

**CONSULTATIVE MEETING OF MEMBERS OF THE CLIMATE EMERGENCY
ADVISORY COMMITTEE**

MONDAY, 20TH JANUARY, 2025

PRESENT: Councillor K Dye in the Chair

Councillors B Anderson, E Bromley,
P Carlill, R Downes, N Harrington, A Rae,
M Rafique, A Rontree, M Shahzad and
P Stables

10 Apologies for Absence

Apologies for absence were received from Councillor O Newton and Councillor J Tudor.

11 Declarations of Interest

No declarations of interest were made.

12 Notes of the Previous Meeting

RECOMMENDED - To agree the meeting notes of the Climate Emergency Advisory Committee held on the 16th of December 2024.

13 Matter Arising

The following points were raised under matters arising from the notes of the previous meeting:

Minute 42 – The Chair noted that a previous Open Forum submission regarding circular fashion had attracted interest from various groups who were seeking to engage with improving the fashion industries carbon reliance and to reduce emissions and waste.

14 Open Forum

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.

The following submissions were made as part of the Open Forum:

Beechwood Primary School

A video was displayed for Members which summarised the climate action journey being implemented at Beechwood Primary School to develop sustainability practises, including a transition to environmentally responsible energy sources. An eco working group had been established to create action plans which considered key principles to imbed climate consciousness into the curriculum.

Key events were World Day, Biodiversity Week and Climate Joy Day, where students had made pledges and created and performed songs to celebrate biodiversity and highlight climate action. In July 2024, some teachers and pupils had attended an event at the Civic Hall. Future work was to consider zero carbon school models, as an example and agent for change. Further details for the work conducted by the school were available at www.beechwoodprimaryschool.co.uk/climate

The Chair thanked the school for their video submission and encouraged Members to connect the Committee with other schools across the district to create further links to the network of school and teachers.

15 Working Groups Update

The Policy Officer from CEGS outlined that the next Working Group meeting was scheduled for the 27th of January 2025 and would focus on the topic of misinformation and effective communication. A further session was planned on the topic of communications and engagement, with a date to be confirmed.

16 Local Transport Plan – West Yorkshire Combined Authority

The report of Chief Officer, Climate, Energy & Green Spaces provided an update on the West Yorkshire Local Transport Plan (LTP), which was being developed in partnership with the five West Yorkshire District Councils (Bradford, Calderdale, Kirklees, Leeds and Wakefield) to renew the Mayor's West Yorkshire Local Transport Plan.

Helen Ellerton, Head of Transport Policy WYCA, highlighted the following information:

- WYCA was the statutory authority for transport management for the region and the item was brought to the Committee as the LTP was being updated and the next steps were to be outlined.
- Engagement sessions on the LTP update had been run over summer 2024, with the outcomes to be considered by the WYCA Transport Committee.
- The LTP had been adopted in 2017 and ran for approximately 10 years, with a review conducted at various stages of its span. This review was timely, with data available to understand the impact the Covid-19 pandemic had on travel and following significant decisions made by the West Yorkshire Mayor.
- A full policy consultation was to run in summer 2025, with the aim to adopt the plan by March 2026.
- The vision of LTP was to be a leading network, to embed sustainable practises, boost the economy, provide people with enhanced travel options and to adopt a net zero approach.
- There were four objectives adopted by the plan, which were, boosting productivity, enabling inclusive growth, tackling the climate emergency and improving public health and wellbeing. A delivery plan needed to be further developed in order to scale up impact.
- Six network principles had been developed to inform scheme delivery, which covered, passenger safety, integrated services, active travel,

inclusive and affordable options, reliable and resilient infrastructure and zero emission plans.

- As there were some resource constraints, priority decisions needed to be made and the roll out of mass transit was to be incremental. The first stage of mass transit was to cover Bradford to St. James' Hospital, with walking and cycling infrastructure to supplement travel options. Mass transit also covered rail systems, passenger services, highways and asset management and was the flagship project of LTP.
- The refranchising of the West Yorkshire bus network aimed to enable improved bus services and to improve accountability.
- Once LTP was adopted in March 2026, it would provide policy framework to begin to develop the mass transit system. From 2027 to 2028, the refranchising of buses was to be fully adopted, alongside a capital programme of £2billion to sustainably manage and enable transport networks.
- A Devolution White Paper had been developed by the Government which had appointed Mayors to a statutory role to reform, operate and maintain railways.
- Engagement with the public and stakeholders had been conducted via consultations to outline transport type and route options. A Your Voice online consultation, questionnaires, panel events and a dedicated email enquiry address had formed the basis of engagement, and feedback had resulted in a priority to focus on less heard from voices.
- Key takeaways which were to inform the next stages of LTP were that there was broad support for the vision, objectives and principles, there was a priority to enhance public transport frequency and infrastructure as well as creating more connections to rural areas.

During discussions, the Committee considered the following points:

- The process for determining area priority, including time scales for different proposals, was queried. In response it was outlined that the plan was not developed on a location basis but used evidence to understand the best type of deliverable interventions which then could be joined up to maximise available resources.
- More information on transport proposals would become available when funding amounts and schedules had been confirmed. In order to allocate projects for the best value for money, the vision, objectives and principles informed delivery framework for priority projects through a variety of transport modes.
- Areas of higher population would, in principle, generate more revenue, however, there was a difference in revenue or capital fund allocation, utilising different metrics to inform best practises. Further policy considerations and funding confirmation were required before proposals for areas were forthcoming.
- How LTP took various rising costs into consideration, particularly focused on increasing bus services, was queried. It was outlined that there will always be resource constraints for whoever held bus contracts, but public control would be managed more consistently and

allow greater opportunities for review, in line with LTP objectives for improvement.

- The route planning for mass transit, in order to be most beneficial for economic value and customer satisfaction, considered dense population areas and increasing capacity for established travel corridors with additional network growth benefits.
- As the evidence base for the refranchising of buses was based on March 2024 route data and was not scheduled to come into effect until 2027 to 2028, the date for expected improvements to rural provision and wider connectivity across regional boundaries was queried. In response it was noted refranchising was a significant transition, with structural decisions ongoing which could be evolved.
- The issue of bus provision across different authority jurisdictions was not a stand alone issue and would be considered in detail.
- Integrated travel options were integral to improve the public transport system, with choice of modes being critical to allow people to travel efficiently and safely.
- Mass transit plans were focusing on developing tram infrastructure for the first two lines of phase one following consultation results from summer 2024 but future business cases and plans would consider all transport modes and all options were to be explored.
- Addressing capacity and frequency issues with buses, particularly for outer areas was a major needed improvement. Bus frequency had decreased in most areas largely due to increased costs for operations but methods to improve were sought through refranchising.
- As a point of clarity, it was outlined that the refranchising decision of March 2024 had retained bus services, that would have likely been lost with commercial operators. At this stage there were no proposals for service reduction and the model was to move away from a profit first approach, with tangible benefits expected in the long term.
- Following the WYCA Mayor's £2 bus fare cap, fares were required to remain affordable to support young people and move away from intense private car usage. A simple fare structure was a core priority and a process to scope future fare predictions was in place. It was noted the cap was in place until March 2025, when it would rise to £2.50, which was still lower than the national £3 cap.
- Cross district border travel options were considered through partnership working to understand different governance structures and fares and was a significant consideration of LTP, with plan specification supporting freedom of movement.
- A fair pricing structure across district boundaries was required to support people's quality of life and allow connections to larger settlement, particularly for young people.

The Chair summarised the discussion and noted that WYCA were to be invited back to the Committee to provide further updates on travel plans when more information became available. The Committee had a priority to improve rural connections and public transport provision.

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

17 Update on Work to Reduce Emissions from Travel (non-corporate) in Leeds

The report of the Chief Officer, Highways & Transportation, summarised the progress on delivering the Connecting Leeds Transport Strategy to shift travel to more sustainable and lower carbon modes.

Paul Foster, Head of Transport Strategy, outlined the following information to Members:

- The targets contained within the Connecting Leeds Transport Strategy were a commitment to the Council's 2030 Climate Emergency Declaration, Vision Zero 2040, a reduction of car trips made across the city by 30% and mode shifts to increase travel options.
- The Leeds City bike programme had seen some initial success and was to be expanded, alongside an offer for schools for bike training to engrain safe behaviour. There were proposals to improve the segregated cycle network across the city.
- Improvements to residential streets and district centres were ongoing to improve amenity, support safe travel and included enclosing some highways to restrict vehicle use.
- A research project had been run by Infuze, to understand motivations and choices for travel, including behaviour changes to understand private car use and what it would take to reduce car reliance.
- The National Highways and Transport Network had run surveys to understand public opinion on the refranchising of the bus services by WYCA and also regarding current satisfaction rates, with results noting there was slightly below national average bus satisfaction within Leeds.
- A positive projection was forecast on the refranchising of buses, with public ownership and less profit orientated decision making and which was hoped to increase service level for outer areas.
- Bus priority lanes had been constructed on highways to reduce congestion. It was a priority to increase bus reliability and keep fares affordable.
- Work was done in liaison with WYCA to develop the proposed tram system for Leeds.
- There were a number of consultations for highway projects, including A64 York Road bus priority from the 7th of January to the 4th of February 2025, ATF4 Burley Road to Westgate from the 8th of January to the 5th of February 2025, Leeds Streets for All Inner and Outer North East from the 20th of January to the 2nd of March 2025 and TCF A61 and Pontefract Road from the 4th of February to the 10th of March 2025.
- Current schemes that were being developed were works to the A660, Armley Gyratory footbridge, Holbeck Connector cycle superhighway and Leeds Station. Works planned for Spring 2025 were Leeds City Links and Lawnswood Roundabout.
- Data was tracked to understand the effect highway improvements, including mode of travel preference and performance and work

commuting patterns, with positive trends noted. Bus patronage had increased in the post pandemic period.

- There was significant need to reduce private motor vehicle use and increase the number of electric vehicles in order to meet the carbon neutrality 2030 targets and a shortfall on the target was currently projected.

During the discussions the following matters were considered:

- There was some conflict for city centre priorities, particularly the impact the floating bus stops impacting people with disabilities. Work was ongoing, in liaison with disability awareness groups to incorporate further safety measures into bus stop design as passenger safety was a service priority.
- There were issues within Headingley related to bus lane congestion as bus frequency was high and road width was narrow. It was noted that there may still be issues at this location until works on the A660 were completed. Road casualty data had been used as an evidence base for the scheme.
- Whether interventions or passenger choice and necessity had influenced alternative transport mode shifts across the district was queried, particularly focused on car use where public transport provision was inadequate. In response it was noted that there were difficulties in gathering data in regard to people's preferences and also the scope of effect each intervention had, however many schemes were positively received, such as park and ride.
- The biggest differences needed to be made in order to reach the carbon neutrality 2030 target were to provide the public with logical, environmentally sound travel options and to shift behaviour away from the private car. Funding availability was the key driver for mode shift and increased travel options and frequency.
- Theoretical testing had been conducted in order to gauge understanding of people's travel choices and the impacts of different interventions to influence change to more sustainable modes.
- The Infuze consultation had been used to understand people's motivation for their travel choices. Members suggested that it would be helpful to run a consultation which sought public opinion as to what improvements or additional travel options would have the most effect to improve their commute.
- As initial data for the E-bike scheme outlined that it had not been a resounding success and there had been issues with E-bikes being misused, stolen and damaged, methods to improve the scheme were sought. There was a number of measures needed, including better Police enforcement, encouraging uptake, with pricing considerations and overall public transport provision improvements.
- Park and ride schemes had been well received and showed some success, however, full capacity had not been met and viability projections were ongoing.
- Behaviour changes were required to make more sustainable transport options, however, improvements to public transport infrastructure were

needed to encourage people to move away from private car use. Communication and engagement would assist in the interim stages before wider transport improvements came to fruition.

- As data displayed that people would be likely to use the bus instead of private cars if there was a significant improvement to bus reliability and frequency, this was a key piece to get closer to sustainability targets and would increase available funds through bus fares. It was agreed that this trajectory, based on growth assumptions and scopes of journeys was to be reviewed.
- Journey speed and connections to main travel corridors were the most important issues to address to support people's freedom of movement and further travel mode options.
- More work was required to connect different areas to anchor institutions, particularly for elderly and disabled people to access hospitals, given the closure of various amenities and services in town centres. Use of taxis or private cars incurred high costs to people needing to access services and produced excess carbon.
- There were financial constraints impacting the services ability to meet net zero 2030 targets, with sensible economic planning and system and behaviour change required.

The Chair summarised the debate, noting a need to reverse the trajectory of carbon reliance and output. Partnership working with and input from Climate Action Leeds was suggested as a good arena for communication and engagement. There was a Working Group planned which would focus on communications and engagement which would assist with informing people of forthcoming projects and the required behaviour changes. Local Area Transport Plans were proposed to be included as a future Working Group topic and the Infuze project to come to a future Committee meeting.

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

18 Electric Vehicle Infrastructure Strategy (EVCI) Update

The report of the Chief Officer Climate, Energy and Green Spaces, provided an update on the Electric Vehicle Infrastructure Strategy (EVCI). The Leeds Best City Ambition had Net Zero as a clear objective, with decarbonisation of transport being a key element of the work that needs to be delivered to achieve that goal.

Andy Hickford, Senior Policy Manager, outlined the following information to Members:

- The key points of the update were to track increases of zero emission vehicles and associated infrastructure considerations needed to support electric vehicles (EV).
- Transitioning to EV and cleaner fuel sources had a major impact on carbon reliance and output, as well as mode shifts to encourage active travel and increase public transport provision, which complemented EV in carbon reduction and sustainable travel terms.

- Data showed a continued increase within the vehicle market share for EV, with a decrease in the number of petrol and diesel vehicles sold.
- EV types were battery electric vehicles (BEV), plug in hybrid (PHEV) and hybrid (HEV), with BEV being the lowest carbon option. 2 million of all EV types were registered within the UK and over 60,000 within Leeds.
- The benefits of increasing EV uptake were improving air quality and reducing carbon output when charged using green energy sources.
- To support EV uptake, the number of publicly available charging points had increased, with around 568 available for use in Leeds, of which 114 were rapid charging, as of July 2024. This put Leeds among the top performers across core cities for EV charger provision.
- Data for the utilisation of rapid EV charging points covered the ten most used locations on Council sites and outlined that an average of three customers per day used each point and equated to 141,372 miles of charge. This equated to approximately 815,000 tonnes of carbon saving.
- Notable EV charging projects were Local Electric Vehicle Infrastructure (LEVI) with funding allocated by WYCA, On-Street Residential Chargepoint Scheme (ORCS) with funding allocated by the Government, and Charge Point Operator's (CPO's) which connected to private providers and sought to generate revenue for the Council.
- There were multiple types of EV charging points, including on street, off street, cross pavement solutions, Commercial Charge Hubs and non-Council fleet charging. Locations were selected at appropriately, considering the impact on other transport modes.
- WYCA had led on a consultation on EV infrastructure, which received 1683 responses and contained a mapping tool for people to drop pins on suitable locations. Results outlined that 46% of responders owned an EV, 77% had off street parking, which had informed the LEVI project.
- Plans for the LEVI project rollout first established framework with six providers, a pilot scheme was to begin delivery in 2025, phase one was to be delivered over 2025 to 2026 and phase two over 2026 to 2027. There was also additional framework which would support delivery and uptake. The funding criteria for LEVI was to support those who cannot charge at home.
- Phase one and two of the ORCS project, comprised of 84 charging bays had been delivered, with phase three commencing to deliver 30 more charging bays.
- The fund bidding process had closed for ORCS, and there was one more round for LEVI; provision would then be under market control.
- Challenges and barriers to increasing EV uptake and associated infrastructure were the scale of the Council's estate, land outside of the Council's jurisdiction and various domestic charging considerations, such as on street parking, design guidance and cross pavement solutions.
- Planning conditions were being used to support EV charging provision at new development sites on private land. Partnership working with

other Local Authorities and statutory agencies was ongoing to ensure provision was adequate and legal.

During the discussions the following matters were considered:

- A fundamental issue surrounding cables, gullies and cross pavement solutions was the expectation of holding a car parking space for public highway on street parking. Planning permission was granted to install charging units but did not grant ownership of the parking space. Neighbourhood agreements would help address the issue.
- Determining appropriate locations for EV charging across the city was informed by consultations and pilot schemes. Locations needed to be suitable and feasible to support the technology as well as considering fair distribution. Going forward, partnership working with the private sector would inform locations and determine funding streams.
- It was confirmed that the map displayed during the presentation did not denote all areas within Leeds, but the consultation had allowed people to pin drop locations within the outer areas.
- Data from pin drops were used based against the parameters of deliverability, existing provision, planned provision, property details, demand and funding criteria. EV take up was also a consideration and demographic data had outlined more affluent people were more likely to purchase an EV and have suitable off street parking for an EV charger installation.
- EV charging for social housing was considered but there were challenges in regard to understanding need and demand, so local knowledge would be utilised.
- The cost of purchasing a new or second hand EV was significant. As the EV market grew and battery efficiency rose, prices for EV and charging costs were projected to reduce, as well as more second hand EVs becoming available.
- As bus services, particularly for outer areas, had reduced in frequency and reliability, it was queried whether outer areas may be prioritised to encourage sustainable travel, prior to bus service improvements. In response it was noted that EV charging provision had not correlated with bus service considerations. A tailored approach to each area was required to get provision levels right and would be likely be more concentrated in higher population areas.
- It was proposed that Cross Pavement solutions was to be considered as an item at a future Committee meeting.

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

19 Any Other Business

The Chair, among other Members, had received an enquiry, as well as a kind gift, from the Craftivists, with the enquiry relating to food waste strategy. The Chair outlined her intention to respond on behalf on the Committee to the organisation.

20 Date and Time of the Next Meeting

Draft minutes to be approved at the meeting
to be held on Monday, 24th February, 2025

RECOMMENDED - To note the date and time of the next meeting as Monday the 24th of February 2025 at 2:00pm.