

**LEADING THE RESPONSE TO THE CLIMATE EMERGENCY:
GLOUCESTERSHIRE CLIMATE CHANGE STRATEGY ANNUAL
REPORT & ACTION PLAN, 2021/02 – 2026/07**

AGENDA NO:

Cabinet Date	16 December 2020
Environment & Planning	Councillor Nigel Moor
Key Decision	Yes
Background Documents	<p>Cabinet (20 December 2019), <u>Item 8, 'Leading the response to the Climate Emergency: Gloucestershire Climate Change Strategy 2019/20 to 2024/25'</u>, Gloucestershire County Council.</p> <p>County Council (12 February 2020), <u>Item 7, 'Policy and Budget Framework - Medium Term Financial Strategy and the Council Strategy'</u>, Gloucestershire County Council.</p> <p>Department for Business, Energy & Industrial Strategy, <u>'UK local authority and regional carbon dioxide emissions national statistics: 2005-2018'</u>, HM Government.</p> <p>County Council (14 October 2020), <u>Item 7, 'Cabinet Response to Council Motion 848 – Tree Planting'</u>, Gloucestershire County Council.</p> <p>Environment Scrutiny Committee (24 November 2020), Item 4, <u>'Motion 861 – Climate Change; Covid-19 and lessons learned'</u>, Gloucestershire County Council.</p> <p>Environment Scrutiny Committee (24 November 2020), Item 5, <u>'Executive Director's Report: Economy, Environment & Infrastructure'</u>, Gloucestershire County Council.</p>
Location/Contact for inspection of Background Documents	As above
Main Consultees	<p>Whilst this report has not been consulted on directly, many of the actions within it arise from consultation and work with partners, including public consultation and work with the Youth Climate Panel.</p> <p>Environment Scrutiny Committee has been briefed on key actions, for example the refresh of the Local Transport Plan, and receives regular update reports from the Director of Economy, Environment & Infrastructure.</p>
Planned Dates	None
Divisional Councillor	All

Officer	<i>Colin Chick, Director of Economy, Environment & Infrastructure 01452 3286320 colin.chick@gloucestershire.gov.uk</i>
Purpose of Report	To update Cabinet on progress with implementing the Gloucestershire Climate Change Strategy and seek approval of the revised Action Plan.
Recommendations	<p>That Cabinet:</p> <ol style="list-style-type: none"> 1. Notes the overall emissions for Gloucestershire outlined in the report and in Annex 1. 2. Notes the progress and planned key actions outlined in the report and in Annex 2. 3. Approves the outline Action Plan 2021/2 to 2026/7 (Annex 3), to be developed into a detailed plan in consultation with Leadership Gloucestershire partners, for implementation from April 2021. 4. Confirms the Council's support to the Association of Directors of Environment, Economy, Planning and Transport's call for government to secure more powers and resources for councils to take action on climate change and nature restoration, and to build back better from Covid-19 in their areas.
Reasons for recommendations	When Cabinet endorsed the Gloucestershire Climate Change Strategy in 2019 it agreed that a rolling 5-year outline action plan be developed for Cabinet approval each year, and a detailed plan for the following year be developed in consultation with Leadership Gloucestershire.
Resource Implications	<p>All projects are being delivered either within existing resources and/ or with grant funding, as detailed in the report.</p> <p>The council will utilise some of the existing £1 million Climate & Air Quality Action Fund to fund appropriate projects, subject to the assessment of funding bids and competing bids. Additional resource requests will be made as required through the council's annual budget setting process and through applications to appropriate grant funding opportunities as they arise.</p> <p>The council will continue to lobby government for appropriate resources to respond to the challenge of climate change, including as a member of UK100's County Council Network and the 'Blueprint Coalition' if approved by Cabinet (recommendation 4).</p>

Background

1. The Gloucestershire Climate Change Strategy was approved by Cabinet at its meeting on 20 December 2019.
2. The strategy provides an overarching framework for Gloucestershire over five years, setting out what we will do, working with local communities and partners.
3. The strategy's Vision is that:

By 2050 we will create a carbon neutral county that provides quality of life now and for future generations, having improved the quality of our natural environment. By 2030 we will have reduced our carbon emissions by 80%.
4. Cabinet sought to respond urgently to the climate emergency and ensure resources were made available to deliver this change, setting out ten 'Actions by April'. In addition fifteen medium and long term measures were identified to be implemented as part of a five year rolling programme, with more details to be published in annual updates.
5. The long term strategy is centred around eight key themes:
 - i. Putting climate change at the heart of decision making
 - ii. Buildings – ours, residents, businesses and partners
 - iii. Transport – carbon busting options for all
 - iv. Power – helping everyone convert to green power
 - v. Waste – reducing and dealing with
 - vi. Influencing others – getting everyone to do their bit
 - vii. Land use
 - viii. Campaigning
6. The 'Buildings' theme includes a target for the council to:

Reduce our carbon emissions (buildings, street lighting, fleet, business travel) by 80% by 2030, aiming for 100% ('Net Zero') by 2030 through carbon offsetting.

Emissions Performance

7. UK emissions¹ are published by government annually, by district, 2 years in arrears. These are illustrated in [Annex 1](#). From this it can be seen that Gloucestershire's total emissions have reduced in line with both England and the South West, as have per capita (per resident) emissions and emissions by sector, suggesting reductions are largely due to national and/or international factors.
8. For the districts, for both total and per capita emissions, Cotswold has consistently had the highest emissions since 2005; and Cheltenham consistently the lowest emissions since 2013. Cotswold having the highest emissions is likely to be a combination of its rurality, the availability of alternative transport modes and the proportion of older, solid-walled housing. Conversely Cheltenham having the lowest emissions is likely to be a combination of it being urban and so more compact, the associated availability of alternative transport modes, and having less solid-walled housing.

¹ UK "territorial" emissions, meaning emissions that occur within the UK's borders, allocated on an "end-user" basis according to the point of energy consumption (or point of emission if not energy-related). Except for the energy industry, emissions from the production of goods are assigned to where the production takes place. Therefore, emissions from the production of goods which are exported will be included, and emissions from the production of goods which are imported are excluded.

9. For **Gloucestershire, 2018** total emissions fell by 1% (32 tCO₂) on 2017, in line with a similar reduction nationally. By source the split in Gloucestershire remains as: Industrial & Commercial 35%; Domestic 31%; Transport² 34%.
10. 2018 per capita emissions fell by 2% on 2017 (from 4.8 to 4.7 kgCO₂ per capita); this is as a result of a 0.9% increase in estimated population combined with the 1% decrease in total emissions.
11. **County Council emissions 2019/20** show a net 97% reduction against our 2006/07 baseline³.
12. Our corporate emissions (energy, fuel and mileage) fell by 8% on 2018/19 emissions to 7,719 tCO_{2e}⁴. This is a reduction of 73% on our 2006/07 baseline.
13. Javelin Park Energy from Waste facility came online in October 2019. 50% of the electricity generated is deemed to be renewable; 30GWh for the period. This is a reduction of 7,143 tCO_{2e} for standard grid electricity and reduces our net emissions to 577 tCO_{2e}; a reduction of 97% on our baseline.
14. In September 2019 the council switched to a green electricity tariff, which comes from 100% renewable sources.

Action Plan Progress 2019/20 to date

15. In March 2020 the Covid-19 Coronavirus pandemic took hold in England. In response, councils had to stop and wind down service delivery in non-critical areas. This has slowed progress in implementing the action plan.
16. Progress in implementing the action plan is detailed in [Annex 2](#), including:
 - Actions by April – 7 of the 10 actions complete, with the remainder in progress;
 - Medium and long term measures – 1 of the 15 actions completed, 10 in progress and 3 not yet underway.
17. Key actions/ achievements include:
 - i. **£1m Climate Change & Air Quality Action Fund'** established
 - An initial emergency allocation from the council's reserves, agreed as part of the 2020/21 council budget, has been set aside to develop and incentivise the adoption of low carbon initiatives and improve resilience to climate change.
 - ii. **Council emissions 2019/20, 97% reduction against our 2006/07 baseline** (see paragraph 11).
 - iii. **Reallocating road space for cyclists and pedestrians**
 - The first nationwide lockdown under the Coronavirus pandemic reduced carbon emissions by around a third. We are working to build on this including having secured £1.2m of government funding under the two tranches of Emergency Active Travel Fund (EATF) to reallocate road space for significantly increased numbers of cyclists and pedestrians.

² Transport emissions exclude international flights and shipping.

³ 2006/07 baseline year, rather than government's 1990 baseline, due to data availability and quality.

⁴ tCO_{2e} = 'tonnes of carbon dioxide equivalent', which is a standard unit for measuring carbon footprints. The idea is to express the impact of each different greenhouse gas in terms of the amount of CO₂ that would create the same amount of warming (global warming potential). That way, a carbon footprint consisting of lots of different greenhouse gases can be expressed as a single number. The conversion factors used in the UK are published annually by Government – [Government emission conversion factors for greenhouse gas company reporting](#).

- In conjunction with EATF funding we have been developing proposals to transform active and green travel in Gloucestershire, including a six mile-long Cheltenham to Gloucester B4063 cycle link, which is the key to unlocking green transport for those commuting between the two urban areas. This cycle way is included in existing local transport plans and will connect Gloucester city, Tewkesbury district and Cheltenham borough.
- In support of this, the council has allocated £100,000 from the Climate Change & Air Quality Action Fund towards the development of ‘School Streets’, including monitoring air quality. Two schools in Tewkesbury and Cheltenham were part of a trial project launched in November 2020. A third school, in Gloucester has asked to launch a School Street in 2021.
- Bikeability trained a total 4,490 pupils across Gloucestershire Schools with 534 Bikeability courses delivered in 2019 and 421 in September 2020. Over the summer we organised family group cycle training as part of our Covid response.
- Cheltenham Spa Railway station – £50,000 GWR Community Rail Fund secured to improve access to information through a fully interactive Real Time Passenger Information digital screen on the forecourt. We are working with GWR, Department for Transport (DfT) and Cheltenham Borough Council to deliver an extension of the Honeybourne line (National Cycle Network route 41) cycle link through to the A40 Lansdown Road in 2021 using developer and third party funds.

iv. E-scooter trial

- The Council is facilitating a DfT trial of rental ultra low emission e-scooters in Gloucester and Cheltenham, designed to support a ‘green’ restart of local travel and help mitigate reduced public transport capacity due to the pandemic. In the first three weeks ‘Zwings’ riders covered over 10,000 miles, equivalent to travelling from London to Sydney.

v. Gloucestershire Salary Sacrifice Green Car Scheme

- Introduced to enable staff to lease a new ultra-low emission vehicle.

vi. West Cheltenham Transport Improvement Scheme (WCTIS)

- Phase 1 & 2 under construction to June 2021, including:
 - 2 for 1 tree replacement
 - New short length of bus lane on B4063 approaching Arle Court.
 - New bus lane access from Arle Court Park and Ride onto Westbound A40 towards Gloucester.

vii. B4063 Cycle Lane Gloucester to Cheltenham

- Works have been completed on London Road between Black Dog Way and Estcourt Road.

viii. £894,000 schools buildings investment in support of additional pupil places

- High School, Leckhampton (new secondary school) – includes proposals for 718 photovoltaic (PV) panels on the roof to provide 100% reduction in CO₂ emissions, Air Source Heat Pump (ASHP) and green wall – cost £600,000.
- Winchcombe Secondary School – new sports hall and remodelling of existing teaching blocks – the sports hall will achieve around 60% betterment on current building regulations through PV panels and associated wiring to the new Sports Hall mono-pitch lower roof. Hybrid ASHP installed and energy efficiency

upgrades by enhancing insulation to the ground floor, external walls and roof areas of the refurbished building. Cost around £100,000.

- The Cotswold School – new teaching block, extension to sports hall and refurbishment of some existing areas. A mix of PV, ASHP and 100% betterment on current Building Regulations on the new teaching block. Approximately 30% betterment on current Building Regulations to the sports hall extension. Estimated cost £194,000.

ix. Property Services contracts

- All new contracts emphasise recycling, disposal of waste, reduction in the single use plastics etc. with a view to improvement over the duration of the contract.
- All new contracts seek to minimise their carbon footprint, for example our waste contract for all schools and corporate buildings includes the removal of general, recycling, food, confidential, and clinical waste in the same waste contract, and therefore only using one vehicle to collect all waste streams.
- Schools food waste utilises the Anaerobic Digestion plant at Bishops Cleeve. This powers the plant itself with excess energy sold back to the grid.
- Our Waste contract includes promotional material to schools to encourage children to recycle.
- Our Catering contract sources 78% of its food locally, and includes involvement with schools to encourage children to grow (and compost) their own food, learn about where their food comes from, encouraging new tastes, etc.
- All our contracts are Small & Medium Enterprise (SME) friendly so that we can award to local companies who employ locally and keep travel to a minimum.
- Thermal imaging surveys are carried out every three years and is available to schools to identify areas where insulation would be beneficial.

x. Minerals & Waste Plan secures ‘Building with Nature’ (BwN) accreditation

- In July 2020, the recently adopted Minerals Local Plan for Gloucestershire (2018 – 2032) received BwN accreditation, developed by Gloucestershire Wildlife Trust. It is now local policy to afford support to future mineral-related developments that will contribute towards delivering or maintaining high quality green infrastructure that meets BwN standards.

xii. Gloucestershire Tree Strategy

- In October, Cabinet signed up to Gloucestershire Local Nature Partnership’s (GLNP) Gloucestershire Tree Strategy. This aims to position the county at the leading edge nationally for tree planting, to provide huge benefits for Gloucestershire’s residents, environment and economy. The strategy’s vision is for a thriving network of sustainably managed trees and woodland covering at least 20 per cent of the county by 2030. Nationally it is being recommended to increase woodland cover to 19 per cent by 2050, but as Gloucestershire has a higher proportion of tree cover than the national average, the GLNP’s partners have set their aims much higher; securing 35 million additional trees through planting and natural regeneration. The strategy’s main principles include to:
 - Support Gloucestershire’s aim of becoming net carbon zero.
 - Nurture lifelong connections between trees and people, recognising health and wellbeing benefits.

- Ensure that existing woodlands and trees are promoted, protected and well managed.
- As a direct result the Woodland Trust invited the council to submit an Expression of Interest to their Emergency Tree Fund pilot. A proposal for £300,000 has been approved to go forward to a 'Development Phase', seeking to bring about at-scale tree planting and woodland creation in Gloucestershire this planting season and next, making a rapid start to delivering the Gloucestershire Tree Strategy, building on successes to date, in support of delivering 20% canopy cover by 2030 and a Net Zero county by 2050.
 - Phase 1: Development Dec 2020 – Jan 2021. Developing and agreeing the roles and accelerated delivery approach with Gloucestershire Local Nature Partnership (GLNP) constituent partners.
 - Phase 2: Trees for landholders/tenants 2020-2023. Get significant numbers of trees planted and lay the foundations for a longer-term relationship with landholders/tenants.
 - Phase 3: Scaling up the approach 2021-2023. Develop and put in place measures to help deliver 20% canopy cover by 2030 by securing land and significant funding for tree planting, woodland creation and ongoing maintenance and support.

Action Plan 2021/22 to 2026/27

18. Our five year outline plan for medium and long term Climate Change actions are listed by theme in [Annex 3](#).
19. If approved, there will be ongoing monitoring of the rolling action plan to ensure ongoing progress towards achieving objectives.
20. Plans will evolve and be developed using baseline data and its analysis to assist the setting of short, medium term and long term plans to deliver the required carbon savings.
21. Approval of the action plan by cabinet will enable us to take this proposed overall approach for the county to our Leadership Gloucestershire partners and other partners, for agreement on how we can work together to drive forward urgent action across the county.

Options

- i. Do nothing – having declared a climate emergency and held a very successful summit, the council would lose credibility and might be criticised if it did not meet public expectation and be seen to act relatively quickly. The climate change challenge still remains.
- ii. Implement the Action Plan (**recommended**) – doing the best we possibly can within the resources available to bring about the required changes, working with others to secure additional resources, delivering the strategy and an ongoing five-year programme.

Blueprint Coalition

22. As the UK develops its plans for recovery from Covid-19, action at the local level will be crucial in delivering healthier communities and a stronger more resilient economy by linking recovery to net-zero emissions and nature restoration. Local authorities must be essential partners in this delivery.
23. The Association of Directors of Environment, Economy, Planning and Transport (ADEPT) is part of a coalition of local government, environmental, and research organisations that has published a blueprint ([Annex 4a](#)), which sets out the national leadership, policies, powers and funding needed to empower local authorities to deliver at scale, working

together with communities and businesses. In developing the blueprint ADEPT has drawn extensively on the direct experience of many local authorities that have declared a climate emergency and developed local strategies. The blueprint is not intended to be the final word, but rather as a starting point for constructive and meaningful discussion with government.

24. The coalition has sent the blueprint to the Government and senior officials, and is now trying to build even broader support for it in the run up to COP26. They are asking councils, professional bodies, academic institutions and NGOs to support this initiative to secure more powers and resources for councils to take action on climate change and nature restoration, and to build back better from Covid-19.
25. The five priority recommendations are:
 - i. Invest in low-carbon and climate-resilient infrastructure including public transport, renewable energy and electric vehicle charging
 - ii. Support reskilling, retraining and research to accelerate the move to a net-zero economy
 - iii. Upgrade our homes to ensure they are fit for the future
 - iv. Make it easy for people to walk, cycle, and work remotely
 - v. Accelerate tree planting, peatland restoration, green spaces and other green infrastructure
26. Organisations that have already registered support via [ADEPT's website](#) are listed in [Annex 4b](#), which includes 38 other councils.

Resource Implications

27. The strategy is expected to have significant resource implications in the short, medium and long term. The £1m Climate Change & Air Quality 'Action Fund' will be used to begin delivering against the objectives set out in the climate change strategy. Funds will be allocated based on a bidding process. The bids will be assessed and the decision taken to allocate the funds based on the objectives of the climate change strategy being achieved. This will help us determine how much it will cost to do things differently, to then bid for resources to do so through the council's annual budget setting process and through applications to appropriate grant funding opportunities as they arise.
28. The council will continue to lobby government for appropriate resources to respond to the challenge of climate change, including as a member of UK100's County Council Network and the 'Blueprint Coalition' if approved by Cabinet (recommendation 4).

Risk Assessment

29. The climate change strategy target of being Net Zero by 2050 with an 80% reduction by 2030 remains extremely challenging to achieve. Work is planned in 2020/21 onwards to determine the 'emissions gap' and route to achieving these targets. Success will be dependent on Leadership Gloucestershire partners, the wider Gloucestershire community and government to make the required changes and resources available to achieve this. The Blueprint Coalition seeks to secure from government more powers and resources for councils to take action on climate change and nature restoration, and to build back better from Covid-19
30. A number of the actions are dependent on securing grant funding. Should these be unsuccessful, alternative funds and/or actions will need to be developed.

Officer Advice

31. That the updated action plan is approved for implementation and to take to Leadership Gloucestershire seeking its members to match the council's commitment in accordance with Option ii. above ('Implement the Action Plan').
32. That approval is given to support ADEPT's call for government to secure more powers and resources for councils to take action on climate change and nature restoration, and to build back better from Covid-19 in their areas.

Equalities considerations

33. There are no direct equalities implications arising from the recommendations of this report. However, climate change has the potential for significant implications for people's health, wellbeing and safety; particularly for those on low incomes, vulnerable people especially the young and the elderly, and people with additional learning, physical and mental needs. It follows that delivering the strategy will therefore have a positive impact. There is also the need to ensure effective engagement of all demographic groups.

Performance Management/Follow-up

34. The county council will ensure delivery of the action plan by ongoing monitoring and reporting of progress that will provide the detail as to how we will continually measure and improve progress to achieving our objectives.
35. The outline action plan will continue to be developed for Cabinet approval each year, developed into a detailed plan in agreement with Leadership Gloucestershire for the following year by March, implemented from April.

Report Title	LEADING THE RESPONSE TO THE CLIMATE EMERGENCY: GLOUCESTERSHIRE CLIMATE CHANGE STRATEGY ANNUAL REPORT & ACTION PLAN, 2021/02 – 2026/07
Statutory Authority	Overarching statutory powers in relation to Education, Highways, Lead Local Flood, Public Health, Strategic Planning, Transport, Waste Disposal and section 1(1) of the Localism Act 2011.
Relevant County Council policy	Corporate Climate Change Strategy and Action Plan, July 2008 Local Flood Risk Management Strategy, 2014 Local Transport Plan 2015-2031, 2016 (being revised) Looking to the Future 2019-2022, 2018 Climate Change Emissions Reduction Pledge, 2018 Air Quality Strategy, 2019 Motion 836 – Carbon action plan motion, 2019 Motion 844 – Future proofing public buildings and developments in Gloucestershire, 2019 Leading the Response to the Climate Emergency: Gloucestershire Climate Change Strategy 2019/20 to 2024/25
Sustainability checklist: Partnerships Decision Making and Involvement Economy and Employment Caring for people Social Value Built Environment Natural Environment' including Ecology (Biodiversity) Education and Information	<p>Significant partnership working will be required to further develop the action plan and deliver the strategy.</p> <p>The Cabinet will consider the future formulation of the strategy and the Council will determine the overall financial implications as part of the budget setting process.</p> <p>Significant positive implications for growing the low carbon economy in Gloucestershire and improving its resilience.</p> <p>Reduced fuel poverty and better public health, from reduced emissions and better air quality, and improved resilience to the impacts of a changing climate, especially for vulnerable people. Maximise the social, economic and environmental benefits to the local area from carbon reduction and climate resilience.</p> <p>Improved Green Infrastructure and climate resilience.</p> <p>Improved Green Infrastructure and climate resilience.</p> <p>Youth Climate Panel and schools engagement.</p>

Tackling Climate Change	Carbon Emissions Implications? Positive Vulnerable to climate change? No; will improve resilience
Due Regard Statement	Has a Due Regard Statement been completed? No
Human rights Implications	There are no direct implications arising from this report. However, the global impacts of climate change and likely conflicts over scarce resources (e.g. fresh water) are expected to result in significant population displacement (climate refugees), and risks of exploitation and human rights violations.
Consultation Arrangements	Ongoing consultation with partners and the Youth Climate Panel in the development and delivery of the live 5-year rolling action plan. Individual actions may include public consultation, e.g., the Local Transport Plan. Environment Scrutiny Committee has been briefed on key actions, for example the refresh of the Local Transport Plan, and receives regular update reports from the Director of Economy, Environment & Infrastructure.

Figure 1 shows the overall emissions for Gloucestershire as a whole and for each of the districts, all of which follow a similar trajectory. Cotswold having the highest emissions is likely to be a combination of its rurality, the availability of alternative transport modes and the proportion of older, solid-walled housing. Conversely Cheltenham having the lowest emissions is likely to be a combination of it being urban and so more compact, the associated availability of alternative transport modes, and having less solid-walled housing.

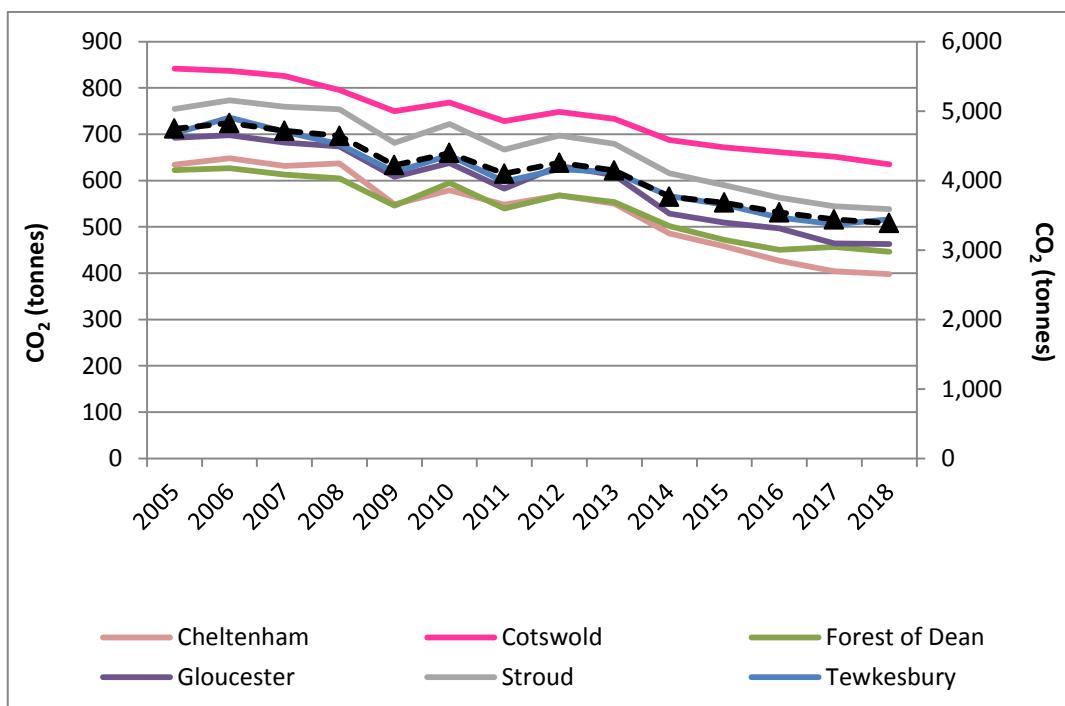


Figure 1: Total emissions, Gloucestershire and districts

Figure 2 compares Gloucestershire's overall emissions with the South West, both showing a similar trajectory suggesting that reduction is a result of national/ international factors.

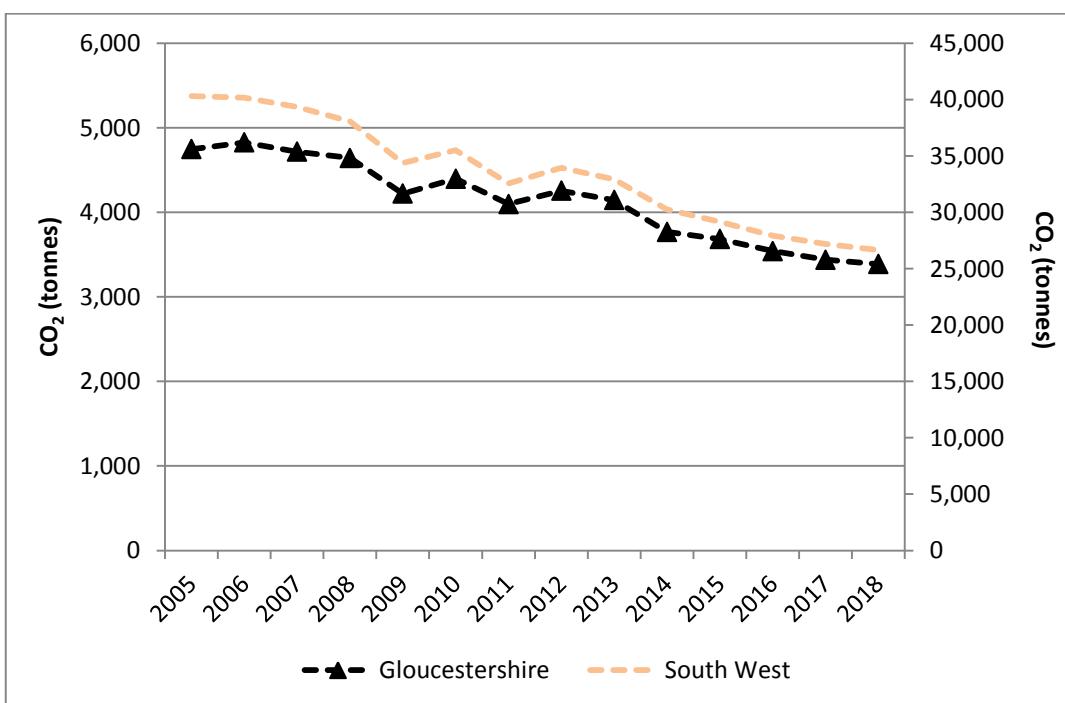


Figure 2: Total emissions, Gloucestershire and the South West

Figure 3 compares Gloucestershire's overall emissions with England, again both showing a similar trajectory suggesting that reduction is a result of national/ international factors.

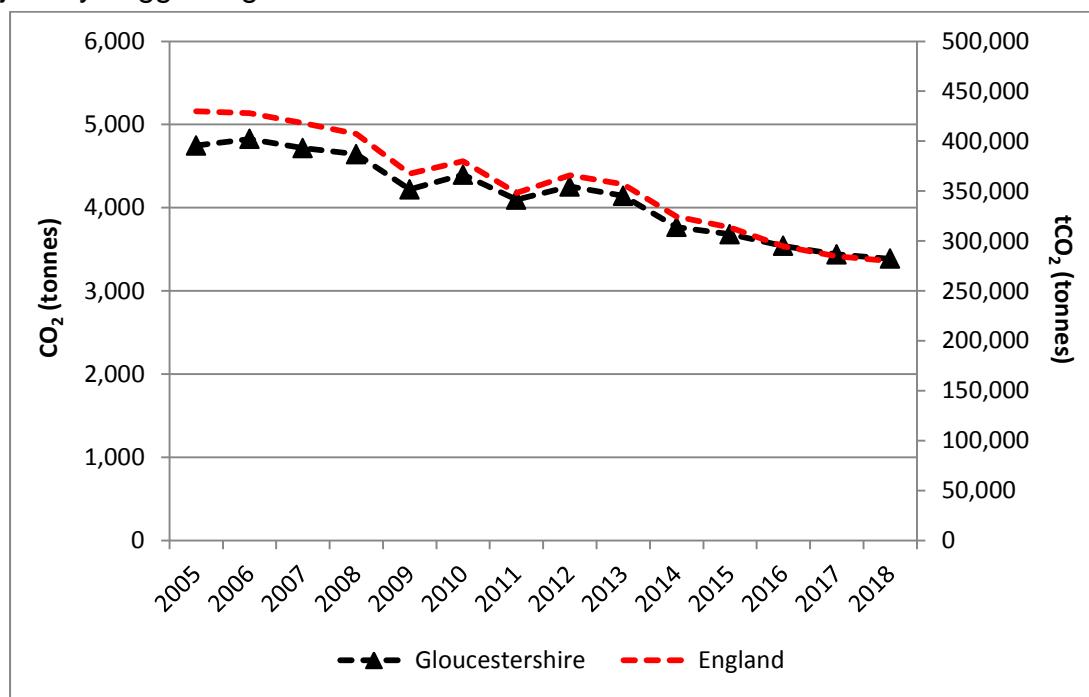


Figure 3: Total emissions, Gloucestershire and England

Figure 4 compares Gloucestershire's per capita (resident) emissions with each of the districts, the South West and England. These again all show a similar trajectory, suggesting that reduction is a result of national/ international factors. Cotswold having the highest and Cheltenham the lowest per capita emissions will likely be for the same reasons as for Figure 1, together with Cheltenham having a higher population than Cotswold (estimated 2018 population 117,100 and 89,000 respectively). Gloucestershire 2018 per capita emissions fell by 2% on 2017 (from 4.8 to 4.7 kgCO₂ per capita); this is as a result of a 0.9% increase in estimated population combined with the 1% decrease in total emissions.

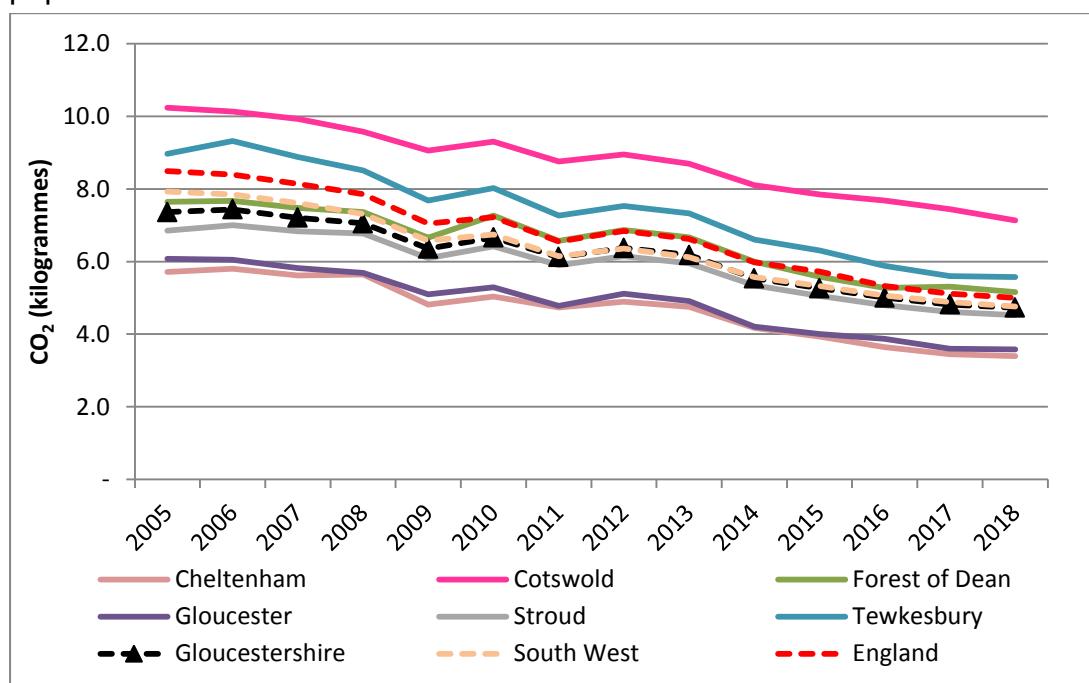


Figure 4: Per capita emissions for Gloucestershire, districts, South West and England

Key: Green, complete; Amber, in progress; White, not yet underway

Actions by April

- | | |
|---|--|
| <p>1. Seek to agree with Leadership Gloucestershire and other partners how we will work together to bring about a co-ordinated approach and action plan in response to the climate emergency.</p> | <p>Agreement reached to joint-fund a Strategic Climate Change Officer role, employed by Gloucester City Council. Recruitment has been delayed as a result of the Coronavirus pandemic.</p> |
| <p>2. Launch the <i>Million Trees Challenge</i>, working with Gloucestershire Wildlife Trust, The Woodland Trust, public and private landowners to plant a million additional trees across the county by 2030.</p> | <p>This is being taken forward as part of the Gloucestershire Local Nature Partnership's (GLNP) Gloucestershire Tree Strategy (Action 7.5, Annex 3), with a target to increase tree canopy cover to 20% by 2030. Linked to this would be establishing a system to record gains and losses of trees for Gloucestershire in 2021/22.</p> <p>The Woodland Trust (WT) has approved the council's (GCC) Expression of Interest bid to the pilot Emergency Tree Fund to go forward to a 'Development Phase', aiming to plant 360,000 trees by 2023 and fund coordination; a spatial planting and natural regeneration plan; and mechanisms to secure land and funding for large scale planting and natural regeneration. GCC has earmarked £230,000 as match funding towards the cost of landholder engagement; development of the 'Biodiversity Off-site (Offsetting) Scheme'; and tree maintenance incentives; and £100,000 for community tree planting, March 2021.</p> |
| <p>3. Establish a £1m 'Action Fund', in 2020/21 to develop and incentivise the adoption of low carbon initiatives and improved resilience to climate change.</p> | <p>The fund has been established, earmarked as follows:</p> <ul style="list-style-type: none"> • £230,000 Gloucestershire Tree Strategy implementation, 2020-2023, including £100,000 Community Tree Planting, March 2021. • £100,000 School Streets programme, underway. • £250,000 Community & small business grants – this has been delayed by the coronavirus pandemic, as many groups and small businesses would be unable to develop funding bids. It is hoped to launch these in early 2021. |
| <p>4. Extend our £1m energy efficiency invest to save fund ('Salix Fund') to all Gloucestershire public sector organisations to reduce their corporate carbon footprints, committing at least £250k.</p> | <p>The fund has been made available to Gloucestershire public sector partners, although projects have yet to come forward for funding.</p> |
| <p>5. Buy only 100 per cent renewable electricity for our buildings, street lighting and council schools to put us ahead of our emergency declaration target of an 80% carbon reduction by 2030.</p> | <p>In September 2019 the council switched to a green energy tariff; standard grid electricity backed by Renewable Energy Obligation certificates (REGOs). We are working with our energy provider to link our consumption to UK renewable electricity generation.</p> |

Key: Green, complete; Amber, in progress; White, not yet underway

Actions by April (continued)

6. **Generate electricity** from the Javelin Park Energy from Waste facility to power around 25,000 homes a year.

The plant came online in October 2019, with 50% of the electricity generated classed as renewable electricity. This means that the council is now a net generator of renewable energy, and on course to be 'net carbon positive' by autumn 2021. The facility avoided 35,812 tCO₂e had Gloucestershire's household residual waste instead gone to landfill (October 2019 to March 2020).

7. Pledge its ongoing commitment to the **Gloucestershire Youth Climate Panel**, working closely with its members to develop a plan to challenge and influence the actions taken by individuals, communities, organisations and businesses.

The Panel first met in September 2019, contributing to the development of the Strategy, with 3 meetings before the coronavirus pandemic and 2 online meetings during. GCC is commissioning a provider to recruit new members and support development of the panel for 12 months, after which it is planned to have a longer-term arrangement in place.

8. Review the **Local Transport Plan** (LTP) in view of the climate change emergency and consult on the revised LTP in January 2020. This will include policies for all transport modes: public & community transport; cycle; freight; highways; rail; walk.

The LTP was refreshed following a public consultation January to March 2020. In September the revised draft was reported to GCC's Environment Scrutiny Committee and the Gloucestershire Economic Growth Scrutiny Committee. It is scheduled to go to cabinet for approval in January 2021 and to County Council for adoption in March 2021.

9. Tender a contract to install over 200 new electric vehicle charging points by 2023, as part of a county-wide **Electric Vehicle (EV) Strategy**.

The EV strategy has been developed as part of a Gloucestershire Ultra Low Emission Vehicle Strategy. Procurement of an installer is underway, with rollout planned for early 2021 starting in residential areas of Cheltenham and Gloucester, with subsequent rollout in other areas of the county.

10. **Recruit** staff to develop and monitor a five year rolling action plan to ensure ongoing delivery of the Strategy.

Funding has been secured for the permanent positions of Climate Change & Air Quality Officer (full time) and Partnerships & Behaviour Change Officer (part time). Recruitment has been delayed by the coronavirus pandemic but both posts are planned to be advertised soon.

Key: Green, complete; Amber, in progress; White, not yet underway

Medium and long term measures

11. Work with our partners to ensure that all new public buildings and residential and commercial developments support the move to zero carbon and improve resilience

Schools buildings investment in support of additional pupil places:

- High School, Leckhampton (new secondary school) – 718 photovoltaic (PV) panels on the roof to provide 100% reduction in CO₂ emissions, Air Source Heat Pump (ASHP) and green wall – cost £600,000.
- Winchcombe Secondary School – new sports hall and remodelling of existing teaching blocks – the sports hall will achieve around 60% betterment on current building regulations through PV panels and associated wiring to the new Sports Hall mono-pitch lower roof. Hybrid ASHP installed and energy efficiency upgrades by enhancing insulation to the ground floor, external walls and roof areas of refurb building. Cost around £100,000.
- The Cotswold School – new teaching block, extension to sports hall, refurbishment of some existing areas. A mix of PV, ASHP and 100% betterment on current Building Regulations on the new teaching block. Approximately 30% betterment on current Building Regulations to the sports hall extension. Estimated cost £194,000.

12. Work with our partners to aim for all new development sites to deliver high quality green infrastructure in line with the 'Building with Nature' standards, developed by Gloucestershire Wildlife Trust.

In July 2020, the recently adopted Minerals Local Plan for Gloucestershire (2018 – 2032) received 'Building with Nature' accreditation. It is now local policy to afford support to future mineral-related developments that will contribute towards delivering or maintaining green infrastructure that meets BwN standards.

13. Stress test public sector assets and services against climate change

Climate change issues are already an integral part of GCC's Risk Management Framework, and climate change is a corporate strategic risk, with progress reported quarterly to the Corporate Leadership Team and Cabinet.

In support of this GCC's Business Continuity Management (BCM) approach ensures that there are robust arrangements in place for responding to, minimising the impacts of and recovering from operationally disruptive unplanned events. BCM also ensures that there is a framework for testing and exercising the relevant arrangements, for continually improving business continuity processes and for monitoring and reporting compliance with corporate BCM standards.

14. Establish an Expert Advisory Panel and Climate Emergency Response Group

This has been delayed as a result of the Coronavirus pandemic, pending recruitment of the Strategic Climate Change Coordinator, to be hosted by Gloucester City Council.

15. Launch a targeted communications (culture change) campaign

This is to be developed with GCC's Communications Team once the Partnerships & Behaviour Change Officer post has been filled.

(continued...)

Key: Green, complete; Amber, in progress; White, not yet underway

Medium and long term measures (continued)

16. Launch an **awards programme** for projects tackling climate change

This is to be developed once the Partnerships & Behaviour Change Officer post has been filled.

17. Establish **baseline carbon emissions** for Gloucestershire

Baseline carbon emissions are published by government, 2 years in arrears, by district and by sector (industry & commercial, domestic, transport) and taken together provide emissions for the whole county. Work is planned to determine the 'emissions gap' and route to Net Zero by 2050 and 80% reduction by 2030.

18. Identify the potential for **renewable energy generation** on public sector land in Gloucestershire and set a 2025 target

High School, Leckhampton (new secondary school) – 718 photovoltaic (PV) panels on the roof to provide 100% reduction in CO₂ emissions, Air Source Heat Pump (ASHP), green wall – cost £600,000.

A bid for £239,000 has been submitted to the government's Low Carbon Skills Fund to assess council buildings, Household Recycling Centres, and Fosse Cross landfill site for heat decarbonisation, energy efficiency and renewable energy generation opportunities. This would then form the basis of a grant application to the government's £1billion Public Sector Decarbonisation Scheme (deadline 11 January 2021) to implement the measures.

19. Investigate the feasibility of **District Heating Networks**, (Gloucestershire Royal Hospital; The Docks; Javelin Park), to deliver at least one by 2025

The feasibility assessment for The Docks network has been completed; the Hospital assessment was put on hold as a result of the Coronavirus pandemic; and the assessment for Javelin Park was postponed whilst the facility completes its first year of operation. A bid is being developed for government Heat Network Delivery Unit funding (including project management) to procure consultants to develop an outline business case (OBC) for district heating focussed on Gloucester Quays, and a feasibility study to cover Gloucester Hospital and a Gloucester factory.

20. Identify ways to reduce carbon emissions in our **highways investment**

M5 Junction 10, £219 funding from Homes England's Housing Infrastructure Fund

- To provide a new all-movements junction giving access from the motorway both northbound and southbound into Cheltenham. The scheme will reduce congestion and reduce traffic on unsuitable urban roads, improving air quality and safety.
- It includes the development of Arle Court Park & Ride into a Transport Hub, to:
 - Improve connectivity within, to and from the area by non-car modes.
 - Enable more journeys to central Cheltenham, railway station and the hospital by sustainable modes of travel.
 - Provide a regular, reliable transport solution reducing car journeys into Cheltenham.
- A public consultation on the scheme is underway.
- The upgraded junction is anticipated to be open in Spring 2024.

(continued...)

Key: Green, complete; Amber, in progress; White, not yet underway

Medium and long term measures (continued)

20. Identify ways to reduce carbon emissions in our **highways investment** (continued)

Thinktravel

- Working with Highways and S106 teams on the importance of synergy between travel plans for schools, and education establishments and workplaces.
- Part of the consultation for major and local highways walking and cycling schemes like A417 missing link, Gloucester to Cheltenham Highways England (B4603), Lydney, University of Gloucestershire Pitville Cycling route, Junction 10, West Cheltenham/Cyber Central, and Gloucester to sharpness Canal improvements, which aim to encourage increased active travel, reduce carbon footprint and create a green cleaner Gloucestershire.

Public transport strategy

- Review and development

Cycling infrastructure

- B4063 Cheltenham to Gloucester Cycle Improvements Scheme, detailed design of the six mile-long cycle route
- Cycling and walking social distancing scheme, offering greener travel choices to make it easier for residents and visitors to access jobs, services, education, shopping and visitor attractions.
- A38 Canal Bridges scheme will deliver the construction of the canal through the A38 Whitminster Roundabout. It includes the construction of two new bridges, a canal channel within the roundabout and a towpath under the bridge. Under their Environmental Designated Fund, Highways England agreed to pay Cotswold Canals Trust a grant of £4million towards restoring the 'missing mile'. It will attract more visitors to the area, improve wildlife habitats and provide a new walking and cycling route.
- A419 Highway Improvements, linking Stroud to M5 J13. The scheme will include improving provision for pedestrians and cyclists.
- West Cheltenham Transport Improvement Scheme – UK Cyber Business Park. The scheme includes walking and cycling improvements between Arle Court and Benhall Roundabouts, and linking the A40 and Cheltenham Station by 2021.
- Cheltenham Spa Railway station – £50k GWR community Rail fund secured to improve access to information through a fully inter-active Real Time Passenger Information and a sense of place as well as working with stakeholders to enable the extension of the Honeybourne line (National Cycle Network route 41) cycle link through to be included as part of the re-development of the forecourt.

21. Look to be an early adopter of innovative **commercial energy recovery technology**

A meeting in 2019 with the inventor secured in principle agreement for the council to trial the system at Shire Hall, but progress has been delayed as a result of the Coronavirus pandemic.

22. Agree targets and funding for cleaner **public and school transport services**

(Continued...)

Key: Green, complete; Amber, in progress; White, not yet underway

Medium and long term measures (continued)

23. Implement climate change impact assessments into the council's decision making process

Climate change issues are already an integral part of the council's Risk Management Framework, and climate change is a corporate strategic risk, with progress reported quarterly to the Corporate Leadership Team and Cabinet.

Whilst a simple climate change assessment has been part of cabinet reports for several years, from March 2021 all proposed cabinet decisions will consider climate change implications as part of the main report; both mitigation (emissions reduction) and adaptation (vulnerability).

As of January 2020 the council's Planning Development Management (PDM) Team has been incorporating as a specific material consideration concerning the new Climate Change Strategy with the planning applications it is responsible for. Support will be afforded to all applications that are able to demonstrate their alignment with the ambitions, targets and actions of the new Climate Change Strategy.

ROBUST 'circular economy' project, with University of Gloucestershire and EU partners:

- Working with partners to increase the knowledge base and awareness of the Circular Economy and Circular Business Models and Practices – June 2020, introductory workshop held with regulators and public sector partners.
- Dec 2020/ early 2021 – publication of a reference/ contextual paper on the circular economy in Gloucestershire.
- Develop a 'Circular Gloucestershire' Strategy and Roadmap for supporting the county's transition to a more circular economy.

24. Look into developing a Gloucestershire carbon offsetting scheme

This is being taken forward under the GLNP's Gloucestershire Tree Strategy through development of the 'Biodiversity Off-site (Offsetting) Scheme'. The Woodland Trust (WT) has approved GCC's Expression of Interest bid to the pilot Emergency Tree Fund to go forward to a 'Development Phase', aiming to plant 360,000 trees by 2023 and fund coordination; a spatial planting and natural regeneration plan; and mechanisms to secure land and funding for large scale planting and natural regeneration, including through the Biodiversity Off-site (Offsetting) Scheme.

25. Expand Green Staff Travel Plan and develop Clean Fleet Replacement Plan

Two Electric Vehicle pilots undertaken with frontline services; EV being procured for first pilot; second pilot is ongoing.

A review of the council's fleet is currently underway and is due to conclude in early 2021.

1. Putting climate change at the heart of decision making

- 1.1. Business Continuity Management Plan exercising and testing (2021/22)
- 1.2. ROBUST 'circular economy' project, with University of Gloucestershire and EU partners (2021/22 - 20256/7)
- 1.3. Gloucestershire Youth Climate Panel, procure ongoing support (2021/22)

2. Buildings – ours, residents, businesses and partners

- 2.1. New special school (2021/22)
- 2.2. Replacement of Warden Hill Primary School (2021/22)
- 2.3. New Primary School for Bishops Cleeve (2021/22)
- 2.4. Belmont Special School classroom extension (2021/22)
- 2.5. Wyatt House, Stroud refurbishment (2021/22- 2022/03)
- 2.6. Heat Decarbonisation Programme, subject to funding bid outcome

3. Transport – carbon busting options for all

- 3.1. Green Safer Schools Streets Programme, multi-partnership and countywide (2021/22)
- 3.2. Leckhampton, proposed new secondary school (2021/22)
- 3.3. Health/ travel place apps (2021/22)
- 3.4. Community Infrastructure Levy for Active Travel
- 3.5. School & Workplace Travel Champions
- 3.6. 30% modal shift by 2030
- 3.7. Electric Vehicle Infrastructure

3.8. West Cheltenham Transport Improvement Scheme (WCTIS)

- 3.9. B4063 Cycle Route Gloucester to Cheltenham
- 3.10. A435 Cycle Route
- 3.11. Arle Court Transport Hub
- 3.12. Council Pool Car Scheme
- 3.13. Council Fleet Review
- 3.14. Public Transport Strategy

4. Power – helping everyone convert to green power

- 4.1. Domestic rooftop PV scheme

5. Waste – reducing and dealing with

- 5.1. ROBUST 'circular economy' project, with University of Gloucestershire and EU partners (2021/22 - 20256/7)

6. Influencing others – getting everyone to do their bit

- 6.1. Climate Change Award Scheme

7. Land use

- 7.1. Pitville Flood Risk Management Scheme
- 7.2. Nailsworth Flood Risk Management Scheme
- 7.3. Coleford Flood Risk Management Scheme
- 7.4. Stroud Rural Sustainable Drainage Scheme (SuDS)
- 7.5. Gloucestershire Tree Strategy
- 7.6. Fosse Cross HRC, 1MW PV array and battery storage, subject to financial case

8. Campaigning

- 8.1. Culture change campaign

1. Putting climate change at the heart of decision making					
Action	2021/22	2022/23	2023/24	2024/25	2025/26
1.1 Business Continuity Management Plan exercising and testing	Guidance, scenarios, roll out, collate findings				
1.2 ROBUST 'circular economy' project, with University of Gloucestershire and EU partners:	a) Develop and consult on a 'Circular Gloucestershire' Strategy and Roadmap for supporting the county's transition to a more circular economy	Support development of the council's new School Meals contract, to encourage the purchase of local food			
	b) Ensure circular best practice becomes a core component in the evolution of sustainable procurement for Gloucestershire's public sector organisations				
	c) Seek to embed support for transitioning to a more circular economy into emerging public policy throughout Gloucestershire (e.g. reviews of the Municipal Waste Management Strategy; Waste Core Strategy (for land-use planning); and district-level local plans)				
	d) Encourage future local economic investment initiatives / funds that require applications to incorporate 'evidence of implementing circular best practice' as a highly influential factor in decision-making				
1.3 Gloucestershire Youth Climate Panel	Procure ongoing support				
2. Buildings – ours, residents, businesses and partners					
Action	2021/22	2022/23	2023/24	2024/25	2025/26
2.1 New Special School	Upgrade Roof, wall and wall Insulation, Hybrid air source heat pump (ASHP) & Gas, solar Photo Voltaic (PV) panels to achieve 100% betterment on current regs, subject to planning. Estimated cost £274k.				

2. Buildings – ours, residents, businesses and partners (continued)					
Action	2021/22	2022/23	2023/24	2024/25	2025/26
2.2 Replacement of Warden Hill Primary School	PV, ASHP, natural ventilation, energy efficiency improvements including enhancing insulation to the ground floor, external walls & roof areas will be considered as part of the design process to deliver a sustainable school in line with the Council's pledge. Installation of ASHP, and 500m ² of PV will achieve 100% betterment of current building regulations. During the course of the design further carbon reduction features will be looked at and will add further costs. Estimated cost £205k.				
2.3 New Primary School for Bishops Cleeve	The scheme is in the very early stages of design but sustainability will be at the core of the design				
2.4 Belmont Special School classroom extension	We are using a fabric first approach that should provide around a 30% improvement over current building regulations. Cost tbc				
2.5 Wyatt House, Stroud	Undertake a compliant competitive tender exercise to lease Wyatt House to a registered provider to remodel the current building into supported living.,,	Refurbishment, including including for energy efficiency, heat decarbonisation and renewable energy generation opportunities			
2.6 Heat Decarbonisation Programme, subject to bid outcome	Heat decarbonisation plan development	Heat decarbonisation plan Implementation			

3. Transport – carbon busting options for all					
Action	2021/22	2022/23	2023/24	2024/25	2025/26
3.1 Green Safer Schools Streets Programme, multi-partnership and countywide	'Modeshift' travel planning framework and Healthy Street indicators to trial, based on school travel plans				
3.2 Leckhampton, proposed new secondary school	Work in partnership with GCC Highways, Cheltenham BC, Active Gloucestershire, Balcarras Academy and Leckhampton to provide solutions to alleviate congestion, improve air quality and promote active travel to proposed new secondary school in Leckhampton				
3.3 Health/travel place apps	Research Better Points, Active Steps and work place initiatives; assess suitability, impact, potential for partnering deliverables with Active Glos.				

3. Transport – carbon busting options for all (continued)					
Action	2021/22	2022/23	2023/24	2024/25	2025/26
3.4 Community Infrastructure Levy for Active Travel	Research Community Infra-structure Levy and how it could be applied in Gloucestershire and Suscom model proposed by Active Gloucestershire				
3.5 School & Workplace Travel Champions	Aim to have a travel champion in schools and workplaces				
3.6 30% modal shift by 2030	30% Modal Shift across all sustainable modes in 10 years				
3.7 Electric Vehicle Infrastructure	Install over 200 new electric vehicle charging points by 2023				
3.8 West Cheltenham Transport Improvement Scheme (WCTIS)	Phase 3 &4, £1.6million ring fenced to cycling and walking on A40 corridor between Arle Court and Cheltenham Station, including areas of Benhall and St Marks wider cycle infrastructure improvements, together with 2 for 1 tree replacement.				
3.9 B4063 Cycle Route Gloucester to Cheltenham	Completion of 5.8 miles of new cycle infrastructure between London Rd Gloucester and Arle Court Cheltenham.				

3. Transport – carbon busting options for all (continued)					
Action	2021/22	2022/23	2023/24	2024/25	2025/26
3.10 A435 Cycle Route	New designated cycle facility between Cheltenham Racecourse and Bishops Cleeve along A435, subject to DfT funding approval.				
3.11 Arle Court Transport Hub	Works will provide a more integrated transport network by enabling opportunities to switch to more sustainable transport modes. The improvements will focus on providing high quality alternatives to car use to allow more journeys to central Cheltenham, the railway station and the hospital by sustainable modes of travel.				
3.12 Council Pool Car Scheme	Agree procurement strategy and implement follow on service to replace existing contract.				
3.13 Council Fleet Review	Implement recommendations				
3.14 Public Transport Strategy	Public consultation and adoption.				
4. Power – helping everyone convert to green power					
Action	2021/22	2022/23	2023/24	2024/25	2025/26
4.1 Domestic rooftop PV scheme	Develop business case for domestic rooftop PV in fuel poor areas				

5. Waste – reducing and dealing with					
Action	2021/22	2022/23	2023/24	2024/25	2025/26
1.2 ROBUST 'circular economy' project, with University of Gloucestershire and EU partners:	a) Develop and consult on a 'Circular Gloucestershire' Strategy and Roadmap for supporting the county's transition to a more circular economy				
	b) Ensure circular best practice becomes a core component in the evolution of sustainable procurement for Gloucestershire's public sector organisations				
	c) Seek to embed support for transitioning to a more circular economy into emerging public policy throughout Gloucestershire (e.g. reviews of the Municipal Waste Management Strategy; Waste Core Strategy (for land-use planning); and district-level local plans)				
	d) Encourage future local economic investment initiatives / funds that require applications to incorporate 'evidence of implementing circular best practice' as a highly influential factor in decision-making				
6. Influencing others – getting everyone to do their bit					
Action	2021/22	2022/23	2023/24	2024/25	2025/26
6.1 Climate Change Award Scheme	Develop and promote, with annual awards				
7. Land use					
Action	2021/22	2022/23	2023/24	2024/25	2025/26
7.1 Pitville Flood Risk Management Scheme		Creation of attenuation basin, lowering road levels, creation of preferential flow paths to Wyman's Brook. £502k (GCC £450k)			
7.2 Nailsworth Flood Risk Management Scheme	Installation of new and improved drainage network £215k (GCC £173k)				

7. Land use (continued)					
Action	2021/22	2022/23	2023/24	2024/25	2025/26
7.3 Coleford Flood Risk Management Scheme	Full survey of drainage network, new channel drains, attenuation basin. £471k (GCC £350k)				
7.4 Stroud Rural Sustainable Drainage Scheme (SuDS)	Various NFM interventions and monitoring / modelling. £121k (GCC £90k)				
7.5 Gloucestershire Tree Strategy	Establish a system to record gains and losses of trees for Gloucestershire (see action 2, Annex 2)				
	Phase 2 delivery of Woodland Trust bid – Trees for landholders/tenants 2020-2023. Get significant numbers of trees planted and lay the foundations for a longer-term relationship with landholders/tenants.				
	Phase 3 delivery of Woodland Trust bid – Scaling up the approach 2021-2023. Develop and put in place measures to help deliver 20% canopy cover by 2030 by securing land and significant funding for tree planting, woodland creation and ongoing maintenance and support.				
	'Forest Without Frontiers', Stage 1; linking Forest of Dean to Wye Valley, estimated 160,000 new trees				
	'Greater Gloucestershire Forest', Stage 1, linking Westonbirt to Avon Forest, 25,000 trees				
			'Greater Gloucestershire Forest', Stage 2, 150,000 trees		
			Significantly increase tree planting and natural regeneration at scale		

7. Land use (continued)					
Action	2021/22	2022/23	2023/24	2024/25	2025/26
7.6 Fosse Cross HRC, 1MW PV array and battery storage, subject to financial case	Grid connection, planning approval, procure developer, build and commission				
8. Campaigning					
Action	2021/22	2022/23	2023/24	2024/25	2025/26
8.1 Communications campaign	Develop and implement with partners				

Blueprint Coalition Signatories

ANNEX 4b

(Councils shown **bold**)

Organisation	Name	Position
ADEPT	Nigel Riglar	President
Allen and Harriss	Mark Allen	Director
Amber Valley Borough Council	Chris Emmas-Williams	Leader of Amber Valley Borough Council
Ashden	Cara Jenkinson	Cities Manager
Bassetlaw District Council	David Armiger	Assistant Chief Executive
Bath & North East Somerset Council	Sarah Warren	Cabinet Member - Climate Emergency
Bedford Borough	Mayor Dave Hodgson	Elected Mayor of Bedford Borough
Broxtowe Borough Council	Ruth Hyde	Chief Executive
Bucks and Milton Keynes Natural Environment Partnership	Chris M Williams	Chairman
Calderdale Metropolitan borough Council	Scott Patient	Cabinet lead for Climate Change and Resilience - chair of the Climate Change working party
Cambridge City Council	Rosy Moore	Executive Councillor for Climate Change, Environment & the City Centre
City of Wolverhampton Council	Ross Cook	Director of Environment
City of York Council	Paula Widdowson	Exec member for Environment and Climate Change
Colchester Borough Council	Mark Cory	Leader of Council (Chair of Environmental and Sustainability Panel)
County Surveyors Society Wales	Marcus Lloyd	Chair
digitalplacemaking	Brian Devlin	Managing Director
Enfield Council	Ian Barnes	Deputy Leader
Essex County Council	Samantha Kennedy	Director, Environment and Climate Action
Friends of the Earth	Miriam Turner	Interim co-CEO
Grantham Institute - Climate Change and the Environment, Imperial College London	Professor Martin Siegert Dr Neil Jennings	Co-Director Partnership Development Manager
Great Yarmouth Borough Council	Chris Silverwood	Director of Operational Services
Greater Manchester Combined Authority	Mark Atherton	Director of Environment
Hammersmith & Fulham Council	Kim Smith	Chief Executive
Hampshire County Council	Chitra Nadarajah	Strategic Manager Climate Change

Organisation	Name	Position
Havant Borough Council	Andrew Biltcliffe	Regeneration Project Manager
Hertfordshire County Council	Mark Kemp	Director of Environment and Infrastructure
Hinckley & Bosworth Borough Council	Stuart Bray	Leader
Lancaster City Council	Kevin Frea	Deputy Leader
Leicester City Council	Cllr Adam Clarke	Deputy City Mayor - Environment & Transportation
London Borough of Hackney	Philip Glanville	Elected Mayor of Hackney
London Borough of Islington	Keith Townsend	Corporate Director Environment & Regeneration
London Borough of Sutton	Manuel Abellan	Deputy Leader
London Borough of Tower Hamlets	Dan Jones	Director of Public Realm
London Environment Directors Network (LEDNet)	Dimitra Rappou	Principal Policy and Project Manager
Luton Borough Council	Tom Shaw	Portfolio holder for climate change
Mendip District Council	Tom Ronan Hayley Warrens	Cabinet member for climate change Climate Change & Resilience Officer
Newcastle University	Prof Malcolm Newson	Emeritus Professor of Physical Geography
North Hertfordshire District Council	Martin Stears-Handscomb Cllr Paul Clark	Leader Deputy Leader & Planning & Transport Portfolio Holder
North Kesteven District Council	Ian Fytche	Chief Executive
Nottinghamshire County Council	Adrian Smith	Corporate Director, Place
Oldham Council	Andrew Hunt	Programme Manager - Community Wealth Building
Oxford City Council	Councillor Tom Hayes	Deputy Leader and Cabinet Member for Zero Carbon Oxford and Green Transport
Oxfordshire County Council	Susan Halliwell	Director Planning & Place
PeoSysPro	David May	Commercial Director
Plymouth City Council	Anthony Payne	Strategic Director for Place
Redcar and Cleveland Borough Council	Louise Westbury	Cabinet member for environment and climate change
Rother District Council	Sue Prochak	Deputy Leader Rother District Council

Organisation	Name	Position
Shropshire Climate Action Partnership	Allan Wilson	Chair
Socitm	Martin Ferguson	Director of Policy & Research
Somerset County Council	Paula Hewitt	Director of Commissioning - Economic and Community Infrastructure
South Lakeland District Council	Giles Archibald	Leader
Southampton City Council	Steve Leggett Kate Martin	Cabinet Member for Green City & Place Executive Director - Place
Staffordshire County Council	Darryl Eyers	Director for Economy, Infrastructure and Skills
Torbay Economic Development Company	Alan Denby	Director of Economic Strategy
Watford Borough Council	Peter Taylor Tim Williams	Elected Mayor Cabinet Member for Client Services & Sustainability
West Sussex County Council	Deborah Urquhart Steve Read Matt Davey	Deputy Leader and Cabinet Member for Environment Director of Environment and Public Protection Director of Highways, Transport and Planning
Wokingham Borough Council	Cllr Gregor Murray	Executive Member for Climate Emergency

A blueprint for accelerating climate action and a green recovery at the local level



ADEPT

Association of Directors of
Environment, Economy, Planning & Transport



Grantham Institute

Climate Change and the Environment

An institute of Imperial College London

GREENPEACE

London Environment Directors' Network
LEDNET



With support from the Local Government Association,
London Councils and Green Alliance

ANNEX 4a

About this report

As a group of local government, environmental and research organisations, we have come together to set out a blueprint for how the government can accelerate climate action and a green recovery from coronavirus at the local level. This report sets out the national leadership, policies, powers and funding needed to empower local authorities to deliver at scale, working together with communities and businesses. We recognise that responding to the coronavirus crisis is an immediate priority but argue that we must align recovery measures with the climate emergency to secure our long-term future.

In developing our recommendations, we have reached out to local authorities and others to identify barriers to action and suggest policy remedies. We have drawn extensively on the direct experience of many local authorities as they develop their own climate action plans, as well as their more recent experience at the frontline of the coronavirus response. Insight into local authorities' priorities has been gathered via conferences, surveys, and regular contact with officers and councillors responsible for council services.

We set out five immediate priorities for how government can accelerate a green recovery from coronavirus whilst helping to set the foundations for longer term solutions to the climate and ecological crises we face. Beyond this, we set out how local authorities are already delivering on the climate emergency and a fuller suite of proposals for how the government can support them scale up action. The longer list is not the final word on this complex topic, and not all of the signatories have detailed policy positions on every issue. We see this as a strong starting point for the discussions that are needed between government, local authorities and others. These discussions will need to address the range and depth of policy change that is needed if the government wishes to take full advantage of the unique and powerful contribution of local authorities to meeting the national net zero target. Indeed, councils are an indispensable partner in reaching the UK's target of net zero by 2050.

The proposals we have identified are grouped according to key themes: growing the zero and low carbon economy; retrofitting homes and buildings; decarbonising transport; delivering zero carbon planning and development that protects and enhances nature; reducing waste and encouraging sustainable consumption; restoring nature for all; and developing local authority funding, governance and accounting systems that are fit for purpose. There are, of course, actions that the Government must take centrally, for example, bringing forward the ban on the sale of new petrol or diesel cars, but it is not the purpose of this document to identify all of these; we provide an illustration of some of the most important in the Appendix.

This document is the result of contributions from scores of councils, including through conferences and seminars organised by ADEPT, Ashden, LEDNet, London Councils and the Local Government Association. The final result is the responsibility of the signature organisations publishing this document, and any errors or omissions are our own. We will continue to work with a wide-range of organisations where there are mutual benefits to be had in order to secure councils the powers and resources they need to address the climate and ecological emergencies within the Covid-19 context.

Signatories:

- **Ashden**
- **Association of Directors of Environment, Economy, Transport and Planning (ADEPT)**
- **Friends of the Earth**
- **Grantham Institute - Climate Change and the Environment (Imperial College London)**
- **Greenpeace UK**
- **London Environment Directors' Network (LEDNet)**
- **Place-based Climate Action Network (PCAN) at LSE**
- **Solace**

With support from the Local Government Association, London Councils and Green Alliance

We welcome feedback on our proposals, and engagement from any organisation that wishes to support this work through closer collaboration.

You can contact us through Hannah Bartram, Chief Operating Officer of ADEPT (hannah.bartram@eastsussex.gov.uk).

ANNEX 4a

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Appendix

ANNEX 4a

Building back better - Tackling the climate emergency as we recover from coronavirus

The coronavirus pandemic has been – and continues to be – an unprecedented shock to our lives. The loss of human life has been severe, and measures to reduce further loss have inevitably led to disruption to communities, livelihoods, businesses and the delivery of some public services. In amongst this, we have seen an amazing collective response from key workers and volunteers, including from frontline public health and social care workers, and other staff in local government. As has been widely acknowledged, we owe them a huge debt of gratitude.

As we look to the future, we can see that the coronavirus has created a 'new normal'. Amongst the many other impacts of the virus, it has been a stark reminder that prevention is better than cure. This must mean a renewed commitment to tackling the climate and ecological crises, and a recognition that they are connected; the threat to human life and resilient economic activity is increased by damage to natural systems. We must aim to build back better, investing in resilient communities, a low and zero carbon economy and a healthy and thriving natural environment.

This is what our communities want. Amidst the tragedy and stress of the pandemic, communities are valuing cleaner air and time spent in nature, and many people have adapted to working remotely. And we have seen that individuals, communities and businesses are willing and able to adapt their behaviour to protect public health from coronavirus. Polling has shown that two thirds of Britons believe that climate change is as serious as coronavirus, and the majority of them want to see climate change prioritised in the economic recovery.¹ Another poll in mid-April found that only nine per cent of Britons wanted to return to life as normal after the end of the lockdown.²

Building back better includes reducing the inequalities that coronavirus has helped to lay bare. For example, evidence is emerging that places with high levels of air pollution are seeing higher levels of coronavirus cases, and poor diet has also been linked to coronavirus susceptibility. Place-making at the local level is needed to support the wellbeing of people and the environment, including through access to nature, ability to exercise for health, and access to essential services.

The Government's Committee on Climate Change (CCC) has advised that action to strengthen the economy can, and should, also deliver on our climate goals. In its letter to the Prime Minister, the Committee said that 'Actions towards net-zero emissions and to limit the damages from climate change will help rebuild the UK with a stronger economy and increased resilience.'³ This is supported by research from the Local Government Association which has shown that 700,000 direct jobs could be created in England's low-carbon and renewable energy economy by 2030, rising to more than 1.18 million by 2050.⁴ The CCC go on to recommend six principles for an integrated recovery and five specific measures, which we strongly endorse. This document shows how local authorities can support each measure, including energy systems management, which is spread across our themes on low carbon economy and planning. Our immediate asks, below, show how the Committee's five specific measures can be rapidly implemented at the local level.

The coronavirus crisis has also demonstrated the unique role of local authorities, who have responded rapidly and effectively, including by redeploying huge numbers of staff in response to local need. They have been critical in identifying and supporting vulnerable residents who needed shielding, joining up service delivery across agencies to tackle the virus, and keeping central government on top of intelligence in every local authority area, often on a daily basis. Councils can coordinate the intelligence to inform government policy and its implementation on the ground in a way that makes sense locally.

¹ <https://www.ipso-mori.com/en-uk/two-thirds-britons-believe-climate-change-serious-coronavirus-and-majority-want-climate-prioritised>

² <https://news.sky.com/story/coronavirus-only-9-of-britons-want-life-to-return-to-normal-once-lockdown-is-over-11974459>

³ <https://www.theccc.org.uk/publication/letter-building-a-resilient-recovery-from-the-covid-19-crisis-to-prime-minister-boris-johnson/>

⁴ <https://www.local.gov.uk/lga-over-million-new-green-jobs-could-be-created-2050>

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This makes councils an indispensable partner in reaching the UK's world-leading legislative target to reach net zero by 2050. Councils' unique insight into local communities and circumstances, their service delivery and regulatory functions, and their convening power enable them to drive carbon emissions reductions across their whole area in ways that can also deliver better public health, reduced inequalities, a healthier environment and thriving local economies. They can help the Government to build a leading green recovery in the run up to COP26 and ensure that job creation and the co-benefits of carbon reduction are embedded in communities around the country. And with more than 70 per cent of councils already having declared a climate emergency, we know that they are ready to play their part.

To deliver this shared agenda, the Government's approach to net zero must therefore put place-based action at its heart. We set out in this report the proposals that can make this happen, although we recognise that further support would be needed to reach net zero ahead of 2050, as many councils have committed to do. Local authorities need a supportive policy framework, and a supportive framework of resourcing. The Government should consider how it can join up and simplify the funding that is already available to local government, how this can be focused on carbon emission reductions, and where it should be accelerated. Simply providing certainty around medium and long-term resourcing will be of considerable importance in enabling councils to deliver climate action.

Above and beyond this, there will be a need for new funding. However, the Committee on Climate Change has advised that net zero by 2050 can be met within the agreed resource cost of 1–2% of GDP each year. And they note that it may be possible to partially or fully offset the resource costs through the quality of life benefits alone, not even taking into account reduced risks (e.g. from flooding) or industrial opportunities;⁵ the Government describes clean growth as 'one of the greatest industrial opportunities of our time'.⁶

The coronavirus recovery package must align with these approaches and deliver a joined-up, place-based green recovery. Public money must not be used to perpetuate high carbon, business as usual activities that are not fit for the future. Coronavirus has put local authorities in a vulnerable position, with new responsibilities and greater community needs combined with significant financial uncertainty. Although government funding to deal with the crisis has been welcome, councils have seen huge new spending demands at the same time as seeing normal revenue streams reduced or completely cut.

Of course, local authorities are by no means the only local actor for delivering carbon emissions reductions and we recognise the need for a whole-systems response that brings together a wide variety of partners within local areas. We want to work with local people, businesses who can grow the green economy and create jobs, community groups and non-governmental organisations, and the wider public sector, including expert statutory agencies like the Environment Agency and Natural England, whose work is essential and needs adequate resourcing.

We present five immediate priorities for how the government can accelerate a green recovery from coronavirus whilst helping to set the foundations for longer term solutions to the climate and ecological crises we face:

Invest in low-carbon and climate-resilient infrastructure

1. Initiate a joined-up multi-billion pound place-based infrastructure fund, including support through the Shared Prosperity Fund, that enables local authorities to develop low carbon infrastructure that supports local economic recovery from coronavirus. For example, public transport, segregated cycle lanes and cycle parking, walking infrastructure, electric vehicle charging, renewable energy generation, low carbon heating networks and digital connectivity.

Support reskilling, retraining and research for a net-zero well-adapted economy

2. Enable councils to use existing funding to accelerate low carbon skills development by joining up the National Skills Fund, the National Retraining Scheme and the Apprenticeship Levy at local level, and align this with place-based employment and business support systems.

⁵ [https://www.theccc.org.uk/publication/netzero-the-uks-contribution-to-stopping-global-warming/](https://www.theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/)

⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/700496/clean-growth-strategy-correction-april-2018.pdf

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Upgrade our homes to ensure they are fit for the future

3. Establish a programme to retrofit the UK's building stock - with energy and water efficiency and low carbon heating - as one of our national infrastructure investment priorities. Provide immediate support and resourcing to local authorities to accelerate whole house retrofits that bring social housing and private sector homes up to at least EPC⁷ 'C' by 2030, together with the investment and support for all schools to reach zero carbon by 2030.

Make it easy for people to walk, cycle, and work remotely

4. Enable local authorities to significantly increase home working and active travel provision, recognising that these modes have a special role to play in the recovery from coronavirus. Build on newly announced funds for walking and cycling by supporting councils' ability to make temporary changes that have reallocated road space to pedestrians and cyclists permanent, where this is locally supported.

Accelerate tree planting, peatland restoration, green spaces and other green infrastructure

5. Properly fund the parks, open spaces and the public rights of way that local authorities manage, recognising their vital importance for the ongoing wellbeing of communities. Create and restore nature-rich green spaces (including pocket parks) and accelerate tree planting, in the first instance through accelerating delivery of the £640m Nature for Climate Fund.

⁷ Energy Performance Certificate

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Theme 1 - Growing the zero and low carbon economy

What local authorities want to do and why

Local authorities want to create thriving, resilient economies that support a fair transition to zero carbon.

Examples of local authority action include:

- Training and skills development, in areas such as housing retrofits and heat pump installation, to support low carbon investment and local low carbon businesses;
- Targeted support for businesses, industries and workers that need to change and adapt to the zero and low carbon economy, to secure a fair transition;
- Shared local economic strategies together with businesses and other stakeholders, which build resilience and thriving zero carbon economies; and
- Procurement approaches that aim to influence the emissions of supply chains and products, and the technological solutions needed to decarbonize our economies.

The co-benefits of this include growth in the low carbon jobs market, reduction in poverty and inequality, and resilience to external shocks.

How government can support local authorities to scale up action

The Government's economic recovery and renewal package must recognise the crucial role of local authorities in rebuilding resilient, low carbon local economies. It will be essential for councils to have sufficient resources devolved to the local level to move from current emergency support measures to rebuilding healthy, thriving places. There needs to be a focus on reskilling the workforce for the low carbon economy, but tackling the gap in basic literacy and numeracy skills could be part of a wider picture on recovery and access to green jobs. Local authorities will also need powers to use tools like business rates to support zero and low carbon businesses, including those with local supply chains. To enable this, we believe the Government should:

Align strategy with the net zero climate goal

1. Require local industrial strategies to align with the statutory national carbon budgets, and to put decarbonisation, climate adaptation and nature restoration at the heart of local economic and industrial development.
2. Map areas across the UK at particular risk of business closures and jobs losses in the transition to net zero and develop targeted support to enable a fair transition within these areas, and avoid the risk of left-behind communities.

Provide resources to grow the zero and low carbon economy

3. Ensure that the Shared Prosperity Fund is designed to support zero and low carbon economic development, and that it includes provision for place-based funding that enables local authorities to create a joined-up response to the climate and ecological emergencies.
4. Enable flexibility in the business rates system, so that councils can support local decarbonisation and the installation of renewable energy generation measures on business premises.

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5. Support the rapid development of digital infrastructure, including funding for local authorities to roll out digital solutions that can support resilience in local businesses. For example, by reducing unnecessary commuting or business travel and enabling the adoption of effective digital communications, particularly in rural areas and amongst more deprived communities.
6. Establish a £400 million fund⁸ to kickstart new circular economy infrastructure development and business models, with special provision for sectors hit hardest by coronavirus, built on examples like the ReBUS⁹, National Industrial Symbiosis Programme and other eco-innovation programmes.

Catalyse low carbon skills development

7. Ensure local authorities have adequate skilled staff and access to training for elected members to catalyse local zero and low carbon economic development, including connected functions such as planning and development, transport, housing retrofits, sustainable consumption, public realm and green infrastructure.

⁸ https://www.green-alliance.org.uk/resources/Building_a_circular_economy.pdf

⁹ <http://www.rebus.eu.com/about-rebus/>

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Theme 2 - Retrofitting homes and buildings

What local authorities want to do and why

Local authorities want to ensure the improvement of housing stock and the wider built environment to eliminate fuel poverty, improve health, reduce carbon emissions and build resilience to future climate change.

Examples of local authority action include:

- Retrofitting of social homes to high energy efficiency standards - EPC 'C', or higher where practicable (for example, Energiesprong/ Passivhaus retrofit);
- Facilitating retrofitting of private housing and commercial buildings to EPC 'C', or higher where practicable;
- Prioritising retrofit over demolishing and rebuilding in planning decisions where this is the best life-cycle solution, including sympathetic retrofit of listed buildings; and
- Securing high energy efficiency standards in the public estate, including schools.

The co-benefits of this include alleviating or eliminating fuel poverty, supporting increasing levels of home care, improving educational outcomes for children and reducing respiratory health issues, whilst building skills and low carbon economic development at a time of economic hardship for many.

How government can support local authorities to scale up action

Local authorities need the resources and convening powers to scale up retrofitting housing programmes to end fuel poverty and cut emissions, and these programmes need to be joined up with vital fire safety work already underway. They also need the powers and policy backing, and the development of a skilled local workforce. To enable this, we believe the Government should:

Align strategy with the net zero climate goal

1. Provide local authorities and Local Enterprise Partnerships with the resources and support to produce and deliver local area energy plans, which can underpin an area-based low carbon home heating transformation programme in line with our statutory national carbon budgets. This should be aligned with local plans and support councils to invest in low carbon infrastructure.
2. Ensure skills funding is directed towards creating a workforce that can deliver the necessary building retrofits (energy efficiency and low carbon heating) and give the public confidence about the quality of retrofitting work.
3. Reduce VAT rates on domestic energy efficiency measures and low carbon heating to support the retrofitting industry to develop.

Enable public sector retrofitting

4. Put in place a holistic package of resourcing that enables local authorities and other registered providers to bring all public sector building, including as a priority social housing, up to a minimum of EPC 'C' by 2030. This should be done through whole-house retrofits, with immediate short-term support to reduce fuel poverty rates.
5. Confirm the £2.9 billion over the next five years pledged in the election manifesto for improving energy efficiency in schools and hospitals, to boost momentum in energy efficiency sector supply chains.

Support private rented sector retrofitting

6. Review the cap on landlords' expenditure with a view to increasing it to support delivery of the EPC 'C' target.

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7. Strengthen the Minimum Energy Efficiency Standards (MEES) Regulations to require all private properties to meet specified targets at change of owner or tenant. Establish dedicated funding and high quality data to enable local authorities to enforce the MEES Regulations on private sector landlords in the domestic and commercial sectors.

Support private owned sector retrofitting

8. Establish financial support and incentives for councils to encourage private retrofitting, including a revolving loan fund and/or low cost finance for home energy retrofitting, bringing in public health finance where appropriate.
9. Reform the planning system and building regulations to enable local authorities to require the installation of energy efficiency measures when owners are making changes to a property that require permission from their council.
10. Revise the National Planning Policy Framework (NPPF) to encourage the installation of energy efficiency measures in non-listed buildings in conservation areas. Provide funding, professional advice and technical support to enable sympathetic retrofitting to listed buildings.
11. Reform the planning system so that external wall insulation with non-combustible materials is permitted development in all cases, except for conservation areas and listed buildings.

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Theme 3 - Decarbonising transport

What local authorities want to do and why

Local authorities want to encourage more physically active travel, especially for short journeys and the first/last mile, greater use of public transport (in the short term, this is as and where appropriate in line with social distancing rules) and deliver associated improvements in air quality. The recovery from coronavirus presents opportunities to help achieve these aims and improve public health, but there is also a possibility that private car use will increase in the short term if people feel safer travelling this way.

Examples of local authority action include:

- Seamless physical interchanges between different modes of transport, and their ticketing systems;
- Safe cycling and walking routes – including reallocating road space to support social distancing and active travel during the coronavirus lockdown;
- Interventions that reduce the need to travel by car and support the transition to electric vehicles for remaining car use, including provision of charging points;
- Rapid transition to low and ultra-low carbon vehicles for council fleets, taxis, shared mobility and buses; and
- New developments that are designed to facilitate more sustainable travel.

The co-benefits include considerable reductions in local air pollution (and congestion), that can improve people's physical and mental health and reduce the strain on the NHS, and improvements to local places that support local businesses.

How government can support local authorities to scale up action

Local authorities are essential to ensuring that 'public transport and active travel will be the natural first choice for our daily activities', and that as the coronavirus restrictions are lifted, we don't return to previous levels of air pollution and congestion.¹⁰ They will be crucial to encouraging longer term behaviour change such as significant levels of home working and local shopping, providing better quality, accessible public transport and safer provision for walking and cycling. But to do so, local authorities require stronger powers and adequate resources to deliver change in partnership with local communities, businesses and transport providers. This is even more pressing since public transport revenue has been hard hit by coronavirus travel restrictions, and predictions are that people's wariness of returning to travelling on public transport may last for some time. To ensure that everyone benefits, it will be vital to address disparities in the funding, provisioning and quality of public transport across the country. To enable this, we believe the Government should:

Improve public transport, cycling and walking

1. Introduce higher subsidy levels for public transport, recognising the significant and ongoing strain these systems are facing due to Covid-19, and simplify and reduce public transport fares so they are flat, with increased national and local control. Fully fund current concessionary bus fares – the current funding gap is £632m – and explore the potential to widen it, for example to young people.
2. Update local transport plans guidance to prioritise low carbon transport modes, including public transport and active travel.
3. Introduce a salary sacrifice scheme for employees to claim up to a maximum amount each month, tax free, to spend on their mobility needs via public transport and bike, car-sharing where these modes are not available. Encourage employers to contribute to the costs where their employees commute by public transport as part of the scheme.
4. Support local authorities to significantly increase cycling and walking provision, recognising that these modes have a critical role to play in the recovery from coronavirus, by establishing a dedicated

¹⁰ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/878642/decarbonising-transport-setting-the-challenge.pdf

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funding stream at levels seen in countries like the Netherlands, and extending ease of reallocating road space to pedestrians and cyclists as is happening in Milan and London. Give local authorities powers to licence dockless micromobility operators, set safety standards and cap the number of vehicles deployed in local areas.

5. Devolve powers to enable local authorities to transform the standard of public transport provision in their area, including (TfL-style) coordinated public transport management, oyster-type ticketing arrangements and control of local railway lines where appropriate.
6. Enable local authorities to implement bus service regulation, including devolution of bus service operators grant to local authorities so it can be targeted at low carbon vehicles.
7. Provide funding, resources and new regulatory powers to local authorities for Mobility as a Service (MaaS) schemes, particularly for rural local authorities.

Manage traffic and reduce air pollution

8. Give local authorities more control of roads in their areas, including road traffic offences, for purposes of traffic management and reduction of carbon emissions (not including motorways).
9. Building on the improvements in air quality arising from coronavirus, fund an air quality support scheme for local authorities in the context of the national commitment to compliance with WHO standards on PM2.5 from 2022. Ensure any new modelling for dealing with air quality is adequately resourced and allow local authorities the power to take local action on meeting emissions targets.

Manage aviation

10. Ensure local government has the necessary powers and influence to manage and mitigate impacts from surface access to airports – such as air quality and congestion – as part of a wider UK aviation strategy that should prioritise surface transport and reduce aviation emissions in line with statutory national carbon budgets.

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Theme 4 – Delivering zero carbon planning and development that protects and enhances nature

What local authorities want to do and why

Local authorities want to ensure all new development is zero carbon, facilitate increased renewables generation and zero or low carbon heating schemes, make more space for nature, and link developments with public transport and walking and cycling routes.

Examples of local authority action include:

- Integration of renewable energy generation and zero or low carbon heating schemes into new development;
- New low and zero carbon development;
- New development that is highly energy and water efficient; and
- New high quality, accessible green spaces in areas where they didn't exist, particularly in deprived neighbourhoods.

The co-benefits of this include more liveable and beautiful places with improved connections to public transport, and walking and cycling infrastructure. More green space can help to store carbon, reduce exposure to extreme temperatures, reduce flood risk, allow more space for outdoor exercise, improve mental health and connect people with nature. These developments can also increase renewable energy generation to support emissions reduction targets, reduce our reliance on the import of fossil fuels, support the creation of new skilled jobs and attract investment to local areas through excellent place-making.

How government can support local authorities to scale up action

There is a clear legal requirement for local plans to ensure that they include policies to mitigate and adapt to climate change, taking into account the UK's net zero commitment under the Climate Change Act. However, this is not adequately embedded in planning policy, guidance or building regulations. Councils need much clearer practical advice, and better resourcing to ensure they have enough expert planning staff. To enable this, we believe the Government should:

Align strategy with our net zero climate goal

1. Reform planning regulations and revise the NPPF to empower local authorities to adopt planning policies commensurate with the climate and ecological emergency, informed by evidence, opportunities and needs that exist in their areas.

Deliver low and zero carbon development

2. Reform the planning system, in conjunction with necessary changes to building regulations, to:
 - require all new homes and other buildings to be zero carbon by 2025 including a requirement for onsite renewable energy generation
 - introduce a policy hierarchy that advocates circular economy principles for construction, including in relation to reuse and refurbishment in preference to demolition and new construction
 - ensure that local authorities continue to be able to set higher requirements for energy efficiency than national standards where practical and demonstrably viable
 - require new homes delivered as a result of permitted development rights that allow changes of use to residential to be retrofitted to achieve high energy efficiency standards
 - enable local authorities to require water reuse and recycling in areas of severe water stress and to set tighter limits than the current 110l/person/day limit
 - give stronger encouragement for retaining and expanding local food growing, processing and retailing

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3. Provide stronger guidance on:
 - achieving zero carbon at every stage of the design of a development, from building siting to construction materials
 - retrofitting heritage assets and buildings in conservation areas to support climate goals
4. Reform the methodology for calculating housing supply and delivering new homes so this focuses on genuine need and enables prioritisation of sustainable locations. Place more emphasis on the proximity to employment, food shops, and walking, cycling and public transport infrastructure.
5. Take action to tackle the 'viability' issue when drawing up local plans to ensure outcomes are in line with the public interest, including tackling the climate and ecological emergency, not just benefiting developers.

Develop renewable energy

6. Introduce a clear requirement in the NPPF for local plans to:
 - increase the provision of onshore wind power and other renewables, and infrastructure for power storage – including identifying new sites and requiring the installation of renewables within new developments – with specific encouragement for community ownership
 - plan for renewable energy and storage with distribution network operators at a regional level, to meet anticipated demand from electric vehicles and heat pumps
7. Support appropriate development of renewable energy schemes within the green belt and Areas of Outstanding Natural Beauty to facilitate renewables that do not conflict with the purposes these areas.

Enhance nature and green infrastructure

8. Revise the NPPF to provide greater priority to protecting and enhancing the green spaces and infrastructure we need to support community resilience and climate adaptation, by:
 - empowering local authorities to set green infrastructure standards through local plans to deliver on both the climate and ecological emergency and to refuse development where these requirements are not met
 - providing stronger protection for all spaces that are important for nature, including priority habitats and non-statutory local wildlife sites
 - setting a requirement for local plans to provide better access to good quality nature rich green space for everyone within five minutes' walk of their home, in line with the Natural England standard (ANGSt)
 - providing a stronger reminder of the duty to preserve trees on development sites, to enable local enforcement
9. Ensure that the new National Infrastructure Plan includes green infrastructure and allocates adequate funding for delivery.

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Theme 5 - Reducing waste and encouraging sustainable consumption

What local authorities want to do and why

Local authorities want to reduce waste and develop a circular economy, discouraging wasteful lifestyles that create environmental problems overseas as well as at home.

Examples of local authority action include:

- Interventions to minimise waste, including increasing repair;
- Increasing recycling of all materials; and
- Supporting sustainable consumption and production.

The co-benefits of this include reducing plastic pollution in our oceans, reducing the dumping of waste overseas, and generating economic gain within local areas. Encouraging people to adopt less wasteful and carbon intensive lifestyles (for example, eating less meat and dairy products, and throwing away fewer clothes) can also help individual incomes, cut emissions and reduce landfill.

How government can support local authorities to scale up action

Local authorities play a central role in ensuring that we manage resources efficiently and safely, and in recent months collection crews have been recognised for the vital work they do. To reduce consumption and increase reuse and raise recycling rates, councils need significant support, including funding via Extended Producer Responsibility (EPR), for food waste services and more ability to innovate. They need more powers to protect and promote local food security and support to enable healthier food choices - especially given the evidence that obesity puts people at higher risk for coronavirus.¹¹ To enable this, we believe the Government should:

Reduce consumption of materials and resources

1. Reduce the pressure on local authority systems by phasing out all non-essential single-use products and throw-away materials through a transition to reusable products and circular business models.

Support recycling and residual waste collection

2. Implement Extended Producer Responsibility for packaging by 2023, incorporating the full lifecycle impacts of products, fully funded by producers and ensuring that local councils achieve full net cost recovery.
3. Fund the remaining costs of high quality recycling collections that are source separated where possible.
4. Fund separate food waste collection from households and businesses by 2023.
5. Enable local authorities to restrict the frequency of residual waste collection as appropriate to local circumstances to achieve waste reduction, and allow willing local authorities to trial the implementation of 'pay as you throw' schemes without penalising lower income households.

Enable sustainable diets

6. Issue practical guidance on implementation of lower meat and dairy diets – in line with the Eatwell Guide – in school, hospital, prison and care home food standards.

¹¹ <https://www.bbc.co.uk/news/health-52561757>

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Theme 6 - Restoring nature for all

What local authorities want to do and why

Local authorities want to ensure that all citizens have easy access to high quality natural green spaces, recognising their vital importance for the wellbeing of communities and current inequalities in access. In the longer-term, they want to ensure multi-purpose green spaces and healthy ecosystems which provide services such as flood water storage, areas for wildlife and carbon capture.

Examples of local authority action include:

- Protection and restoration of nature, including through local nature recovery strategies;
- Carbon sequestration through nature-based solutions such as restoring peat, more considered land management and planting trees in suitable places;
- Green infrastructure and habitat restoration and connectivity to increase resilience to climate change; and
- Changes to the management of council-owned land and road verges, including reduced pesticide use and increased planting of wildflowers.

The co-benefits of this include better mental health and space to exercise as a result of improved green space, greater resilience to future climate change extremes, and more resilient food production.

How government can support local authorities to scale up action

Protecting nature and creating new space for nature and people's wellbeing must be valued and supported for the vital services they provide. Resourcing is a major barrier to local authorities achieving their aims, with many councils being forced to cut parks, natural environment and countryside service budgets. Access to good quality data must also be improved to enable local authorities to map important sites and protect them. To enable this, we believe the Government should:

Enable a strategic response to the climate and ecological crisis

1. Support local authorities to coordinate the development and delivery of integrated and strategic Local Nature Recovery Strategies and Local Natural Capital Plans.
2. Ensure that the Environment Bill enables local action to deliver genuine gains for nature including a stronger biodiversity duty on local authorities.
3. Ensure that local authorities have access to habitat baseline data, species data and land use data that will enable them to map existing local places of importance for nature.

Enable delivery of natural climate solutions

4. Increase funding for local authority tree planting and maintenance, including large scale woodland and re-wilding programmes in appropriate locations, and in close collaboration with local wildlife and community groups.
5. Increase the importance of protecting green and blue infrastructure within the grant-in-aid formula for flood defence funding.
6. Ensure that Lead Local Flood Authorities (LLFAs) receive adequate funding, with long term certainty, to plan and deliver effective flood defences, and to plan for adaptation to a changing climate.

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Theme 7 - Developing local authority funding, governance and accounting systems that are fit for purpose

What local authorities want to do and why

Local authorities want to develop a strategic approach to addressing the climate and nature emergencies through their actions, purchasing and influencing in line with UK and international obligations, and provide citizens with appropriate engagement opportunities based on transparency on proposals, processes and performance.

Examples of local authority action include:

- Low carbon, resilient strategic infrastructure;
- Sustainable council procurement;
- Local climate leadership; and
- Climate partnerships with local communities and businesses.

The co-benefits of this include longer-term resilience in local authority systems and processes, greater transparency and credibility, and – through strong partnerships – authorities that are able to develop and deliver better, more innovative solutions together with their communities.

How government can support local authorities to scale up action

Local government needs clear advice and guidance as to how it can deliver reporting, procurement and collaboration that can support its climate action in other areas. It also, fundamentally, needs long-term funding and financing that can enable local authorities to act confidently in the long-term best interests of their communities as they tackle the climate and ecological crises. To enable this, we believe the Government should:

Support adequate long-term funding and financing for local authorities

1. Support new fundraising powers that can help to drive decarbonisation, such as the payroll public transport levy widely used in France.
2. Use a significant proportion of the UK Shared Prosperity Fund to fund the transition to the low carbon economy, particularly in areas where the transition is most challenging, including spending on skills, infrastructure and supply chains.

Support standards, data and guidance for the local low carbon transition

3. Government should review and update its Clean Growth Strategy to provide more detailed targets for decarbonising key sectors and activities (energy, buildings, transport, industry, agriculture and land use), to commit to enacting an ambitious Environment Bill and Resource and Waste Strategy, and to mainstreaming green finance.
4. Provide local authorities, combined authorities, sub-national transport bodies and Local Enterprise Partnerships with the evidence that helps them apply policies and target resources to deliver necessary cuts in carbon emissions.
5. Reform national infrastructure investment and the Green Book so that the appraisal of public sector policies, programmes and investments includes the economic costs of climate change mitigation and adaptation.
6. Require public bodies such as Highways England, Network Rail and Homes England, to take local and national environmental strategies and plans into account when planning and delivering new schemes.

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7. Require new infrastructure schemes to deliver multiple benefits. For example, new rail routes should be built with parallel cycling and/or walking routes and digital fibre to significantly reduce costs at the point of construction and negate the need for retrofitting.
8. Require all local government procurement to evaluate social value including environmental value, and to contribute to achieving national environmental goals.
9. Support the development of common standards for carbon emissions reporting.
10. Provide better access to carbon emissions datasets.

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Appendix

Government action provides the framework for local authorities' activities, and will affect their ability to deliver net zero locally. For example, the effectiveness of measures taken to encourage greater use of electric vehicles will be reliant on an early ban on petrol and diesel. Similarly, in rural areas, farmland will be crucial to meeting nature restoration and net zero goals, but the way farmland is managed is largely outside of local authority control.

For local authorities to reach their goals, there are some actions only the Government can take:

- **Retrofitting homes and buildings**

- Set out a road map for how the Government is planning to decarbonise heat

Decarbonising Transport

- Bring forward the ban on new petrol and diesel vehicles to 2030

Delivering zero carbon planning and development that protects and enhances nature

- Bring back incentives and remove tax burdens for Community Energy Companies to unlock local investment in community energy projects
- Revise the NPPF to prohibit new fossil fuel extraction

Reducing waste and encouraging sustainable consumption

- Introduce new and updated eco-design standards, based on lifecycle assessment, to drive up the resource efficiency of key energy and non-energy products, including textiles and vehicles
- Expand the range of materials covered by EPR as soon as possible, with priority given to products with the highest lifecycle carbon costs
- Introduce better packaging labelling standards to enable consumers to better identify what can and can't be recycled
- Develop new metrics to capture whole-life environmental impact of products and require all products to list their carbon emissions from their creation and transportation to allow end consumers to make informed choices, and to lower the impact of "offshoring emissions"

Restoring nature for all

- Implement a new land use and farming system that delivers for nature and net zero farming to be legislated via the Agriculture Bill, and with sufficient funds for the new Environmental Land Management Scheme. This should at least match the funding that went to land managers via the Common Agricultural Policy
- Introduce more ambitious targets for peat restoration and stronger regulation to prevent peat extraction and burning

Funding, governance and accounting systems

- Set out duties for the Office of Environmental Protection relating to meeting carbon reduction targets
- Implement a carbon tax at a value significant enough to be a disincentive to future extraction and use of fossil fuels aligned to renewable generation increases