



Report of Director of Resources and Housing

Report to Executive Board

Date: 10th February 2021

Subject: Annual Report on the Climate Emergency

Are specific electoral wards affected? If yes, name(s) of ward(s):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has consultation been carried out?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will the decision be open for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, access to information procedure rule number: Appendix number:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Summary

1. Main issues

- 2021 is a key year in the fight against the climate emergency.
- The pandemic has had complex effects on emissions but with an estimated overall reduction of 13% from 2019 to 2020. It has significantly reduced emissions from the private car as traffic levels across the city drop by up to 40%. The impact of the covid-19 pandemic has also reduced the use of public transport and we have seen greater prioritisation of walking and cycling. Schemes such as the district heating and transport schemes have been able to progress more quickly due to the reduced traffic levels but others have been slowed down due to the impact on staffing level and/or the ability to complete works within private residences.
- As we start to emerge from the pandemic, we must focus on consolidating the trends that have supported this rapid reduction in emissions such as increased home working and buying more locally, and we must look to rebuild the economy with a focus on long term sustainability.
- At a council level, the pandemic has had a number of impacts that will support our ambition to reduce our emissions by 50% by 2025:
 - grey fleet mileage has been reduced by 46%, with some services adopting new ways of working on a permanent basis;
 - it has accelerated our estate rationalisation programme due to the high level of people that are working from home;

- we have secured funding to support the retrofit of some of our buildings through the public sector decarbonisation fund that forms part of the government's green recovery package.
- In November, the UK will host the United Nations Global Climate Summit COP 26 in Glasgow and the spotlight will be on the progress that the UK has made.
- On 9 December 2020 the UK Climate Change Committee released its Sixth Carbon Budget report, including a specific local authority report. This reflects that there is a disconnect between the differing tiers of Government and the ability to act on climate change in seeking to achieve net zero. Government policy at a national level does not always connect to the plans, powers and ambitions otherwise sitting at a Combined Authority, Local Authority or indeed Town and Parish level.
- At the end of 2020 we saw a number of key policy changes such as the ban on the sale of new diesel and petrol cars and vans by 2030 and we also saw the government increasing its targeted reduction by 2030 from 57% to 68%. Although all of these announcements are encouraging, they still do not reflect the required urgency and the speed of change that is needed to restrict climate change to 1.5°C. Therefore there is a key role for the council to continue to engage its citizens on this agenda and to work with government to bring about the policy changes that are required.
- The updated roadmap produced by the Leeds Climate Commission demonstrates the rate at which the various measures such as heat pumps, solar panels etc. need to be installed to meet the emissions reductions pathway.
- Funding continues to be a key barrier to the pace of change that is required. By the end of 2020 the council had secured more than £15 million of grant to support additional energy efficiency work across both the domestic and public estate sectors, with the outcomes of a number of other funding bids still awaited. Although this funding is testament to the focus and the resource that the council has continued to place on the climate emergency, it is still only a tiny fraction of what will be required across the city.
- The city has also been successful in securing 60,000 Euros to develop an investment portfolio, which will provide the foundations to start to attract more of the private funding required to move at pace.
- The Climate Emergency Advisory Committee has also played a key role in 2020, helping to provide a place for the voice of our residents, young people and businesses to be heard. It has also ensured that a large number of councillors have had the benefit of hearing from external speakers on a number of climate related topics, helping to improve the understanding of our decision makers.
- Building on the success of the Leeds Climate Commission (a model that has already been replicated in many cities across the country), the creation of the new Yorkshire and Humber Climate Commission was recently announced, with a formal launch in March 2021. Leaders from councils, businesses, utilities, unions and environmental groups from across Yorkshire and Humber are coming together to tackle the climate crisis head on through an ambitious new partnership. It will be the biggest regional commission of its kind and will provide the region with a united voice to call for the changes and support required at a national level. A key focus of the commission will be ensuring that the transition to a net zero economy is a just transition and to ensure that green jobs and skills are developed across the region.

2. Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

- The climate emergency is one of the three key priorities of the council, alongside inclusive growth and health and wellbeing. Much of the work described in this report supports not just the climate emergency agenda but also the other two key priorities by bringing people out of fuel poverty, encouraging exercise through active transport and tree planting, supporting inward investment in green technologies and helping to develop green jobs

3. Resource Implications

- Despite the significant impacts of covid-19 the council has continued to prioritise the climate emergency, dedicating resource to maximise the money secured through the different recovery schemes proposed by government.
- The council has already secured over £15.5 million of funding through the government's green recovery schemes for completing energy efficiency works in both the domestic sector and public sector estate as well through the Heat Network Investment Programme. This will complement the £24 million that had already been secured from European funding and will improve over 5,000 domestic properties as well as all of our city centre estate and will support the extension of our district heating network.
- As funding is a key challenge, securing 60,000 Euros to develop an investment portfolio for the city provides a fantastic opportunity to identify practical ways to secure the required investment. Coupled with our on-going engagement in national groups to explore how appropriate levels of funding can be secured, this is fundamental to meeting the challenging targets.

Recommendations

- a) Note the intention to report on the council's scope 3 emissions in the next annual report, in line with the climate commission's proposed approach for the city
- b) Note the intention to bring a domestic energy strategy to executive board in summer 2021

1. Purpose of this report

- 1.1 This report provides an update on progress towards reducing emissions at both a national and local level, setting out key actions that have been undertaken. It will also reflect on the impact of the pandemic on both emissions and how the road to recovery can be founded in the green economy.

2. Background information

- 2.1 A carbon footprint measures the impact of activities on global warming through their greenhouse gas emissions. Where organisations are concerned, greenhouse gas emissions are categorised into three different groups or 'scopes' and are usually referred to as 'direct' or 'indirect' emissions. Scope 1 emissions cover the direct emissions from an organisation's owned sources that can be controlled by that organisation, for example company vehicles and heating sources. Scope 2

emissions are the indirect emissions from the energy that is purchased and used by an organisation. This includes the emissions created in energy production and how the energy is subsequently used by an organisation. Examples of scope 2 emissions include the electricity used to power office appliances. Scope 3 emissions include all the indirect emissions that occur within an organisation's supply chain and are outside an organisation's direct control.

- 2.2 In January 2020 a climate emergency update paper was brought to Executive board that made a number of commitments at a council level. The table below shows that council intends to halve its scope 1 and 2 emissions by 2025.

	Tonnes CO₂e 2018	Tonnes CO₂e 2025
Streetlighting	13,821	0
Buildings (gas)	28,618	20,600
Buildings (electricity)	18,107	1,405
Fleet	10,274	9,000
Total	70,820	31,005

- 2.3 This will be delivered by a commitment to move towards low emissions vehicles, removing payments for staff using diesel or petrol cars post 2025 and a transition towards 100% green electricity.
- 2.4 The global covid-19 pandemic has shocked social and economic systems around the world. The first lockdown brought Britain to a near standstill, with road travel plummeting by as much as 73%, to levels not seen since 1955. However, carbon dioxide levels in the atmosphere have risen strongly to a new peak this year, despite the impact of the global effects of the coronavirus crisis. The sudden fall in greenhouse gas emissions and air pollutants recorded during covid-19 lockdowns will only have a negligible impact on global temperature change. Researchers forecast that, even with some lockdown measures staying in place to the end of 2021, global temperatures will only be around 0.01°C lower than expected by 2030. However, the international study, led by the University of Leeds, also found that economic recovery plans with strong green stimuli and climate policies could prevent more than half of the additional warming expected by 2050. This would provide a good chance of global temperatures staying below the Paris Agreement's aspirational 1.5°C target, according to the researchers, avoiding 0.3°C of extra warming and the associated severe impacts and risks.
- 2.5 The past decade was the hottest ever recorded globally, with 2019 either the second or third warmest year on record, as the climate crisis accelerated temperatures upwards worldwide, scientists have confirmed. Every decade since 1980 has been warmer than the preceding decade, with the period between 2010 and 2019 the hottest yet since worldwide temperature records began in the 19th century. The increase in average global temperature is rapidly gathering pace, with the last decade up to 0.39°C warmer than the long-term average, compared with a 0.07°C average increase per decade stretching back to 1880. The past seven years, 2014 to 2020, have been the warmest since global records began, a period

that has included enormous heatwaves in the US, Europe and India, abnormally hot temperatures in the Arctic, and deadly wildfires from Australia to California to Greece. 2019 was either the second hottest year ever recorded, according to Nasa and the National Oceanic and Atmospheric Administration, or the third hottest year, as recorded by the UK Met Office. Overall, the world has heated up by about 1°C on average since the pre-industrial era.

- 2.6 The UK set four high temperature records in 2019 as climate change continued to have a clear impact on the country's weather, according to the Met Office. Its sixth State of the UK Climate report outlines how an all-time record of 38.7° C was set last July, along with a winter high of 21.2°C in February, and temperatures of 18.7°C and 13.9°C in December and February respectively. No national low-temperature records were set during 2019, which the Met Office said was the twelfth warmest year since 1884, and one of the least snowy. Most of the UK received above average rainfall.
- 2.7 Nevertheless, the trend of falling UK greenhouse gas emissions has continued with a drop of 2.1% in 2018 compared with the previous year, according to the latest statistics published by BEIS, and greenhouse gas emissions in 2018 are estimated to be 43.1% lower than they were in 1990.
- 2.8 Parliament arranged the UK's first ever Citizens' Climate Assembly during 2020. The assembly was made up of 108 people from diverse backgrounds, who took part in meetings to discuss reducing greenhouse gas emissions. A final report of the assembly said recovering from covid-19 should be used as an opportunity to achieve net zero carbon emissions and pursue different lifestyles to help tackle the climate crisis, including a frequent flyers tax and a reduction in meat and dairy consumption. A large majority, 79% of the assembly, either strongly agreed or agreed that economic recovery after the pandemic must be designed to help drive the country to its 2050 net zero target, which was enshrined in legislation last year.
- 2.9 The UK will be hosting the delayed United Nations global climate summit COP 26 (Convention of the Parties) in Glasgow (between 1 and 12 November 2021). Leeds is working with other UK Core Cities to demonstrate local authority action on climate change. This has included Leeds' endorsement of the Net Zero Local Leadership pledge through our participation in the UK100 network. The pledge commits the Council to bring the organisation's emissions to Net Zero by 2030 (as set out in the January 2020 Executive Board report) and to work with our residents and businesses to bring our wider communities' emissions in line with net zero as soon as possible (and by 2045 at the latest). Similarly Leeds has also endorsed the European Covenant of Mayors pledge to reduce greenhouse gas emissions by 85% by 2030 and reach net zero emissions by 2050, although it is hoped that Leeds will achieve this target by a much earlier date (our local ambition set out in the January 2020 Executive Board report is for the city to be net-zero by 2030). The pledge was signed by a total of 27 European cities including Barcelona, Prague and Stockholm.
- 2.10 2020 has also seen a flurry of national policy announcements:
 - The Chancellor set out how the government intends to deliver £100bn capital expenditure in roads, rail, housing, schools and hospitals, underpinned by a new infrastructure strategy and bank. The infrastructure investment is underpinned by

a new National Infrastructure Strategy, which centres around three goals: economic recovery, the levelling up agenda, and meeting the UK's net zero emissions target by 2050.

- The Prime Minister announced a 10-point plan for a Green Industrial Revolution and also set out a proposed new carbon target. This proposes a reduction of 68% in annual carbon emissions by 2030, compared with 1990 levels, a significant increase on the current target of about 57% reductions.
- Increased national ambition was reinforced by the recent publication of the Energy White Paper setting the direction of travel for energy policy as the sector decarbonises over the next three decades. The paper proposes a number of initiatives including:
 - A refreshed greenhouse gas emissions trading scheme for large emitters to replace the current system once the UK leaves the European Union;
 - Further development of nuclear power, and long term ambitions for nuclear fusion;
 - Decarbonisation of the power sector with a significant expansion of offshore wind capacity and the gradual phase out of coal generation by October 2024;
 - £1bn investment in carbon capture and storage at four industrial clusters by 2030;
 - Significant investment in hydrogen production;
 - BEIS says all newly-installed heating systems should be low-carbon by the mid-2030s. Gas supplies to homes would either be converted to hydrogen, where available, or domestic heating would have to move to heat pumps instead. A consultation will open on ending gas connections to new homes from 2025.
 - £1.3bn investment in electric vehicle charging as sales of fossil fuelled cars and vans are ended by 2030;
 - Extension of the Warm Homes Discount Scheme and Green Homes Grant (announced earlier during the summer economic update).

2.11 The Heat and Buildings Strategy, Hydrogen Strategy, Industrial Decarbonisation Strategy and Transport Decarbonisation Plan are all due next year, culminating in the Net Zero Hydrogen Strategy ahead of COP26.

2.12 On 9 December 2020 the UK Climate Change Committee released its Sixth Carbon Budget report, including a specific local authority report. This reflects that there is a disconnection between the differing tiers of Government and the ability to act on climate change in seeking to achieve net zero. Government policy at a national level does not always connect to the plans, powers and ambitions otherwise sitting at a Combined Authority, Local Authority or indeed Town and Parish level. It notes that

this is not fully the case in Scotland and Wales, where arguably there is much greater integration in climate change aims and ambitions.

- 2.13 The report identifies how local authorities can support the implementation of the Sixth Carbon Budget through influencing matters at a local level relating to buildings, transport, waste, electricity, land use, forestry and agriculture. Leeds' activities in these area were summarised in the January 2020 Executive Board report.
- 2.14 The Climate Change Committee report recommends that in order to enable local authorities to effectively deliver climate action in the UK, the Government will need to develop clear policy, including guidance on the role of local authorities in delivering Net Zero, and empower local authorities with appropriate levels of funding and support.

3. Main issues

3.1 Council's emissions - Data

- 3.1.1 The table below shows the council's carbon reductions from 2018 to 2019 across its scope 1 and 2 emissions.

	Tonnes CO₂e 2018	Tonnes CO₂e 2019	Improvement 2018 to 2019	2025 Target Tonnes CO₂e
Street lighting	13,821	12,258	-11%	0
Buildings (gas)	28,618	26,087	-9%	20,600
Buildings (electricity)	18,107	16,730	-8%	1,405
Fleet	10,274	10,324	0%	9,000
Total	70,820	65,399	-8%	31,005

- 3.1.2 To date we have primarily focused on reporting scope 1 and 2 emissions as there has been limited precedents available for reporting on scope 3 emissions. However, the climate commission has committed to providing a first estimate of the city's scope 3 emissions in the summer (Scope 3 emissions include the goods and services purchased by an organisation, investments, employee and business travel, transportation, and waste disposal) and as a council we will also endeavour to quantify our scope 3 emissions.
- 3.1.3 For some organisations, scope 3 emissions often represent the largest proportion of total emissions and it is therefore important that these emissions are identified and reported in carbon neutrality targets. In most cases, it has been reported that scope 3 accounts for 80% of an organisation's emissions and – for some organisations – can account for as much as 97% of total emissions.

Corporate Estate

- 3.1.4 The council has continued to work to reduce carbon emissions from its estate.

- 3.1.5 The scheme to transfer the city's street lighting to LEDs has continued to be rolled out, with over 25,000 lights now converted to LED, resulting in a 3.9 million kWh reduction in electricity consumption and a saving of 909 tonnes CO₂ each year. Moving forward, a further 1,900 lanterns per month will be replaced up until the planned completion of the roll-out in October 2023.
- 3.1.6 An interest free Government loan (via Salix Finance Ltd) was secured earlier in the year to the value of £241k to install LED lighting in the Woodhouse Lane car park, along with movement and lumen sensors. The purpose of the scheme was to reduce energy consumption both when the car park was being used and out-of-hours.
- 3.1.7 Leeds Building Services (LBS) were commissioned to undertake this work and completed the scheme in December 2020. Although data is not yet available to demonstrate the full impacts of the scheme, substantial reductions have already been observed, and energy consumption is expected to reduce by at least 50%, which would equate to a reduction of over 280,000 kWh and 65 tonnes CO_{2e} per annum.
- 3.1.8 In addition to this, the Department of Business, Energy & Industrial Strategy (BEIS) opened the £1 billion Public Sector Decarbonisation Scheme (PSDS) in autumn 2020, offering grant funding to support the decarbonisation of heat in non-domestic public sector buildings.
- 3.1.9 In anticipation of this opportunity, the Sustainable Energy & Air Quality team, LBS, Corporate Property Management and a range of other internal and external partners have been working together this year to carry out technical feasibility assessments and identify a range of viable schemes to submit to BEIS. A total of five bids to the grant scheme between October and December 2020.
- 3.1.10 The combined value of the proposals is £25.2m, with bids including the installation of air source heat pumps, connections to district heating network, solar PV, building energy management systems, LED lighting, double glazing, variable speed drives, metering and radiator upgrades.
- 3.1.11 A total of 43 sites are covered, including 9 leisure centres, 4 civic buildings, 12 primary schools and a further mix of offices, depots, children's centres and homes for older people
- 3.1.12 Timescales for delivery associated with the grant scheme are challenging. All works for which funding is received must be completed by the end of September 2021. If successful, the schemes would enable an estimated 3,145 tonnes CO_{2e} to be saved per year upon completion and would support the local green economy, safeguarding or creating an estimated 280 jobs.
- 3.1.13 Although the focus this year has been to maximise this new potential opportunity to secure PSDS grant funding, the existing Salix finance scheme will continue to be explored as a means of funding the further expansion of renewable generation and energy efficiency measures across the Council's buildings and schools.
- 3.1.14 Asset Management have continued to lead the programme of rationalisation of the council's estate, with the changes in ways of working resulting from covid-19

restrictions highlighting the scope for rationalisation of office space in particular, as well as exploring opportunities across the wider estate. 65 buildings remain closed and their future is being reconsidered. Properties no longer required for operational purposes will be sold via the Capital Receipt programme. A separate report elsewhere on this agenda provides an update on the Capital Receipt Programme.

- 3.1.15 The council also approved a target in January 2020 to move to 100% electricity provided from green sources through entering into a power purchase agreement, but with the ambition to continually move to more locally produced renewables over the next ten years. In light of the opportunity presented by the Public Sector Decarbonisation Scheme to accelerate the roll-out of renewable generation capacity across the council's own estate, the emphasis this year has been more on the latter part of this target. However, the council is still actively seeking opportunities to enter into a corporate agreement that will see all of its electricity demand met from renewable sources, but that will provide sufficient flexibility to accommodate the rapidly changing profile of its future energy requirements.
- 3.1.16 These measures combined will deliver substantial progress towards the commitment made in January 2020 to a rationalisation and energy efficiency programme which will reduce emissions from council buildings by a further 40% by 2025.

Fleet and Grey Fleet

- 3.1.17 The Corporate Fleet will benefit from the Electric Vehicle Trial Centre, with the trial fleet being absorbed into the corporate fleet at the end of the Trial Centre programme. The trial centre has a fleet of 45 vehicles currently, with the additional 18 larger vans providing 63 further electric vehicles (EV) to complement the existing fleet of 300 zero emission vehicles. The development of the charging infrastructure for fleet is ongoing with the roll out of new charge facilities at depot sites and officers' homes. This includes a significant charge hub installation at the Seacroft Ring Road site that will support the growing EV fleet used by Leeds Building Services. The fleet replacement programme is being developed with the internal target of all vehicles using alternative fuel where possible and to align with the city target of Carbon Neutrality by 2030.
- 3.1.18 Work has continued to promote sustainable alternatives to council staff for business related travel ('grey mileage') in support of the aim to remove payment of expenses for travel in staff petrol and diesel cars by 2025. However, covid-19 restrictions have unsurprisingly had a huge impact in reducing levels of staff business mileage this year, with expense claims for 2020 at 54% of the mileage claimed for 2019.
- 3.1.19 During covid-19 over 8000 staff worked from home. A survey carried out in June 2020 showed that there was significant support from staff to keep working from home the future.

52% of staff expressed a desire to remain working remotely for most or all of the time, and over 80% wishing to work from home for more than half of their week.

- In terms of the future office environment, **the tasks that staff would prioritise if they had limited time in the office in future** were: team meetings, collaboration with colleagues, training and development and personal social interaction.

- 3.1.20 Clearly, the promotion and expansion of sustainable travel alternatives for staff have also been impacted by covid-19 given the implications for use of public transport and initiatives such as car-sharing. However, the 'cycle to work' scheme has now been extended to allow the purchase of bikes (including e bikes) up to a value of £3,000, and also repayments over 24 months in order to make the scheme more affordable. Since May 2020, over 300 bikes have been purchased through the scheme, more than for any of the last five years. The 'Car Club' pool car scheme has been adapted to ensure provision of covid secure vehicles, and is due to be re-procured by WYCA in 2021.
- 3.1.21 Although the availability of sustainable travel alternatives and a review of the expenses policy will remain central to achieving the council's aim to reduce grey mileage, consolidating new and more efficient ways of working that have emerged during this year will be of equal importance, and all services have been challenged to identify and realise these opportunities.
- 3.1.22 Housing Leeds represents an example of a major front-line service area which has seen substantial reductions in grey mileage since April. Housing have had to adapt the way in which services are provided in response to covid measures, but are now looking to maintain these new ways of working in order to secure efficiencies and reduce carbon emissions:

"When the lockdown happened in March, Housing Leeds adjusted service offers across all service areas, to managing almost all of its customer contact remotely, by telephone and digitally. A number of activities which have always traditionally been completed face-to-face, including housing needs assessments, annual home visits of Council tenants and tenant and community meetings are now being carried out differently – by phone, text, email or video communications.

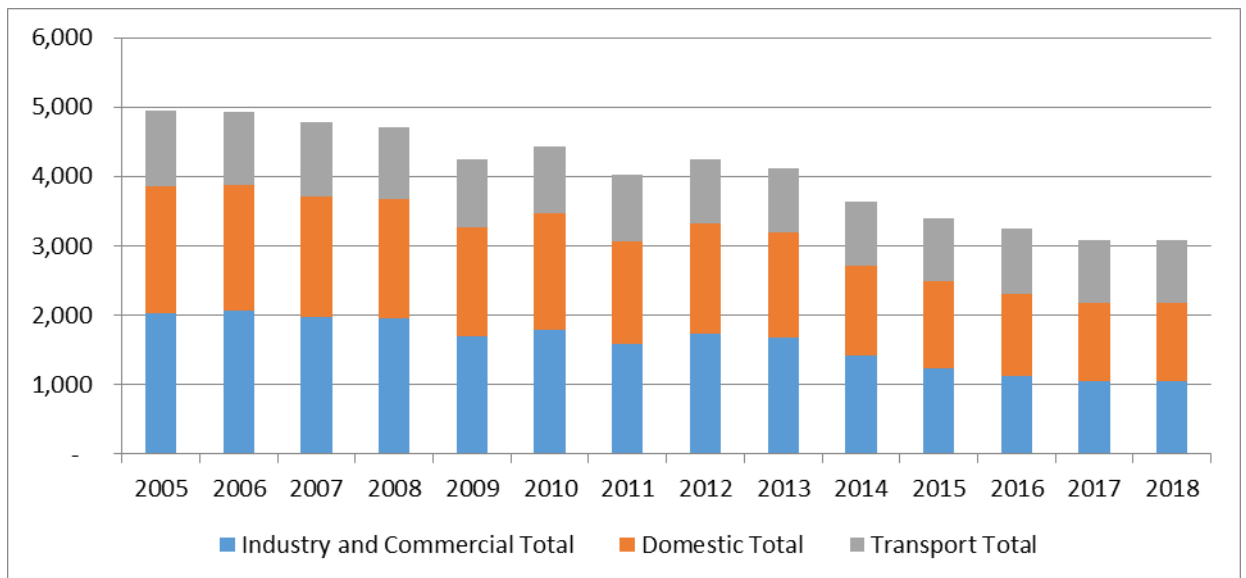
"Housing is trialling some software to support this approach, including a remote video tool allowing an officer to view inside a tenant's home via their smartphone in order to diagnose a repair issue and offer self-help guidance if appropriate, and also some engagement software to continue to seek tenant views on service delivery.

"Lessons learnt from lockdown and these pilots will be used to develop Housing's longer term service offers with a focus on delivering services in the most efficient and effective way. This is likely to incorporate a mixture of digital and telephone engagement, alongside direct face-to-face customer contact where this remains the most effective way of providing services. A key driver for developing Housing's service offers is to progress more efficient ways of working, but also to support achievement of the Council's carbon reduction targets."

3.2 City's Emissions

3.3 Data

- 3.3.1 The graph below shows the reduction in emissions at a city level since 2005 until 2018. This data is collated by BEIS. The values exclude emissions from large industrial sites, railways, motorways and land use.



3.3.2 The breakdown of this data against sub categories is detailed below:

	Mega (i.e. million) tonnes CO2
Industry and Commercial	1.052
Domestic	1.118
Transport	9.18
Total	3.088

3.3.3 Similar to the council’s own emissions, the focus to date has been on scope 1 and 2 emissions but as detailed above the Climate Commission has agreed to provide an estimate of the city’s scope 3 emissions in summer 2021.

3.4 Transport

3.4.1 During lockdown traffic levels in the city reduced by over 40% with a corresponding reduction in emissions. With the reduced traffic levels planned improvements in the city for walking, cycling and bus priority have been fast tracked and additional trial measures brought forward with Emergency Active Travel Funding. Over £200m of transport infrastructure works are being delivered across the city including Regent Street Bridge replacement, 2 Park & Ride site expansions and a new site at Stourton, major changes to pedestrian and bus facilities the city centre on the Headrow, Park Row and Infirmary Street, bus lanes on the A647 and A639 and 100km of segregated cycle lanes across the city.

Transport Strategy

3.4.2 In December 2020 the draft Connecting Leeds Transport Strategy was presented to Executive Board with the intention of starting public consultation in early 2021. The report can be found [here](#). A few key extracts relating to the climate emergency can be found at 3.26 and 3.27 of the report.

3.4.3 The overarching Connecting Leeds vision is for “Leeds to be a city where you don’t need a car”. Achieving this vision of moving our transport system away from

personal car ownership, towards more efficient, low carbon, shared, active and public transport based system will:

- Allow individuals to choose the most suitable transport option for each journey.
- Dramatically reduce the number of vehicles needed.
- This efficiency will translate into reduced cost of travel for all.
- Reduce congestion by making more efficient use of the road space available.
- Reduce carbon emissions and improve air quality.
- Allow more efficient use of land, with less space needed for parking.

3.4.4 Tackling Climate Change and meeting our City pledge for carbon neutrality by 2030 is one of the greatest challenges we face. The way we manage transport over the next decade has important implications for our streets, public places, our future growth as a city and future generations in terms of addressing the climate emergency. Motorised traffic makes a significant contribution to environmental challenges we face as a city To begin to resolve these problems, Leeds must become a city where walking, cycling and green public transport become the most appealing and practical choices for many more journeys. Every journey matters and our aim is to change the transport mix and reduce the number of car journeys. Therefore we need to:

- Reduce the need for travel and the number of car journeys
- Shift people from cars to public transport and active travel
- Improve the efficiency of the transport network through public transport investment to make best use of our road space and tackle congestion

Electric Vehicles - National

3.4.5 The office for low emission vehicles (OLEV) has rebranded as the Office for Zero Emission Vehicles (OZEV) to reflect the changing priorities of government to focus on increasing zero emission vehicle uptake rather than ultra-low emission vehicles. Their stated focus remains on plug-in vehicles and supporting infrastructure at the present time. This change reflects the government's target to end the sale of conventional engine vehicles by 2030, therefore creating the need to ramp up support at a national level for uptake of plug in or hydrogen vehicles. The launch of green number plates is a further measure designed to raise awareness of zero-emission vehicles (ZEVs) as well as provide a way for ZEV owners to access Zero Carbon zones, or benefit from local schemes that support zero carbon vehicles. Green plates can be retrofitted to any vehicles that has zero-carbon emissions at the tailpipe.

Electric Vehicle Trial Centre

3.4.6 Leeds City Council's Electric Vehicle Trial Centre continues to support the uptake of ZEV's across businesses, the public sector and third sector organisations with all vehicles out on trials and with a fully booked forward plan for trials. The Trial Centre is also now licensed as an operator for private hire, with its fleet of Nissan Leaf cars licensed for use as private hire vehicles. This means that we can now also support private hire driver trials of ZEV's, which can be used as licensed vehicles. The first drivers will commence the trial process in January 2021.

- 3.4.7 As well as supporting organisations trialling electric vans and cars, it has also been providing e-bikes for trial and will be supporting trials of E-Cargo bikes in January 2021. Additionally the Centre will be adding 18 larger capacity vans that boast 75kW batteries – providing greater range through a Highways England funded procurement, with these newly available vehicles expected to be available for trials from May 2021. These will greatly increase the opportunities for businesses to switch to EV as the additional payload capacity and range makes the vehicles suitable for duties that the smaller existing vans may not be able to deliver.
- 3.4.8 Feedback to the Trial Centre has been overwhelmingly positive, the van scheme has had 100% satisfaction feedback from completed trials, with 75% reporting that the scheme had positively changed their opinion towards EV's and 67% stating they are already looking to purchase or lease their own EV following the scheme. This feedback has been similarly reflected in the E-Bike scheme.

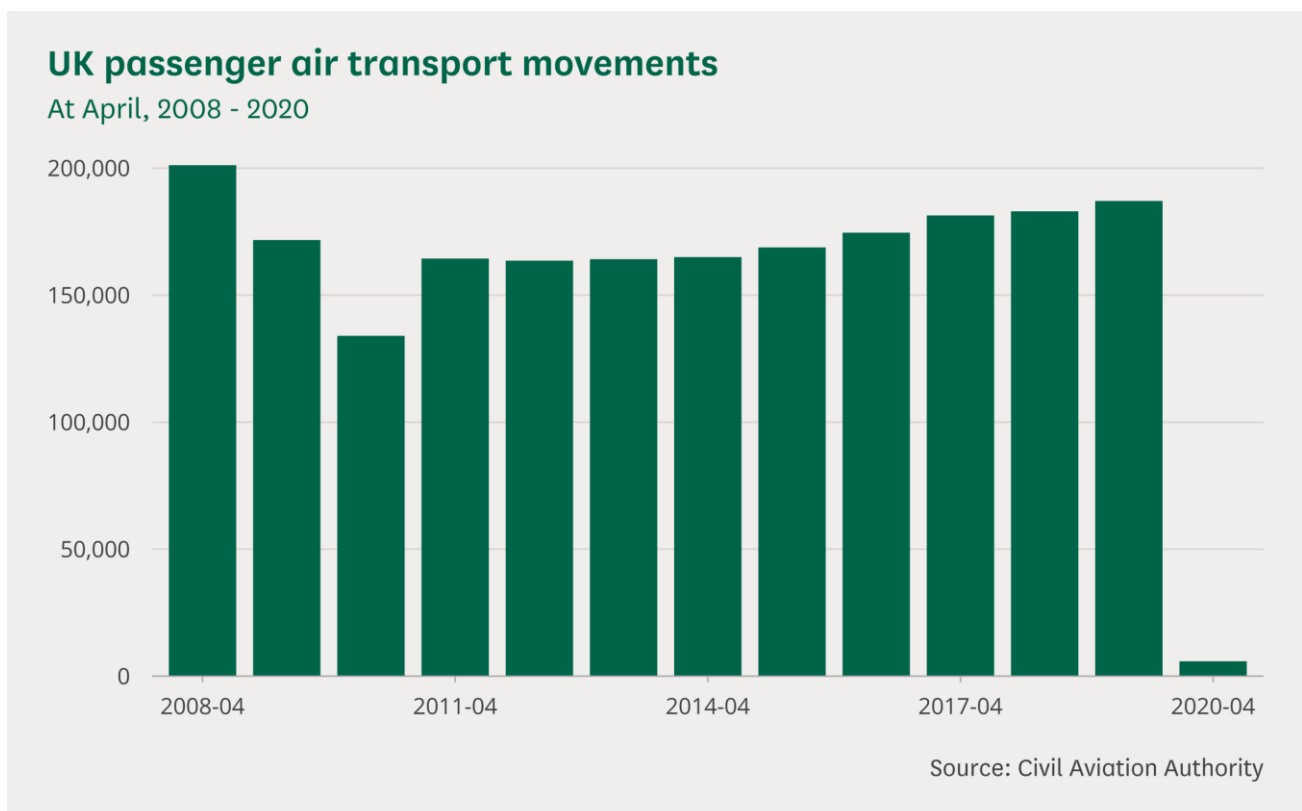
Electric Vehicle Charging Network

- 3.4.9 The council is continuing to work to support the expansion of the charge network across the city and beyond. Working on a regional project with WYCA and Engie there have been 17 dual bay rapid chargers now installed in Leeds. These provide both 50kW DC Rapid or 22kW AC fast charging and service two bays, one for public use and one for taxi & private hire use. A minimum of 30 units will be installed by spring 2021, with this network remaining free to use until 29th October 2021. There have been over 26,000 charging sessions; an average of 7 events per day at each site, delivered across this network in Leeds alone (to 14th Dec 2020) providing 360,000 kWh of power to EV drivers. This equates to approximately 2.5million miles of zero-emission driving supported by this network.
- 3.4.10 Leeds has also successfully applied for funding from OZEV's On-street Residential Charging Scheme (ORCS) that enable local authorities to apply for up to £100k towards charge infrastructure in residential locations. The £97,500 award made to Leeds will support the delivery of charge points in residential areas in Leeds based on a community hub approach at off-street locations supporting areas characterised as lacking in off-street parking. The scheme is aiming to deliver of 15 dual 7kW or 22kW fast chargers (subject to site power capacity), with a contract being agreed with a charge point operator to supply, install, manage and maintain the network.
- 3.4.11 The development of the Stourton Park and Ride facility also includes significant provision of charging infrastructure. There is a procurement exercise in progress to appoint an operator to deliver 7kW long stay and 50kw Rapid chargers for the site to support both Park & Ride users and to provide a destination charge hub. 2 x 50kW and 12 x 7kW dual chargers are planned for when the facility opens. There is also preliminary ducting work included that will allow for the expansion of the infrastructure that will support the installation of over 100 long stay and 10 rapid chargers to be added to the site in line with increasing demand, with the addition of bus charging through provision of a 150kW supercharge install also included in plans.
- 3.4.12 An Alternative Fuel strategy has been drafted that outlines the role of Leeds City Council in the short to long term with regards supporting the uptake and development of alternative fuel infrastructure in the city. There is also ongoing work with the Highways and Transport service to develop an approach to further community hub charging provision for those householders without off street parking.

On street charging provision is being considered as a way to support the community hub approach; rather than committing the council to supporting the provision of individual charge points on the kerbside in front of residential properties. The focus is on supporting infrastructure that will deliver high-utilisation rates per unit rather than build expensive and expansive networks that typically provide lower utilisation, particularly as the increasing range of EV's means that charging is required less frequently.

3.4.13 Aviation

3.4.14 From the graph below, it is possible to see how dramatically the pandemic has impacted on air travel – reducing UK passenger air transport movements by 97%.



3.4.15 Aviation continues to be a key issue that has continued to attract a lot of attention over 2020. As the council has previously set out, it accepts that aviation growth and meeting zero carbon targets are fundamentally incompatible until such time as new technologies are developed. The council believes that aviation targets need to be set at a national and international level rather than locally, reflecting the fact that more people from Leeds fly from other airports than Leeds Bradford Airport (LBA), and that any isolated actions could lead to displacement. The council will participate in national talks to come forward with targets which address the climate emergency and the economic rebalancing of the country. As the proposals at Leeds Bradford Airport are a live planning application, the council cannot provide comment on this.

3.5 Buildings

3.5.1 Planning

- 3.5.2 A range of activities has taken place under the Council's statutory planning remit over the last year to support the climate emergency agenda. These are detailed below.
- 3.5.3 Improved implementation of existing statutory policies. Firstly, through clarifications to the 2011 "Building for Tomorrow Today" and 2003 "Neighbourhoods for Living" Supplementary Planning Documents, which already provide guidance to developers for delivering quality sustainable developments. These have been refreshed on the web-site to note that the principles within them are highly relevant to help the council's declaration of a Climate Emergency, and further guidance is provided to help use the documents against an up to date planning framework. Secondly, training material has been agreed through the Climate Emergency Advisory Committee group and launched, initially for officers to re-inforce the climate, health & well-being and inclusive growth benefits of the existing planning policies, primarily around the theme of better place-making. A 2021 planning member training package will also be implemented, with specific training on trees already having been delivered.
- 3.5.4 Lobbying. The council responded in February 2020 to the Government's proposals for "A Future Homes Standard" and changes to Building Regulations for new dwellings. A joint letter to the Ministry for Housing Communities and Local Government was co-signed by Leeds and the remaining core cities and the Mayor of London seeking a more ambitious approach to building fabric and for local authorities to be allowed to continue setting their own standards. The council also responded to the Government's Planning White Paper in October 2020 expressing concern that the White Paper lacked clarity on the purpose of the planning system and its role in preventing and adapting to Climate Change. The council also noted that the current means of ensuring sustainable development in plans and planning decisions is in danger of being weakened by proposals around cutting environmental red tape. The council expressed concern that its declared Climate Emergency and aim to be zero carbon by 2030 may be impeded by the changes to the planning system, including national development management policies that follow the Government's aim to be zero carbon by 2050. Finally the council noted that there was a need for a focus on place-making in national policy and that a continued lack of clarity on the importance of a fabric-first approach to carbon-savings in new homes and buildings and whether local authorities will legally be able to set their own standards was impeding delivery and progression to zero carbon.
- 3.5.5 Local Plan Update. The council through three papers to Development Plan Panel (in July and November 2020 and January 2021) has clarified the proposed scope of the Local Plan Update, which will amend and supersede policies in the current Local Plan that focus on the climate emergency (including on Carbon Emissions and Renewable Energy, Flood Risk & Drainage, Green Infrastructure & Biodiversity, Place-making and Infrastructure). Executive Board is scheduled to agree public consultation material at its meeting in March 2021.

3.6 Domestic Energy

- 3.6.1 Domestic energy efficiency improvements have been challenging to deliver this year, primarily due to covid-19 restrictions, but the team has made progress on a number of key projects.

- 3.6.2 Government has also prioritised 'green recovery' as a way to create jobs and mitigate the impact of covid-19 on unemployment. This has been focussed on the domestic sector, with £2bn of government funding being channelled through the Green Homes Grants. £1.5bn of this is available through a voucher scheme that all residents can apply for. This had a number of teething issues and is still slow to really take off, and has been extended by a year.
- 3.6.3 The other £500m is available for councils to bid for through the GHG Local Authority Delivery fund. In addition, the Ministry of Communities Housing and Local Government channelled over £50m through the LEP via the Getting Building Fund. The council has been very active in securing funds from these and other sources, with the following additional funding awarded in 2020. This has only been possible due to the level of resource that the council has dedicated to working on the climate emergency.
- 3.6.4 £2.97m from the Green Homes Grant LA Delivery Fund phase 1A to support 385 low income homes. The project includes external wall insulation for 160 private and 20 council system built homes in 3 estates; air source heat pumps for 80 council homes; non-standard cavity wall insulation for 100 private homes and support for 25 vulnerable households referred by Home Plus Leeds.
- 3.6.5 £2.65m from the Getting Building Fund to provide external wall insulation, room in roof insulation, new windows, doors, heating systems and repair work for 100 private homes in Holbeck. This builds on the successful Local Growth Fund investment in the Recreations in Holbeck and is expected to deliver similar results.
- 3.6.6 £4.1m from the Social Housing Decarbonisation Fund demonstrator to fund innovative whole house improvements to make 190 council homes net zero carbon. The homes involved will receive super insulation to walls and roofs, high performance windows and doors and renewable technologies such as air source heat pumps and solar PV. The contractor will focus on high quality detailing to minimise cold bridging and heat loss and will be carefully monitored to demonstrate the savings achieved.
- 3.6.7 In total, this funding is expected to create or sustain at least 150 jobs in the supply chain and safeguard a further 8 apprenticeships.
- 3.6.8 In addition to these three funded programmes, the council has bid for another £2.6 million of GHG LAD funding and expects to be allocated a further £4m from the regional GHG LAD funding pot. If secured, this will also be used to support major energy efficiency improvements within low income homes.
- 3.6.9 This will complement the £24 million of predominantly ERDF funding that is now being used to deliver energy efficiency within domestic properties. Key projects include using innovative external wall insulation on 750 council owned back to backs in priority neighbourhoods; a whole house insulation and solar PV approach to 250 council homes and a district heating clusters project which will install innovative low carbon heating solutions to 845 flats in 10 blocks.
- 3.6.10 In total we will improve over 5,000 low income homes that are currently the most inefficient and expensive to heat. Improvements include external and cavity wall insulation, fitting of smart technology and new heating via an air source heat pump or connection to district heating.

- 3.6.11 This work will not only benefit the individual occupiers who will benefit from warmer homes and lower fuel bills but it will also be invaluable in demonstrating what can be achieved via retrofit. The work will also start to normalise technologies such as heat pumps that are still quite rare across the domestic sector. The speed of roll out will need to be ramped up exponentially over the decade to meet the net zero target.
- 3.6.12 The council has also been involved in several industry led think tanks, including the UK Green Building Council's Accelerator Cities programme and the Green Finance Institute's Coalition for Energy Efficiency of Buildings and continues to work hard with Ministers and civil servants to ensure that our learning helps influence government policy and improves the delivery of grant schemes.
- 3.6.13 Over 2021 we will develop a domestic energy strategy working closely with the Climate Emergency Advisory Committee, buildings and planning working group as well as with the housing panel that is being set up as part of Leeds Climate Commission.

3.7 District Heating Network

- 3.7.1 The council has now completed phase 1 of the district heating network (DHN) which has been successfully providing heat to Leeds Playhouse and council houses for well over a year.
- 3.7.2 Covid-19 has inevitably caused delays, with Vital Energi unable to work on council house connections in Lincoln Green during spring and summer, to minimise risks to tenants and staff. However, appropriate COVID secure measures have been put in place and good progress has been made recently, with a total of c.1,150 flats now connected, including the recent change from gas to DH for the existing Stoney Rock heat network. Final completion of all 1,983 flats (with the exception of properties where access cannot be safely secured) is now expected in early 2021.
- 3.7.3 Phase 2 of the network was under construction throughout much of 2020, providing a connection from phase 1 in Mabgate right through the city centre and into the 'Civic Quarter' to connect five key LCC buildings: Civic Hall, Town Hall, Leeds Museum, Art Gallery/Library and St George House. Construction commenced in September 2019, working closely with the Connecting Leeds Headrow reconfiguration. Although challenging to run two separate major infrastructure projects in the same area, an effective partnership with the Connecting Leeds project has helped to minimise overall disruption to residents and businesses. COVID once again provided its own challenges, but the cancellation of many summer events – coupled with quieter roads – enabled Vital to make good progress with pipe installation. Phase 2 has now completed construction and heat is available for customers. The council now intends to remove gas boilers from the five key LCC buildings in early 2021, and replace these with DHN heat exchangers.
- 3.7.4 The building connections have coincided with the Public Sector Decarbonisation Scheme (PSDS) launched recently by BEIS. The council has bid for grant funding for the DH heat exchangers and plant room modifications, as well as essential work to secondary systems (controls, radiators etc) in four of the five buildings to ensure each one is suitably modernised and efficient. This application also included c£570k to connect a new school, currently under construction close to St James' hospital.

- 3.7.5 The team has successfully supported a potential customer to secure PSDS funding for a DH connection, with the team now agreeing commercial terms to enable a connection to take place this summer. The team has also supported a number of other potential customers to apply for PSDS funding, and it is anticipated that, if successful, these new connections will almost double current heat sales. This will also help to provide confidence in the network to other potential customers, helping to grow the network further.
- 3.7.6 Although positive discussions have taken place with many other customers this year, covid-19 and Brexit have caused uncertainty and delays for many sectors, so few have progressed. We expect this position to improve in 2021.
- 3.7.7 However, the council was recently successful in another application for grant funding from the Heat Networks Investment Project (HNIP) of c£2.4m to facilitate a 3rd phase into the South Bank, which will primarily connect into the major Aire Park scheme on the former Tetley Brewery site. This bid was helped by ongoing feasibility studies the council has commissioned, supported by the LEPs Energy Accelerator programme, with a second study now focussing on the west side of the South Bank. The ultimate ambition for the network once these branches are constructed is a wholly connected network of pipes with multiple low-carbon heat sources, providing a truly sustainable source of heat to the city.
- 3.7.8 Throughout the construction and development of the city's DHN, Leeds has become a national flagship for new heat networks. The profile of the city's network has been steadily rising, with the team having a growing presence in industry and government working groups as well as providing ongoing support to other local authorities looking to develop their own networks.

3.8 White Rose Forest Strategy

- 3.8.1 The White Rose Forest Strategy for Leeds was endorsed by Executive Board in December 2020 and aims to significantly increase tree cover from 17% to 33% across the District by 2050. This will be done in partnership with businesses, residents, institutions, communities, landowners and farmers. It will dramatically increase carbon capture and storage and by 2050 will have stored around 215,000 tonnes of carbon as well as providing greater access to woodland, supporting health and well-being and improving biodiversity.
- 3.8.2 The strategy provides a framework for where tree planting will take place, how it will be funded and how we will approach and engage different sectors of the community.
- 3.8.3 This will build on the substantial work that the council already carries out around the planting and management of trees and the commitment to plant 50 hectares trees across its own estate every year until 2050 amounting to 5.6 million trees.

3.9 Scope 3 Initiatives

3.9.1 Although we haven't measured scope 3 emissions to date, we have started to consider the key areas and actions that we can take to address these. More work will continue on this during 2021.

Food

3.9.2 A huge 25% of global emissions come from food and more than half of this comes from animal products. Meat, especially beef and lamb, has a higher carbon footprint because of the land, water, and energy used to feed and rear animals and the emissions produced by animals themselves. According to the NHS, there are also health benefits to reducing intake of red meat as it can reduce the risk of some types of cancer.

3.9.3 The pandemic has also illustrated how fragile our food supply chain can be and has increased interest locally in developing more resilient and local food supply chains.

3.9.4 In 2020 the council signed the Glasgow Food and Climate Commitment - a pledge by subnational governments to accelerate integrated food policies to help tackle climate change and a call on national governments to act. COP26 is a key opportunity for placing food and local action at the heart of the global response to the climate emergency.

3.9.5 Cllr Marshall-Katung has been appointed as the council's food champion in recognition of the importance of food, not just from an emissions perspective but also considering food in the context of health and poverty.

3.9.6 The Climate Emergency Advisory Committee's food and biodiversity working group will also be looking at supporting the development of an action plan to reduce carbon emissions from food for the city.

3.9.7 In terms of actions that have already been taken, Catering Leeds provides approximately 32,000 school meals everyday across Leeds. The service has worked with the University of Leeds to calculate the carbon emissions of the school meals produced. A comparison of the menus showed a saving of over 36% - the old menu had a total Greenhouse gas emissions of 17.5kg CO₂e and the new 11.03kg CO₂e, a saving of 6.47 kg CO₂e.

3.9.8 As a result of the pandemic, the new menu developed for the spring term 2020 had to be put on hold and a revised emergency menu for consumption in classrooms developed. This started as a limited choice vegetarian grab bag menu but has now expanded to meet School Food Guidelines. Menus still include a non-meat day and vegetarian options daily.

3.9.9 The new menus are part of a bigger plan tackling areas such as food waste, packaging and recycling within the service. Other key actions to note:

- All suppliers are locally based in Leeds or county wide (Wakefield - West Yorkshire or Sheffield – South Yorkshire)
- Fruit and vegetable supplier uses Zero emission electric vehicles to deliver citywide
- Reduction in fresh produce packaging, recycled boxes used for deliveries
- All menus are Food for Life Bronze Served Here accredited – promote local fresh produce, working with a local butcher to supply UK farm assured / Red Tractor meat and poultry

- Supporting the provision of in season vegetables.

3.10 Waste

3.10.1 There has been an increase in overall waste collected over the last 12 months but the increase has been bigger for residual waste (11%) than recycling (3%). There have been a number of changes in the breakdown of recycling materials collected (see table below) - paper & cardboard and aluminium cans have increased whereas newspapers, plastics and textiles have decreased. Food trays have also increased, although this will be in part to the additional materials that only started to be accepted in green bins part way through 2019 so the figure is a comparison of a part year collection in 2019 versus a full year in 2020. The glass collection rates have also increased by 36%.

Material	2019 (t)	2020 (t)	Change from 2019 to 2020
Newspaper	7025.76	5159.64	-27%
Paper	10137.65	12155.40	20%
Cardboard	4655.61	5760.60	24%
Aluminium Cans	395.15	463.22	17%
Steel Cans	1559.60	1532.70	-2%
Mixed Carrier Bags	665.39	550.36	-17%
Clear PET	1743.64	1679.40	-4%
Natural HDPE	1083.92	858.17	-21%
Mixed Rigid Plastics	102.19	78.99	-23%
Textiles	58.76	50.83	-13%
Scrap Metal	144.48	126.42	-12%
Food trays	1327.67	1898.29	42%
Total	28899.81	30314.01	5%

3.10.2 Waste services commissioned Zero Waste Leeds to undertake behavioural change campaigns to try and get people to change habits during the pandemic, as well as helping to manage messages about how service changes due to Covid.

Uniform Recycling

3.10.3 Zero Waste Leeds launched a new project to make second hand school uniform the first choice in Leeds. The infographics below illustrate the importance of dealing with clothes as a source of emissions.

WHY IT'S SO IMPORTANT



WASTE

4,000 tonnes
of clothes end up in Leeds' black bins every year. School uniforms are contributing to this problem.

CARBON

122,000 KG CO₂e
could be saved if every new school starter in Leeds this year had just one second-hand school shirt or blouse.

WATER

2,700 litres
of water to make a T shirt - that's enough drinking water for one person for three years!

COST

£348.55
is the average spent on school uniform items every year

AFFORDABILITY

29,660
children under 16 living in low income families in Leeds

3.11 As part of the project the key actions undertaken were:

- Created a map of current uniform reuse projects including full details and how to access them.
- Identified gaps in uniform reuse schemes across the city, particularly in areas of deprivation.
- Produced an 'Inspiration Guide' detailing the different ways to run school uniform reuse project. Encouraging new schemes to set up by working with local organisations and parents.
- Set up a Facebook group to help people share their experiences, learn from and inspire each other to set up schemes, as well as to donate/acquire uniform.
- Continue to share the environmental impacts of school uniform and volumes of clothing currently wasted in our city via local media and on social media.

3.12 Over 90 schemes were added to the map, 12 new schemes were set up, two thirds of schools are now covered by a scheme and there is now a searchable database to enable the use of second hand uniform. There have been over 10,000 views of the map!

3.13 In just 10 weeks it is estimated that over 3000 items have been reused, saving roughly 600kg of textiles, 10,800kg of CO₂e, 8.1 million litres of water and over £50,000.

3.14 The full impact report can be found here:

https://issuu.com/zerowasteleeds/docs/impact_report_-_leeds_school_uniform_exchange

3.15 Communications and Engagement

- 3.15.1 Following on from the Big Leeds Climate Conversation consultation, Leeds City Council approved plans to more than halve our own emissions by 2025 and has continued to raise awareness of new sustainable policies and schemes. This includes promoting the climate emergency strategy to internal and external audiences and encouraging all staff to consider the climate emergency in decision making.
- 3.15.2 To directly engage Leeds residents in the journey to becoming carbon neutral, the council shares regular updates, opportunities and advice through the monthly #LeedsClimate newsletter and via social media. The newsletter is shared with over 5,300 residents and the Climate Emergency and Air Quality Twitter account has almost 2,500 followers. Since the start of the year, more than 600,000 people have been reached through the dedicated Twitter account.
- 3.15.3 The 'Leeds by Example' website was re-launched in January to encourage sustainable behaviour change from individuals across the city. This includes tips on how people can reduce their carbon footprint through 5 key themes: travel, home, food, biodiversity, and stuff. The council also supports national campaigns, such as Clean Air Day, and is one of the founding partners—amongst TED, Global Citizen, and WWF—of the global 'Count Us In' social media campaign.
- 3.15.4 The 'Count Us In' campaign aims to mobilise 1 billion people to take action on climate change through six categories (transport, food, lifestyle, wildlife, voice, and home) and is measured through a global aggregator which calculates the combined carbon savings of individual actions. To support the campaign at a local level and encourage even more residents and businesses to reduce their carbon footprint, the council's Leeds by Example website will be updated in 2021 to reflect the Count Us In campaign's six themes. The new theme of 'voice' will be used to promote engaging with local councillors through the Climate Emergency Advisory Committee, having climate conversations with peers, and volunteering opportunities in the local community.
- 3.15.5 Since January the council has published 24 climate change and air quality related press releases to promote schemes and initiatives that will help tackle the climate emergency, including the launch of our EV Trials schemes and updates on the District Heating Network. Media coverage about Leeds schemes has been featured in local, national and international publications including CNBC, Edie, BBC News, Yorkshire Evening Post, Leeds Live and dozens of other local and specialist news outlets.
- 3.15.6 To engage the city and discuss the climate emergency with diverse audiences, the council held a series of in-person events including the State of the City event, attended by 170 representatives from across the council, local businesses and the third sector, and the Leeds Youth Voice Summit, which was attended by 100 secondary school pupils, earlier this year. Since the start of the COVID-19 pandemic, the council has held regular public Climate Emergency Advisory Committee meetings online. Its 'open forum' slot has given members of the public an opportunity to raise sustainability issues, present ideas or ask a question to the committee. Five public meetings have been held this year with 11 Open Forum submissions.

- 3.15.7 Engaging with younger residents has also been an important focus of the council's climate emergency strategy. The Leeds Youth Voice Summit was attended by 100 secondary school and college students in February and welcomed attendees to pose their climate-related questions and recommendations to senior councillors. These recommendations have informed a climate emergency toolkit for young people which will host tips and guidance on how young people can make a difference at home, at school and in their communities. The toolkit will be added to the Leeds by Example website in 2021.
- 3.15.8 Engaging residents on climate-related issues has been a key focus of the council. The Woodland Creation Scheme works with residents, businesses and volunteers to create new woodlands through tree planting and seed collection. As part of the scheme, the council's Parks team has also created education packs for schools to raise awareness about the benefits trees have to the environment. To engage communities across Leeds on flood risk and resilience, the Flood Risk management team has facilitated digital engagement with residents throughout the COVID-19 pandemic. This includes virtual resident meetings, newsletters, and an online consultation.
- 3.15.9 Where transport is concerned, Connecting Leeds has delivered a number of schemes to encourage active and sustainable travel. This includes communicating key projects such as the pop-up bike Hub at Kirkgate Market, school streets, Active Travel Neighbourhoods, working with City Connect on three new segregated cycle routes, and a trial of 'orca wands' along some of the city's busiest roads. The team has encouraged residents to have their say on transport infrastructure plans via the online Commonplace platform. Since May, there have been 24,000 contributions by over 4,500 residents to public consultation.
- 3.15.10 In addition to our own initiatives, Leeds City Council continues to promote and raise awareness of sustainable third sector and partner projects and initiatives. The council recently supported a successful National Lottery bid to establish community action hubs across the city and will continue to support the hubs to engage communities in tackling the climate emergency. Earlier this year, the council's Environmental Services team partnered with Zero Waste Leeds to engage residents as part of the 'Time to Recycle' campaign, which included a focus on live social media Q&A sessions. The council has also partnered with 'Green Great Systems' to offer discounted compost bins for local residents to provide more opportunities for managing food waste at home and to promote composting.
- 3.15.11 In addition to using communications to support many of the plans covered in this report, the council will continue to raise awareness of the climate emergency and the actions required to reduce the city's carbon footprint.
- 3.15.12 This year, the council's communications will place a renewed focus on promoting the co-benefits of actions to respond to the climate emergency among those not yet regularly engaged with environmental issues.
- We will deliver a comprehensive internal communications package including accredited Carbon Literacy training (delayed due to covid-19) and more resources to help every service understand how it can best support the net zero target.

- We will do more to engage residents at the hyperlocal level and support residents and organisations already leading by example to encourage peers in their community to do the same.
- We will work collaboratively with partners in the public, private and third sector to deliver a number of impactful and value-for-money campaigns that help us reach new audiences whilst reducing the carbon footprint of the city.
- Finally, we will continue to develop our owned channels—such as our newsletter, website, and Twitter account—and use these to showcase and signpost to all of the excellent work and opportunities to tackle the climate emergency taking place across the city.

3.16 Leeds Climate Commission

3.16.1 The Leeds Climate Commission have prepared an annual report which is appended to this report and has been signed off by the Commission’s Strategy Group in January 2021. The annual report will be published on the Leeds Climate Commission website <http://leeds.candocities.org/about-leeds-climate-commission>. It covers:-

- the refreshed net-zero carbon roadmap which takes into account the recommendations from the Leeds Climate Citizens Jury which was launched on 7 January 2021 alongside other roadmaps in the Place Based Carbon Action Networks (PCAN). The roadmap provides the scientific evidence for the Council’s ambition for the city to be net zero by 2030.
- the results from the Climate Action Readiness Assessment (CARA) process which maps how ready Leeds as a city is to take carbon reduction action in different economic sectors. As a city, Leeds has committed to delivering significant reductions in our carbon footprint in the next 10 years. The Commission has spent the summer assessing how ready the city is to deliver on this commitment. This will help to identify those areas where the city is ready to take/accelerate action now, and those areas where strategic interventions are needed to increase the city’s readiness to act. The CARA assessment will inform the steps that the Leeds Climate Commission will take to help to deliver these interventions.
- Highlights of city-wide climate action and future plans for a Yorkshire and Humber wide Commission with a focus on climate adaptation and ensuring a ‘just transition’ to a low carbon economy. A top priority in the first 6 months is to prepare a regional submission to the UN climate (COP) talks that will take place in Glasgow in November 2021.

3.17 Climate Emergency Community Action Programme (CECAP)

3.17.1 This programme is a partnership of local organisations including Our Future Leeds, Leeds Tidal and Voluntary Action Leeds who were successful in securing a £2.5m award from The National Lottery’s Climate Action Fund. The partnership is supported by a host of other Leeds community organisations as well as Leeds City Council. The partnership has a goal of creating a ‘zero carbon, socially-just and liveable city by 2030’, with the lottery funding going towards ‘supercharging climate and social justice action across the city’. The project will involve setting up **16**

community hubs specifically focused on supporting ideas to tackle the climate emergency in a positive and fair way. The project will also create over **40 local jobs**, with around **£400,000 of grants** to local community groups to be shared to help them take action on climate and social justice.

- 3.17.2 The CECAP team have completed the first quarter mobilisation period of activities through September to December as the commencement phase of their five year programme. Within this phase recruitment to the programme structure has commenced with two-thirds of the total 40 programme staff now in place.
- 3.17.3 The programme is working on branding and communication planning, with the immediate next steps in the first quarter of 2021 including activities to recruit the remaining staff required. This includes transition partners in sector areas (such as energy, housing, waste), who will form and develop sector hubs for the city. As well as the sector areas, a cross cutting Climate Justice Partner is to be appointed to the programme, with ongoing support being provided by Leeds University and Leeds City Council through the Sustainable Energy and Air Quality service.
- 3.17.4 Initial community based work has started through Together for Peace in 4 communities; Otley, Garforth, Beeston and Seacroft. Additionally planning for what the 'city centre hub' will look like as well as seeking potential locations to facilitate engagement activities is under way. Activities in early to mid-2021 also include work on the CECAP training programme and creation of a framework for their city plan. The first CECAP climate assembly will take place in early 2021 and the first roundtable in mid-2021.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 When the climate emergency was declared in March 2019, the scale of the challenge was recognised alongside the importance of public engagement to ensure that action was taken in every part of society.
- 4.1.2 To support this aim of public engagement the Climate Emergency Advisory Committee was a public meeting, attracting audiences of up to 70 in the Civic Hall and when it moved on-line it received over 150 viewers on the YouTube channel.
- 4.1.3 Open forum was also introduced at the start of each meeting to provide members of the public an opportunity to set out their concerns, ideas or ambitions with speakers ranging from private individuals to representatives of organisations such as Our Future Leeds, GALBA and Youth Strikers.
- 4.1.4 In order to retain Open Forum during the pandemic, members of the public have been offered the opportunity to provide video recordings, enabling the public to still have its voice heard at virtual meetings. Digitising open forum has brought other advantages as it has enabled more people to participate as submissions can easily contain multiple people and be more creative. It also allows open forum to be more inclusive as you don't have to be free at the time of the meeting to participate.
- 4.1.5 One meeting was also dedicated to businesses and the Committee heard from Yorkshire Building Society, Yorkshire Design and Civic Engineers, explaining both what they had achieved to date, their future ambitions and plans as well as where they would like to see action from the council.

- 4.1.6 CEAC is just one strand of how we engage and communicate with the public. The council continues to promote the positive actions required to support the climate emergency through both its newsletters, social media and website as well as via press releases, presentations at conferences and events that it hosts.
- 4.1.7 Many other strands of work across the council also have the climate emergency at their heart such as the consultation on the Transport Strategy which began in January 2021 or the on-going engagement on the White Rose Forest Strategy.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 A specific equality screening has not been done for this paper but many of the projects described within have their own screenings such as the White Rose Forest, District Heating or Public Sector Decarbonisation Fund. An Equality Impact Assessment will also be completed for any future projects.
- 4.2.2 In order to meet the net zero target for the city, it is imperative the whole city is engaged and takes action. Our communication and engagement approach uses many different channels to maximise its reach and will work closely with the Community Climate Hubs across the city as they are established as well as other third sector partners. As part of our on-going engagement we will attend the community committees once a year as well as the equality hubs.
- 4.2.3 The Climate Emergency Advisory Committee has also become more accessible as it has moved on line, enabling all residents to have their voice heard without the need to travel. We will explore how the benefits that this can offer for equality will be maintained post lockdown.

4.3 Council policies and the Best Council Plan

- 4.3.1 There are three Best City and one Best Council key performance indicators of direct relevance to this report. Performance information is reported regularly via the council's performance reporting framework and is used to inform project development and progress.
- Reduced carbon emissions across the city;
 - Number of households in fuel poverty;
 - Improved energy and thermal efficiency performance of houses;
 - Lower CO2 emissions from council buildings and operations.
- 4.3.2 The Best Council Plan 2018/19 – 2020/21 maintains the council's long-term 'Best City' strategic focus on tackling poverty and inequalities through a combination of strengthening the economy and doing this in a way that is compassionate and caring, allowing us to support our most vulnerable children and adults. The projects described in this report contribute directly to the following Best City priorities:-

- Housing: The Domestic Energy Efficiency & Fuel Poverty Initiatives in the council's portfolio of cutting carbon projects improve housing quality and tackle fuel poverty in the city;
- Safe, strong communities: The Domestic Energy Efficiency & Fuel Poverty Initiatives in the council's portfolio of cutting carbon projects tackle fuel poverty in the city and help people out of financial poverty;
- Inclusive growth: The work of the Leeds Climate Commission in unlocking investment in the low carbon economy supports growth and investment, helping everyone benefit from the economy to their full potential and supports businesses and residents to improve skills,
- Health and wellbeing: The Domestic Energy Efficiency & Fuel Poverty Initiatives in the council's portfolio of cutting carbon projects reduce the likelihood of residents experiencing cold-related illnesses and the focus on active transport and ambition to reduce car usage both bring health benefits through both the physical activity and the improved air quality;
- 21st Century infrastructure: The District Heating and Corporate Energy Projects in the council's portfolio of cutting carbon projects promote the low carbon economy in the city.

Climate Emergency

4.3.3 As the Climate Emergency is at the heart of the report there is nothing further to add here.

4.4 Resources, procurement and value for money

- 4.4.1 In terms of capital expenditure flowing from successful applications to the Public Sector Decarbonisation Scheme (PSDS) to install renewables or energy efficiency measures in or on council buildings, since it is exclusively grant funding being sought, with no match funding requirements, there will be no capital cost implications for the council. Consultancy, management, internal staffing and reasonable enabling and ancillary works costs can also be included within applications. As regards value for money, this therefore represents a unique opportunity to accelerate the decarbonisation of the council's estate, with a series of bids having been submitted for schemes with a combined value of over £25m, and the first bid for c£3m now approved.
- 4.4.2 Although there will be a requirement for ongoing maintenance of the assets which will not be covered by the grant funding, the council (or individual school) will retain the expected savings in energy costs, a proportion of which will need to be ring-fenced in order to cover these costs. To do otherwise would only mean that energy savings or renewables income (as well as carbon savings) would be lost as a result of not maintaining the assets appropriately.
- 4.4.3 The council has also secured grant funding from the Heat Networks Investment Project (HNIP) of c£2.4m to facilitate a third phase into the South Bank.
- 4.4.4 In terms of domestic properties, as also noted earlier the Government is prioritising 'green recovery', focussed on this sector, with £2bn of government funding being channelled through the Green Homes Grants, plus over £50m through the LEP via

the 'Getting Building' Fund. The council has secured the following additional funding in 2020 for domestic energy efficiency/ decarbonisation measures:

- £2.97m from the Green Homes Grant LA Delivery Fund to support 385 low income homes;
- £2.65m from the Getting Building Fund to provide external wall insulation, room in roof insulation, new windows, doors, heating systems and repair work for 100 private homes in Holbeck.
- £4.1m from the Social Housing Decarbonisation Fund demonstrator to fund innovative whole house improvements to make 190 council homes net zero carbon.

4.4.5 The procurement strategy for the above is to use the internal provider to deliver schemes, or elements of schemes, for which it has the necessary capacity and expertise, with existing contracts and frameworks to be used for the remainder. Procurement and Commercial Services have been engaged in advising on the use of these contracts and frameworks to ensure compliance with Public Contracts Regulations and internal Contract Procedure Rules.

4.4.6 The council, in partnership with the Climate commission has secured 60,000 Euros to develop an investment portfolio, which will start to set out the opportunities for sustainable investment across the city.

4.5 Legal implications, access to information, and call-in

4.5.1 The council's Climate Change Emergency Declaration in March 2019 and identified steps to tackle climate change are supplementary to the legally binding UK climate change target set by the Climate Change Act 2008. The actions identified in this report aim to both meet and exceed the targets set by the climate change act 2008 through the various work streams with partners/stakeholders identified in the report and alongside asking the government to make further changes to meeting the climate change objectives.

4.5.2 There are no issues concerning Access to Information Procedure Rules.

4.5.3 As a report to Executive Board, the report is eligible for Call In.

4.6 Risk management

4.6.1 Achieving net zero for the city is dependent on a number of key policy areas outside of the council's control, for example, the decarbonisation of heat and investment in transport.

4.6.2 To achieve the vision and targets set out in this report will require significant investment beyond current programmes and we will continue to work with WYCA and call on national government for the support, powers and funding to on our ambitions.

4.6.3 Reductions have to be rapid and sharp in order to stay within the council's carbon budget so speed of delivery is a key risk to success, especially when persuasion rather than enforcement has to be used to change behaviours.

5. Conclusions

- 5.1 The pandemic has had complex effects on emissions. For example it has significantly reduced emissions from the private car as traffic levels across the city dropped but it has also significantly reduced the use of public transport. Schemes such as the district heating and transport schemes have been able to progress more quickly due to the reduced traffic levels but others have been slowed down due to the impact on staffing level and/or the ability to complete works within private residences. As we start to emerge from the pandemic, we must focus on consolidating the trends that have supported such a rapid reduction in emissions such as increased home working and we must look to rebuild the economy with a focus on long term sustainability.
- 5.2 The council welcomes some of the recent national policy changes and funding opportunities but still recognises that these need to be much more comprehensive to enable the city to deliver on the required net zero by 2030 ambition and stay within 1.5°C temperature.

6. Recommendations

- 6.1 Note the intention to report on the council's scope 3 emissions in the next annual report, in line with the climate commission's proposed approach for the city
- 6.2 Note the intention to bring a domestic energy strategy to executive board in summer 2021

7. Background documents¹

- 7.1 None

¹ The background documents listed in this section are available to download from the council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.