.
- The 2023 [Annual Status Report](#) submitted to DEFRA provides the full detail of all data collection points in the city. In Leeds, monitoring is installed where there may be cause for concern and when low levels have been recorded for a period of time, the monitoring is removed and utilised elsewhere.
- Monthly monitoring in 2023 showed that NO₂ levels remained below target last year, except at Bishopgate (the Dark Arches), which is not a residential area. Monitoring at Bishopgate paused whilst Connecting Leeds highways works were carried out, now that monitoring has resumed, the recorded levels are lower providing evidence of the benefits of the Connecting Leeds schemes. Connecting Leeds is important in terms of managing transport emissions as transport accounts for 30% of emissions. The Strategy has clear targets to increase bus use, encourage active travel choices and decrease the number of car journeys.
- There are links between air quality and the aim for net zero, but equally there are differences between 'greenhouse gasses' and air pollution and as such measures should be considered with both local air quality and global decarbonisation outcomes in mind:
 - NO₂ tends to be local pollutants – emissions are close to the source i.e. transport emissions are kerbside.
 - PM_{2.5} tends to have a greater/wider source i.e. industry, however there has broadly been a reduction in PM_{2.5} since 1990.
- Domestic pollution – This is a new area of research but there is growing concern about domestic internal pollution. In homes there is exposure to dust, dust mites and bacteria etc but heating and cooking methods also bring exposure.
 - Cooking - Some research on cooking methods has shown a stark difference between the impact of electric oven cooking and gas oven cooking - pollution doubles in homes using gas cooking. Careful consideration should be given to how this pollution is publicised.
 - Heating – The cleanest forms of heating are electric heating, heat source pumps and gas fired boiler. Solid fuel heating is the worst polluter and poses the most risk to health, again the challenge is how to publicise this information. Additionally, although wood burning can be seen as sustainable as each tree felled for fuel can be replaced with

new planting, over the long term it is not sustainable as the significant number of trees needed cannot be replenished to meet demand.

- De-carbonisation and pollution links – The issues which cause the climate emergency may not be the same as those affecting health. Consideration should be given to both the links between air quality and decarbonisation and the works needed to address them to ensure the measures to address one issue do not have a negative consequence on another issue.

During discussions, the Committee considered the following issues:

NO2 measurements - Typically air pollution levels are higher in winter and lower in summer and are impacted by different seasonal factors including weather conditions or an increase in traffic. The data showing peaks recorded at Bishopgate and International Pool locations in March were influenced by high levels of Saharan dust. With regard to any risk of displacement of issues away from Bishopgate location, the Committee heard that any highways programme of works looks at air quality and displacement issues, fundamentally schemes are designed to manage congestion locally and meet the Connecting Leeds targets which include decarbonisation targets. Measures can be conditioned on developments/works to further mitigate issues such as the installation of EV charging. Data for 2023 will be included in the 2024 Annual Status Report, but once available could be shared with the Committee.

Cooking – It was noted that some community traditions prefer gas and burning flame cooking to electric ovens. The Committee supported a suggestion to further consider this and how to communicate the health benefits of electric ovens at a future WG.

Multiple Chemical Sensitivity (MCS) – This related to people who had a strong reaction to things found in the home such as solvents, particulates etc. It was suggested that MCS could fall within the remit of the Consumer Protection agency. As indoor pollution is a relatively new area of research, little was known about the role of a Local Authority in relation to MCS.

Wood burning – In response to comments that Councillors were increasingly dealing with neighbour complaints regarding wood burning it was reported that most of Leeds was within a Smoke Controlled Area designation with an approved list of materials for burning. Concerns over materials being burned could be reported to the Environmental Health Team - the first step in taking action will be education. It was noted that the “Clean Air Night” held in January had focussed on wood burning. Additionally, work would be done to ensure the reporting contact details are accessible.

Air Quality monitoring in outer wards – In response to a comment regarding the A65, it was reported that monitoring was undertaken between the Horsforth roundabout and Guiseley. The more monitoring data collected, the better, however the cost of traditional monitoring units was at least £10k.

Partnership working with the University is reviewing the accuracy of cheaper units and comparing the results with existing monitoring units – if these are favourable, the use of cheaper units could be extended.

RECOMMENDED –

- a) To note the report outlining the ongoing work on improving air quality.
- b) To note the reference to the Annual Status Report 2023 and the forthcoming update report to Executive Board in March 2024.

45 Update on the Local Authority Pollution Control permitting of industrial polluters

Paul Spandler, Environmental Health Manager, Communities, Housing and Environment provided the Committee with details of the local authority pollution control permitting regime and its operation in Leeds. He highlighted that there is an acknowledgement that industrial sources contribute to the overall emissions of pollutants to air and these are subject to an environmental permitting regime which sets emission limits and other conditions to minimise pollution.

- The Environment Agency regulates larger sites, such as Peckfield within the Leeds boundary.
- The Local Authority, through the Environmental Health (EH) team, issues approximately 200 permits for other, including operators such as Allied Glass, brickworks and ferrous and non-ferrous foundries, as well as for any dust emitters such as crematoria and for petrol stations and dry cleaners. The cost of the permit depends on the complexity of the manufacturing process.
- Once a permit is issued, the team undertakes at least one visit per year depending on the type/size of operation and request monitoring data from the operator. If an operator does not comply with the terms of the permit, enforcement action can be taken, but liaison with an operator is the first step.
- The team also actively look for any process which may need a permit, for example a printworks may start fulfilling larger orders over a period of time which may require a permit for the resultant increased pollutants involved in the process.
- Over time there has been a move away from emission creating processes – between 2005 to 2021, greenhouse gas emissions from industrial sources in Leeds decreased 31%

During discussions with the Committee, the following matters were considered:

The planning process – The Committee heard that the EH team would be consulted as part of the planning process when relevant applications are submitted, such as for new petrol stations, and would propose mitigation measures where appropriate.

Reporting – Members were encouraged to report sites of concern, but to also access the interactive map which showed all the active regulated process sites in Leeds City Council [Prescribed Processes \(arcgis.com\)](http://arcgis.com)

Monitoring – The type of monitoring depends on the type of process. Using Allied Glass as an example, the operator is permitted to emit a certain amount of pollutants and monitoring equipment is located on a chimney stack. The operator can see when the permitted level has been exceeded and the manager has a duty to flag it to the EH team. The EH team can also request monitoring data periodically. Should there be a period of non-compliance, action would be taken. There may be a fault or system breakdown which the operator has a duty to report and could explain the data. If there was a furnace breakdown which could be rectified in a few days, then no action would be taken, however if it could not be rectified in a reasonable time then the EH team would seek to shut that furnace down.

Incentives – Energy costs for industry uses are high so operators seek to use less energy through investing in and employing modern alternatives which use less energy or create less pollution. Additionally, permitted levels of pollution are reviewed and have reduced over time which acts an impetus to reduce pollution.

RECOMMENDED – That the contacts of the report and discussions be noted.

46 Update on the EV Infrastructure Strategy

The Committee considered the report of the Chief Officer Climate, Energy and Green Spaces on the Electric Vehicle Infrastructure Strategy (EVCI). The EVCI Strategy identified the key actions and the role of the Council in facilitating and supporting the development of infrastructure required to support the transition to zero-tailpipe emission vehicles.

Andy Hickford, Senior Project Manager, Climate, Energy & Green Spaces team presented the report and highlighted the following:

- The Strategy published in 2022 acknowledged the significant carbon emissions from transport and aimed to ensure that the infrastructure and facilities were in place to encourage people to change to EV travel. A shift to walking and cycling was also required to achieve zero carbon.
- Leeds has already seen a significant transition to electric vehicle usage which will improve air quality and bring carbon savings. It should be noted that EV are not 100% emission free as there will be particulate matter caused by brake and tyre wear. 2
- 500 public charging points have been installed and 50,000 EVs have been registered in Leeds. Charging points have been installed in diverse locations across the city and increasingly, charging points are commercially led. The number of private charging points is unknown, but there are a number in schools who have successfully bid for

funding to install them and some are installed as a condition on planning permissions.

- Leeds City Council's own vehicle fleet is significantly EV, one of the levers the local authority has to encourage others to use EV is to show their benefits. LCC has piloted and demonstrated the viability of EV vans to small and medium sized business to show how they work/capacity, and whilst the initial purchase of an EV may be more expensive than a petrol/diesel vehicle, over the length of ownership it will be cheaper.
- Implementing the Strategy includes working with the Government and operators to secure funding to support installation on LCC owned land, to support residential charging and working with LCC Highways and Transportation on designs to facilitate on-street charging. Installation should consider other transport modes, accessibility and existing walking and cycling infrastructure and be mindful of other works ongoing in Connecting Leeds Strategy so that installation works do not undermine other highways work being done.
- With funding secured, the next step is engagement to seek the views of Members, Directorates and businesses on plans to roll out additional charging points.
- One of the challenges to installation is the capacity and suitability of the National Grid which will inform where points can be installed and costs. Consideration of site requirements is key, to ensure installation does not conflict with other development and to ensure the longevity of the site - is the place in a useful location, is it well used and demand led by all groups in the city (taxi & private hire, trade)

The Committee also heard about common misconceptions associated with EVs:

Life cycle emissions and the carbon debt created during the production process for vehicles and batteries – this has been presented as significant, but as the scale of production increases and as manufacturers invest in renewable energy in manufacturing, the carbon debt has dropped and remains significantly lower than that of ICE vehicles once fuel production is factored in. There *is* a carbon debt associated with EV batteries, that isn't resent in combustion engine vehicles, but this is more than offset over the whole life of the vehicle with significant air quality benefits and carbon reduction in using EV's compared to internal combustion engine (ICE) vehicles.

Range – Is a legitimate concern, but mid-range vehicles now provide 200+ miles on one charge with higher range vehicles achieving 300+ miles, so parity with ICE vehicles is being approached. Additionally, there is misconception of how much mileage we actually drive – most domestic

vehicles drive less than 10,000 miles a year, which equates to one charge per week, so EVs are feasible for most drivers.

Price – No new vehicle is cheap, including EV's but the price disparity between EV and petrol vehicles is shrinking and second hand vehicles are now a similar price, with whole life cost of EV's less than that of ICE due to lower running costs

Fire Risk – Concerns had been raised in the media about EV combustion and this had been researched particularly during consideration of the location of EV charging sites. The risk of EV combustion is significantly less (5x) than that of a petrol vehicle.

Charging behaviours – a 2023 survey of EV users showed broadly that EV users had EV chargers at home and did use public charging points – supporting the plans to roll out domestic charging and public charging points. The type of public charging was reviewed, with EV charging Hubs increasingly seen as popular which further supports the aim to implement a charging hub.

During discussions the following matters were considered:

The nature of EV battery fires – the Committee noted a comment that although EV batteries may be less likely than petrol vehicle fires, EV fires burned harder, hotter, longer and were difficult to extinguish. With that in mind, a query was raised whether the city had sufficient infrastructure and measures in place to deal with an underground EV fire, as the city had a number of apartment blocks and offices with underground parking and whether there was a role for the relevant Scrutiny Board to review the city's preparedness for such an incident. In response the Committee heard this was a complex area, studies undertaken by the Australian Department of Defence found significantly less risk, but fire from an EV did have the potential to be greater. Notably, the Fire Service had also researched the risk and did include EVs in their fleet which showed confidence in their use. In terms of EV infrastructure, no underground charge points had been installed. It was suggested that fire at a charging point would indicate an issue with maintenance and upkeep – the possibility of fire will be reduced if the equipment is well maintained and provided/installed by a reputable supplier. The appropriateness of charging points had been considered by West Yorkshire Fire and Rescue Service (WYFRS) along with whether they should be included on project Risk Registers, where it was determined that this was not required. It was felt that EV ownership by the WY Fire Service suggested WYFRS confidence in dealing with any EV fire. Noting the offer to provide further detail on this issue, the Committee agreed that the matter would be considered at a future WG meeting and a representative of WYFRS be invited to attend.

Residential Charging Points – The Committee noted comments that many Leeds streets are narrow and some residents had created makeshift charging points with cables leading from homes, across pavements to kerbside EVs. It was noted that Government guidance was due to be published, in residential

areas the challenge for Local Authorities was the risk to residents falling over cables, rather than the technicality of EV charging point installation. Therefore it was critical to identify suitable locations for charging points and hubs which are near to home, safe, secure and do not impact on the street walkway use. Members were encouraged to provide suggestions for potential charging point/hub sites within their wards to officers for consideration.

RECOMMENDED –

- a) That the contents of the report be noted as an update on progress made since the Electric Vehicle Infrastructure Strategy was approved in 2022.
- b) That the Committee re-enforce the need to support the transition of transport towards zero-emission as a key component of the councils Net Zero ambitions.

47 Date and Time of Next Meeting

RECOMMENDED - To note the date and time of the next meeting as Monday 18th March 2024 at 2.00 pm

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Report to:	Leeds City Council Climate Emergency Advisory Committee
Date:	1 st March 2024
Subject:	West Yorkshire Mass Transit
Director:	Luke Albanese, Mass Transit Director
Author:	Stacey White, Interim Head of Place and Consents - Mass Transit

1. Purpose of this report

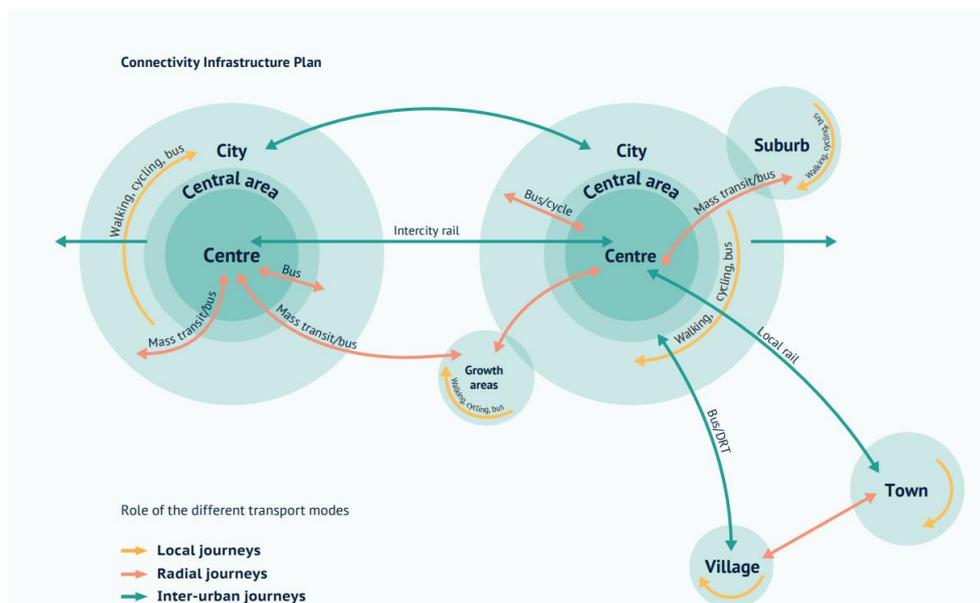
1.1 The purpose of this report is to provide an update on the West Yorkshire Mass Transit Programme.

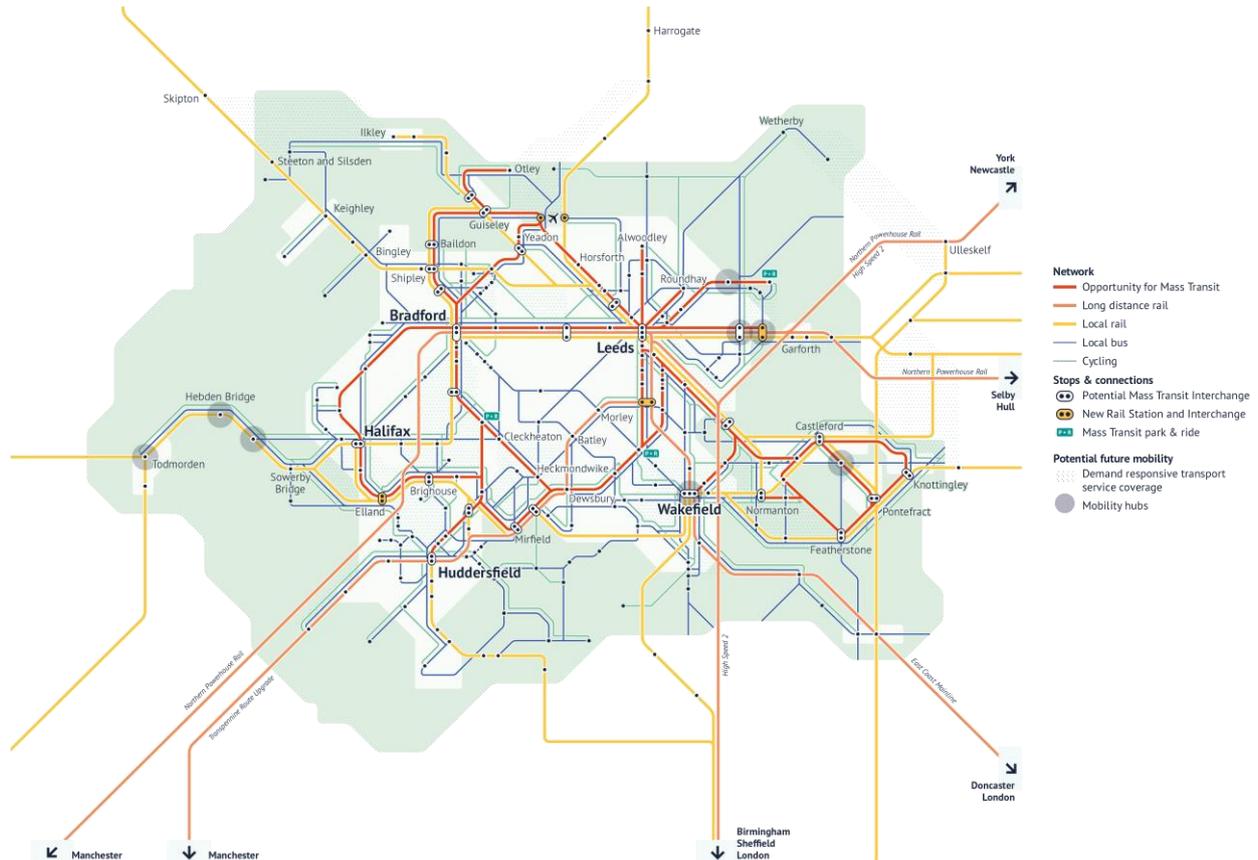
2. Information

Background

2.1 In its Mass Transit Vision 2040, West Yorkshire Combined Authority set out its bold vision to make West Yorkshire greener, more inclusive, and better connected. To achieve this, West Yorkshire needs an equally bold approach to public transport.

2.2 Mass Transit will be part of an integrated transport system that enables people to travel across West Yorkshire to carry out their daily business with ease, whether that's for work, home responsibilities education or leisure; where different parts of a journey can be made using different modes, and where transition is seamless.





2.3 The Mass Transit Vision 2040 sets out the Combined Authority’s goals and objectives for Mass Transit, how Mass Transit will contribute to the wider policy agenda, potential technologies and the case for Mass Transit across West Yorkshire.

2.4 Mass Transit will:

- 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;

2.5 The four design principles are:

- People First
- Environmental responsibility

- Better connected.
- Celebrate West Yorkshire

- 2.6 Transport emits the most carbon in West Yorkshire, with more than 90% of transport emissions coming from cars and vans. Enabling more journeys by public transport will be integral to us achieving our ambition to tackle the climate emergency and improve the quality of our air. Transport must play a crucial role in delivering net-zero by 2038.
- 2.7 In order for Mass Transit to be successful in the mission for environmental responsibility, it will need to be an attractive alternative to the private car helping to drive behaviour change; it will also need to be resilient to the changing climate in anticipation of the changes that are ahead of us; it will need to be supported by connected landscaping, biodiversity and green infrastructure that supports nature recovery; and it will, as part of an improved public transport offer, help lead to better health outcomes.

Phase 1

- 2.8 The Combined Authority has been undertaking scheme development activity including business case development and is close to the submission of a Strategic Outline Case (SOC) for the Phase 1 scheme to the Department for Transport (DfT).
- 2.9 The Phase 1 candidate corridors are:
- East Leeds (including both East Leeds Park and Ride and East Leeds to Garforth route options)
 - South Leeds to Dewsbury
 - Bradford to Leeds
 - Bradford to Dewsbury

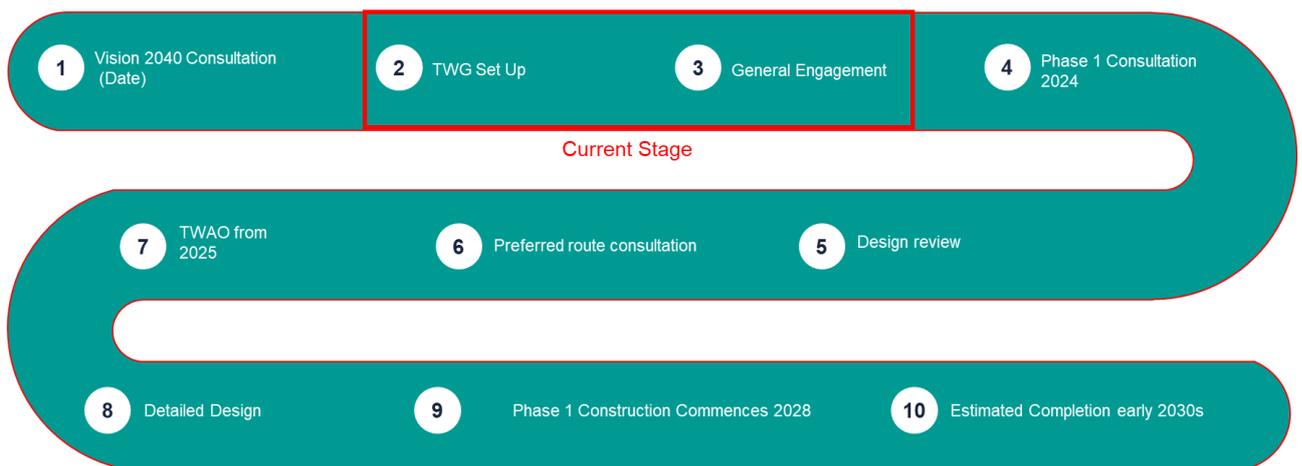
The Phase 1 scheme will be focussed on one or more of those corridors, with route options developed that will form part of a public consultation exercise in Summer 2024.

- 2.10 The submission of the SOC initiates the formal DfT assurance process, where the scheme will be appraised in line with national guidance for scheme appraisal. The outcome sought is an approval from DfT and His Majesties Treasury (HMT) that the business case at SOC level is sufficiently strong and robust and therefore that there is an agreement to progress onto the development of the Outline Business Case (OBC).
- 2.11 Following Ministerial sign-off of the SOC, the Phase 1 preferred way forward moves into OBC stage, with greater design detail, analysis and appraisal of the scheme. The OBC stage is expected to be completed in Spring 2026. After OBC it is expected that the

Phase 1 scheme will be taken through the Transport & Works Act process for the powers to construct, operate and maintain the system, and following Full Business Case approval, construction will commence (currently programmed to commence in 2028.)

- 2.12 The high-level programme below demonstrates what stage of the process the scheme development activity is at, with the future activities and milestones ahead, to meet the ambition to start construction on the Phase 1 scheme in 2028, with operation in the early 2030's.

Mass transit programme overview



- 2.13 The scale of the ambition in West Yorkshire is such, that it will take many years to deliver the future Mass Transit network. As the programme is developed, further work will be undertaken to understand the potential demand, taking account of future housing, employment and regeneration opportunities and aspirations.
- 2.14 Subject to approval by the Combined Authority in March 2024, there is a plan to proceed with public consultation on route options in June 2024 when we will be seeking public feedback on the process and routes options put forward.

3. Sustainability Strategy

- 3.1 The Combined Authority, supported by the Environment Partner for Mass Transit, is undertaking a review of the sustainability objectives for the Mass Transit system ready for the Phase 1 development, building on the Mass Transit Vision 2040 and work undertaken to date.

3.2 The Strategy will:

- Align with the requirements of Transport and Works Act Order, National and Regional legislation and policy; and UN Sustainable Development Goals.
- Support alignment with future National and Regional legislation and policy, including the Levelling up and Regeneration Bill and Environmental Outcomes Reporting.
- Provide public facing positive sustainability outcomes and commitments.
- Provide golden threads for Mass Transit, to guide the Programme through feasibility, development, delivery and into operation and support delivery of its aspirational objectives.
- Be framed around Transport, Economic, Social and Environmental outcome themes.
- Be consulted on with the public as part of the Phase 1 options consultation.

Methodology

3.3 A four-stage process is being followed to produce the Strategy:

- *Exploratory*: Desk-study review of relevant policies and background information, and review of potential future National environmental outcomes to produce long-list of potential sustainability outcomes
- *Materiality*: Stakeholder workshops to review and challenge the long-list, frame local context and align with project delivery
- *Prioritisation*: Stakeholder workshops to short-list and prioritise key sustainability outcomes (identifying where Mass Transit can provide greatest contribution towards the highest priority issues)
- *Development*: Define specific sustainability objectives and targets to a set framework, agree priority outcomes and develop public facing strategy document and supporting technical report

3.4 A second phase of work will focus on embedding sustainability outcomes and targets through the delivery processes for Mass Transit Phase 1.

3.5 A public-facing summary document (setting out priority sustainable outcome objectives) will be produced ready for public consultation/

3.6 Measurable indicators and targets for the full outcome framework to be developed in parallel to inform Phase 1 development and will be published following testing (later in 2024).

Emerging Findings

3.7 The Exploratory and Materiality phases have been completed, and the Programme is part way through the Prioritisation phase.

3.8 Twenty-eight key sustainability topics have been identified through long-listing and synthesised down to sixteen topics for prioritisation and development of outcomes which are listed in paragraph 3.9 below.

3.9 Workshops with the Combined Authority and District Partners have identified the following emerging priorities for each sustainability pillar:

- **Transport:** Connected Infrastructure and Placemaking; User Ease and Accessibility; Reliability of Public Transport; Sustainable Transport
- **Economic:** Supporting Local Development and Regeneration; Affordability; Customer Value/VfM; Regional Productivity
- **Environment:** Carbon Reduction; Air Quality; Climate Resilience and adaptation; Biodiversity and Green Infrastructure
- **Social:** Safe by Design Infrastructure; Social Value; Health and Wellbeing; Community Engagement

3.10 The full framework and emerging draft outcomes are presented in Appendix 1. The emerging priorities will be tested and agreed with the Combined Authority.

Development of the public facing strategy document

3.11 Building on the Mass Transit 2040 Vision document, the public facing strategy document will set out the priority outcomes and explain how Mass Transit can contribute to them.

3.12 It is proposed that the Sustainability Strategy forms part of the options consultation in summer 2024, to increase visibility of it with the public, to obtain feedback on the priority focus areas, and to seek input from the public and key stakeholders to inform the evidence gathering around the core areas.

3.13 The strategy document will include:

- *Overview* - why sustainability is important for Mass Transit (and how Mass Transit will contribute to sustainable transport for our Region) and the purpose of the strategy.
- *Four pillars of the strategy* – summary and introduction to themes.
- *Section for each pillar (Transport, Economic, Environment, Social)* -highlighting the priority themes and outcomes and providing narrative as to how each will be delivered.
- *Outcomes Framework* – description of wider framework and its purpose and commitment to accreditation. It is not currently proposed that the full outcomes framework will be included in the strategy, but each of the themes will be woven into the narrative under the relevant pillar.

3.14 The draft strategy document is currently in development and will be shared in due course with Committee members.

Appendix 1 – Emerging Sustainability Objectives and Outcomes
(Emerging highest priority themes shown in green)

Sustainability Pillar	Mass Transit Vision 2040	Sustainability Themes	Draft Sustainability Objectives and Outcomes
Transportation	<ul style="list-style-type: none"> • Connect West Yorkshire’s important places. • Deliver 21st Century Transport. 	User Ease and Accessibility	Provide fully accessible infrastructure for all users.
		Reliability & Capacity of Public Transport	Improve journey time reliability and frequency compared to the existing transportation networks.
			Increase public transport capacity to city, town, district and local centres.
		Sustainable Transport	Provide an attractive alternative to the private car.
			Improve connectivity to active travel infrastructure to encourage mode transfer.
		Connected Infrastructure & Placemaking	Improve connectivity between areas of housing and employment, community centres, health and leisure destinations.
Support and facilitate enhanced public realm.			
Environmental	<ul style="list-style-type: none"> • Help combat climate change, provide climate resilient infrastructure. 	Carbon Reduction & Minimisation	Integrate PAS 2080:2023 Carbon Management in Infrastructure within project delivery.
			Minimise whole life GHG emissions for the project through demonstrable design and construction decisions and interventions.
			Align Mass Transit with regional net zero ambitions.
		Air Quality	Contribute to improving local air quality through a reduction in private car use.
			Contribute to achieving the National Air Quality objectives and interim targets.
		Renewable Energy	Incorporate renewable energy generation through construction and operation.
	A Mass Transit system that is resilient to extreme weather under a future changed climate.		

		Climate Resilience & Adaptation	Provide infrastructure that is designed for comfort for users under a future changed climate.
		Biodiversity & Green Infrastructure	Enhance biodiversity and improve habitat connectivity.
			Reduce invasive non-native species.
			Improve the provision of green infrastructure within the urban environment.
		Resources and waste	Reduce material, energy and water use in construction and operation.
			Contribute to the ambition of zero avoidable, and eliminate avoidable waste to landfill
			Embed Circular Economy principles through project delivery.
		Historic Environment	Sustain and enhance the significance of heritage assets consistent with their conservation.
		Land Quality	Improve soil health and maintain vital soil functions.
		Landscape and Townscape	Positively contribute to local landscape and townscape character and distinctiveness.
			Conserve and enhance the visual aspects of place.
			Contribute to and connect with Regional landscape scale plans and strategies
		Noise and Vibration	Contribute to improving local noise and vibration from transportation through a reduction in private car use
		Water & Blue Infrastructure	Identify and implement opportunities for incorporating natural drainage solutions and flood risk reduction.
Implement sustainable urban drainage systems (SuDs) throughout Mass Transit.			
Social	• Improve health and wellbeing.	Social Value	Provide local employment, apprenticeships and training opportunities to communities.
			Support local business and small medium enterprises (SMEs).
			Promote high standards and accountability through construction.
		Equality, Diversity, Inclusion & Quality of Life	Provide fully inclusive infrastructure for all users.
			Support EDI through Mass Transit.
			Contribute to enhanced quality of life for West Yorkshire's residents and visitors.
			Contribute to the fair and equitable distribution of benefits for West Yorkshire's residents.

		Community Engagement	Community-driven engagement reflected in design that meets the needs of communities.
			Contribute to supporting local and regional behaviour change to more sustainable transport methods
			Provide STEAM education and engagement opportunities within local communities.
		Safe by Design Infrastructure	Improve road safety and reduce traffic-related incidents.
		Health & Wellbeing	Support objectives within Public Health Outcomes Framework (PHOF).
			Support improved health and wellbeing outcomes.
	Provide community wellbeing support to those affected through Compulsory Purchase Orders (CPOs).		
Economic	<ul style="list-style-type: none"> • Support levelling up and help rebalance the economy. • Support economic recovery. 	Local Development & Regeneration	Support policy-driven redevelopment and regeneration.
		Affordability	Provide an affordable Mass Transit system for all users.
		Customer Value / VFM	Provide value for money for the region and customers.
		Innovation, Research & Development	Implement innovative solutions, methods and materials in project delivery.
			Support research and development through collaboration with regional research institutes, centres and groups.
		Procurement and Supply Chain	Incorporate ethical and sustainable procurement throughout project delivery.
			Improve sustainability performance through collaboration with supply chain partners.
Regional Productivity	Reduce transport barriers which limit travel horizons and increase access to opportunities across West Yorkshire.		

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Climate Emergency Advisory Committee 2024/25 Forward Plan

Date: 18 March 2024

Report of: Chief Officer, Climate, Energy and Green Spaces

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

What is this report about?

Including how it contributes to the city's and council's ambitions

- The Climate Emergency Advisory Committee was introduced following the declaration of the Climate Emergency in March 2019. It is a cross-party advisory committee authorised to consider and make recommendations regarding climate change and sustainability
- In addition to the formal committee meetings, the Committee is currently complemented by four related working groups aligned to the key themes of the Climate Emergency – Planning, Buildings and Energy; Biodiversity and Food; Community and Business Engagement; and Finance.
- The above working group structure will be re-formatted to create monthly neutral workshops to address discussions which cover multiple themes
- This report proposes a meeting schedule for the Climate Emergency Advisory Committee for the 2024/25 municipal year.
- 2024/25 meeting dates will not be confirmed until the Council AGM in May 2024
- To ensure that all aspects of the city's climate action are considered over the course of the municipal year, it is proposed that each meeting will progress one (or more) of the key climate change mitigation and adaptation themes, identified as follows:

Climate change mitigation

- 1) Power
- 2) Buildings
- 3) Transport
- 4) Resources
- 5) Business & Industry
- 6) Nature & Greenhouse gas removal (GGR)

Climate change adaptation

- 7) Flood resilience
- 8) Heat resilience
- 9) Drought resilience
- 10) Cascading impact resilience

Recommendations

- a) To consider the proposed meeting schedule for the municipal year in Appendix 1 and provide feedback

Why is the proposal being put forward?

- 1 The attached Climate Emergency Advisory Committee Forward Plan sets out the 2024/25 meeting topics to be discussed and is important in considering all areas of work in addressing net-zero.

What impact will this proposal have?

Wards Affected:

Have ward members been consulted? Yes No

- 2 The work of the Climate Emergency Advisory Committee contributes to addressing the city's net-zero ambition.

What consultation and engagement has taken place?

- 3 The forward plan has been designed to incorporate suggestions from previous working groups and the work underway within the council and wider city that is key to achieving net-zero.

What are the resource implications?

- 4 There are no direct resource implications as a result of this report.

What are the legal implications?

- 5 There are no direct legal implications as a result of this report.

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

- 6 There are no specific risk management implications as a result of this report.

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

Inclusive Growth Health and Wellbeing Climate Emergency

- 7 The Forward Plan identifies the work that will be brought to the committee in 2024/25

Options, timescales and measuring success

a) What other options were considered?

- 8 Not applicable.

b) How will success be measured?

- 9 Not applicable.

c) What is the timetable for implementation?

10 Not applicable.

Appendices

11 Appendix 1 – CEAC 2024/25 Forward Plan

Background papers

12 None.

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Appendix 1

Climate Emergency Advisory Committee – 2024/25 Forward Plan

The below sets out the intended topics to be discussed as part of the forthcoming 2024/25 forward plan for both the main committee meetings and the workshops (previously known as the four working groups).

To note, each meeting will include:

- Up to three Open Forum slots
- Workshop update

Six of the meetings will include:

- Director's update

CEAC Main committee

- CEAC forward plan
- Update on work to reduce emissions from Corporate Travel
- Update on the implementation of the Water Management Plan for Yorkshire (Yorkshire Water)
- Update on work to implement and update the Leeds Flood Risk Management Strategy
- Update on work to introduce new planning policies that support the climate emergency response
- Annual update on the city's climate emergency response to Executive Board
- Update on nature and tree-planting initiatives in Leeds
- Update on the implementation of the Net Zero Homes Plan
- Update on the transition of businesses and industry in Leeds City Council
- Update on the transition of Leeds' Anchor Networks
- Update on Climate Action Leeds' city and community engagement work
- Update on the work of the Leeds, Yorkshire & Humber Climate Commissions
- An overview of the current and future risks of overheating in Leeds' buildings and public spaces
- Update on the implementation of the Leeds Future Talent plan's work to support green jobs and skills
- Update on work to reduce emissions from travel (non-corporate) in Leeds
- Update on the development of the West Yorkshire Mass Transit Scheme
- Update on the development of the Local Area Energy Plan and renewable generation in Leeds
- Update on the development of the Local Area Energy Plan and renewable generation in Leeds
- Update on the implementation of the Leeds Waste Strategy
- Update on the Leeds Food Strategy
- Annual report of the Climate Emergency Advisory Committee to Council
- Review of city's feedback from Carbon Disclosure Project

- Discussion of draft forward plan for 2025/26 municipal year

Workshops (previously referred to as Working Groups)

- Lessons learned from 'social prescribing' pilot to promote active travel
- Exploring how people travel in Leeds: reviewing the data on modal shift
- Update on work to implement and update the Leeds Flood Risk Management Strategy
- Update on work to introduce new planning policies that support the climate emergency response
- Improving engagement on climate action with underrepresented communities
- Carbon credits: review of peer city approaches to residual emissions
- Update on a sustainability audit tool for Public Health
- Engaging the public on climate change: insights from Britain Talks Climate