

## **CLIMATE, ENERGY AND ENVIRONMENT COMMITTEE**

**MEETING TO BE HELD AT 2.00 PM ON TUESDAY, 24 OCTOBER 2023  
IN COMMITTEE ROOM 1, WELLINGTON HOUSE, 40-50 WELLINGTON  
STREET, LEEDS, LS1 2DE**

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### **A G E N D A**

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- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**
- 4. MINUTES OF THE MEETING HELD ON 11 JULY 2023**  
(Pages 1 - 14)
- 5. CHAIR'S UPDATE**
- 6. COMMITTEE GOVERNANCE**  
Lead Director: Liz Hunter, Lead Author: Noel Collings  
(Pages 15 - 20)
- 7. MONITORING INDICATORS**  
Lead Director: Alan Reiss, Lead Author: Peter Glover  
(Pages 21 - 44)
- 8. NATURAL ENGLAND'S WORK IN THE REGION**  
Lead Director: Liz Hunter, Lead Author: Tamsin Constable

(Pages 45 - 48)

**9. BETTER HOMES HUB**

Lead Director: Liz Hunter, Lead Author: Nadia McPherson  
(Pages 49 - 56)

**10. MASS TRANSIT SUSTAINABILITY STRATEGY**

Lead Director: Luke Albanese, Lead Author: Stacey White

(Pages 57 - 68)

**11. ELECTRIC VEHICLE INFRASTRUCTURE STRATEGY**

Lead Director: Melanie Corcoran, Lead Author: Roseanna Brett-Davis  
(Pages 69 - 76)

**12. AIR QUALITY**

Lead Director: Melanie Corcoran, Lead Author: Roseanna Brett-Davis  
(Pages 77 - 80)

**13. PROJECT APPROVALS**

Lead Director: Liz Hunter, Lead Author: Craig Taylor  
(Pages 81 - 92)

**14. PLEDGE DELIVERY UPDATE**

Lead Director: Liz Hunter, Lead Author: Noel Collings  
(Pages 93 - 116)

**For Information**

**15. DATE OF THE NEXT MEETING**

The date of the next meeting will be Tuesday 13 February 2024.

**Signed:**



**Chief Executive  
West Yorkshire Combined Authority**



**MINUTES OF THE MEETING OF THE  
CLIMATE, ENERGY AND ENVIRONMENT COMMITTEE  
HELD ON TUESDAY, 11 JULY 2023 AT COMMITTEE ROOM 1,  
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS, LS1 2DE**

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**Present:**

Councillor Jane Scullion (Chair)	Calderdale Council
Councillor Scott Patient	Calderdale Council
Councillor Andrew Cooper	Kirklees Council
Councillor Katie Dye	Leeds City Council
Councillor Jack Hemingway	Wakefield Council
Councillor Jenny Kent	York Council
John Clark	Private Sector Representative
Gideon Richards	Private Sector Representative
Leah Stuart	Private Sector Representative
Martyn Broadest	Advisory Representative (West Yorkshire Housing Partnership)
Jim Cardwell	Advisory Representative (Northern Powergrid)
Neil Whalley	Advisory Representative (Northern Gas Networks)
Mark Wilkinson	Advisory Representative (The Environment Agency)

**In attendance:**

Liz Hunter (Director)	West Yorkshire Combined Authority
Noel Collings (Officer)	West Yorkshire Combined Authority
Peter Glover (Officer)	West Yorkshire Combined Authority
Michelle Hunter (Officer)	West Yorkshire Combined Authority
Myles Larrington (Officer)	West Yorkshire Combined Authority
Justin Wilson (Officer)	West Yorkshire Combined Authority

**1. Apologies for absence**

Apologies for absence were received from Councillor Sarah Ferriby (Bradford Council), Private Sector Representative, Richard Goodfellow, and Advisory Representatives, Gregg Dodd (Northern Gas Networks) and Jenny Longley (The Environment Agency).

Neil Whalley attended the meeting as the Advisory Representative from Northern Gas Networks in place of Greg Dodd. Mark Wilkinson attended the meeting as the Advisory Representative from The Environment Agency in

place of Jenny Longley.

## **2. Declaration of Disclosable Pecuniary Interests**

There were no declarations of pecuniary interests at the meeting.

## **3. Exempt Information - Possible Exclusion of the Press and Public**

There were no agenda items that required the exclusion of the public and press.

## **4. Minutes of the Meeting held on 21 March 2023**

Members had indicated that the agenda of the meeting of the Climate, Energy and Environment Committee held on 21 March 2023 contained an inaccurate reference which described the Declaration of Pecuniary Interests as 'Disposable' not 'Disclosable'.

Members had also referred to the Monitoring Indicators Report that had contained a terminological inaccuracy as it should have referred to energy performance certificates as 'EPCs' not 'ECPs'.

The Governance Services Officer had noted these comments and the record had been corrected accordingly.

A member had also asked about the Project Approvals report in relation to the Combined Authority Assets Solar Project. During the previous meeting, officers had indicated that feedback from members was to be responded to, specifically in relation to whether Huddersfield Bus Station had been identified as one of the potential sites for solar panel installation work to take place.

The Director for Policing, Environment & Place confirmed that an email had been sent to members on 23 March confirming that Huddersfield Bus Station had been selected as a site for such works to take place.

The Chair had further noted she had been pleased to see in the Minutes that officers had been reminded of the need to correctly reference CO<sub>2</sub>e in reports rather than CO<sub>2</sub> as it had been vital to emphasise the importance in maintaining a consistent approach to referencing the correct terminology.

**Resolved:** That the Minutes of the meeting of Climate, Energy and Environment Committee held on 21 March 2023 were approved.

As the Chair had been newly appointed and not present at the previous meeting, the Minutes had been signed by a member (Gideon Richards, Private Sector Representative) who had been present at that meeting.

## **5. Chair's Update**

The Chair had opened the meeting by noting that it had been the first time she had chaired the committee. The Chair had indicated that she had been looking

forward to engaging with the committee given the importance of its remit and the impact this had on the region. The Chair had asked each of the members and officers to briefly introduce themselves given that the proceeding had been the first meeting of the new municipal year.

The Chair had then provided the Committee with an update on the progress of the work programme for schemes that had been identified in the Climate & Environment programme. There had been allocations of funding for the Better Homes Hub, Green Skills, and the Better Neighbourhoods programmes.

The Chair noted that had been significant due to the challenges of ensuring the pace and scale of the schemes that had needed to have funding allocated to enable these to commence. In reference to the Better Neighbourhoods scheme, the Chair had noted this had been scheduled to be launched to communities in the week beginning 17 July 2023.

In reference to Item 11, the Climate Pledge Update, the Chair had noted that some additional information on the schemes was scheduled to be presented later during the meeting.

The Chair had then referenced the fact that she, along with other members of the committee, had received written material from a lobby group requesting they undertake carbon literacy training. The Chair had noted that, while on first sight this had seemed appropriate, she had also noted the existing breadth of experience of members of the committee. The Chair had then consulted members on whether they had been minded to participate in a survey on confidence levels in specific areas which would enable officers to identify skills levels and any gaps that had needed addressing.

After some discussion, during which members had enquired if such a survey had needed to be anonymised or not, it had been agreed that a survey should take place with the results known to officers but anonymised for any wider circulation. Officers would then proceed with this and report back to the Committee at a future date.

One member had asked if financial streams could have been incorporated into this process as this then could enhance the private sector perspective. The Chair had clarified that, by financial streams, the member had been referring to the different financial streams the Combined Authority had been taking through the assurance process. The Chair had indicated that such criteria would be incorporated into the consultation with members.

Another member had also enquired about the support that would be available to elected members, especially those who had been new to the Committee. The Director for Policing, Environment & Place had confirmed that an induction meeting for new members had taken place and that it was the intention of officers to continue to engage actively with members.

The Chair then concluded her remarks by offering her thanks to the previous Chair of the Committee, Councillor Tim Swift and the previous Deputy Chair, Mark Roberts for their invaluable contributions to the work of the Committee over many years. The Chair had welcomed Councillor Jenny Kent, the new

representative from York Council to the meeting.

The Chair had further noted that Jenny Longley, the Advisory Representative from the Environment Agency, would be succeeded by Jenny Cooke from October 2023 onwards.

## **6. Governance Arrangements**

The Committee considered a report of the Head of Legal and Governance Services which advised members of the governance arrangements that had been approved by the West Yorkshire Combined Authority (the Combined Authority) at the Annual Meeting held on 22 June 2023 in respect of the Committee.

Officers introduced the report and had explained that at the Combined Authority meeting, the following had been agreed:

- The terms of reference for the Committee.
- The quorum of the Committee is 3 voting members to include 2 Combined Authority members or Local Authority co-optees.
- The Combined Authority had appointed Councillor Jane Scullion as Chair of the Committee.
- The Deputy Chair position is ordinarily held by a LEP Board member but is currently vacant. However, a recruitment exercise had been commenced for LEP Board members following which it is anticipated one or more appointments will be made onto this Committee.
- The Combined Authority had agreed meeting dates for the Committee as follows:
  - 11 July 2023
  - 24 October 2023
  - 13 February 2024
  - 28 May 2024

Members had made the following observations:

- Members had expressed a desire to see closer working between this Committee and the other thematic committees of the Combined Authority. They had asked officers to explore how closer links between these could be implemented in practice to enable cross cutting work.
- Members had indicated they would like to see representatives from young people, such as the Youth Climate Assembly, to participate in the work of the Committee to ensure the voices of young people were included in the work that had taken place.
- Members took the view that NHS representatives had an important role that could be contributed to the Committee were they to also be invited to participate.
- Members had noted that further engagement with organisations, such as the Net Zero Forum and the Yorkshire Climate Commission, that had links to national government could prove valuable and should be developed further.

**Resolved:**

That the Climate, Energy and Environment Committee:

- i. Noted the contents of the report.
- ii. Noted the governance arrangements approved by the Combined Authority at the Annual Meeting held on 22 June 2023.

**7. Monitoring Indicators**

The Committee considered a report of the Chief Operating Officer which presented members with an update on the State of the Region monitoring indicators relating to Climate and the Environment.

Officers introduced the report and had explained that:

- The current set of indicators had been approved by members at the meeting of the Climate, Energy and Environment Committee on 27 March 2022.
- The indicators had been reported on in detail in the State of the Region 2023 report, the Combined Authority's annual stock-take of West Yorkshire's socio-economic performance.
- The core indicators that had been previously agreed by the Committee included:
  - Greenhouse gas emissions (kt CO<sub>2</sub>e equivalent)
  - Greenhouse gas emissions (kt CO<sub>2</sub>e equivalent) by sector
  - Greenhouse gas emissions intensity ratio
  - Building energy efficiency
  - Premises at risk of flooding
  - Households in fuel poverty
  - Access to greenspace

The follow indicators had been updated with the new data since the last meeting of the Committee in March:

- Greenhouse gas emissions (kt CO<sub>2</sub>e equivalent)
- Greenhouse gas emissions (kt CO<sub>2</sub>e equivalent) by sector
- Greenhouse gas emissions intensity ratio

Officers had then outlined the key messages from the report.

Members made the following observations:

- Members had asked that monitoring indicators from other thematic committees should be incorporated into next monitoring paper. Members had asked for this to include a variety of proxy indicators. Officers had indicated this feedback would be actioned accordingly.
- Members enquired if the figures took into account short term behaviour changes by individuals as a consequence of the Cost-of-Living Crisis as opposed to long term shifts due to improved home insulation,

sustainable energy generation measures and changes that had occurred in usage dynamics.

- Members noted that it had been important to factor in commercial behaviour as well. One member sighted an example of a business that had been faced with electricity costs that had increased from £17,000 to £74,000 and others had noted this was far from an exceptional case.
- Due to the fact that there had not been a typical baseline year recently after factoring in national and global circumstances, members had noted that measuring different factors quantitatively had become more challenging.
- Members had requested that a deep dive session on transport emissions take place at a future meeting, so that they would be better informed of long-term trends.
- Members had observed that the fundamental point had been the data had demonstrated that the measures taken by the Committee to date had not been sufficient enough to ensure the 2030 climate targets would be on track.

**Resolved:** The Committee noted the headline analysis of the indicators.

## 8. Local Energy

The Committee considered a report of the Director of Policing, Environment and Place and sought members feedback on two key workstreams that progress the region's understanding of how the energy system in West Yorkshire needs to change to meet the 2038 net zero target.

Officers had introduced the report and explained that the requirements of meeting the target necessitated a change in the way in which energy would be generated, supplied, and used by businesses and residents across West Yorkshire. As such, the Combined Authority had therefore:

- Progressed two workstreams; Local Area Energy Plans (LAEPs) and the Hydrogen Use Case.
- LAEPs had been identified as a key intervention for delivery within the West Yorkshire Climate and Environment Plan (CEP). These would identify the location and type of infrastructure required to meet local and national net zero targets, recognising that every place is different, including the people, housing stock and geography.
- LAEPs had consist of a two-stage process:
- **Local Energy Asset Representation (LEAR):** baseline data collection, storage and distribution assets.
- **Local Area Energy Plan (LAEP):** technical and spatial analysis of different options e.g., EV infrastructure, heat pumps, for decarbonising local energy systems.
- In depth stakeholder engagement will be carried out at both stages as this is key in ensuring robust and usable outputs will be derived from this process.
- The funding had supported the production of four LAEPs across West Yorkshire, one for each district except Calderdale, which had been progressing with its own LAEP, acting as the pilot for the process in



West Yorkshire.

- Regular updates on the development of the LAEPs would be provided to the Committee at future meeting dates.

Members made the following observations:

- Members had noted that the hydrogen use case study conclusions would likely depend on who had been involved in that piece of work in terms of external influences. Members had expressed a desire to see private sector and commercial bodies included in the process.
- Members had asked that the Combined Authority continue to act as a conduit to ensure this area of governance combined cross-working along different authorities and bodies within the region.
- Members had welcomed the fact that Northern Powergrid and Northern Gas Networks (who had been represented at the meeting) indicated their active engagement with the Local Area Energy Plan and had a willingness to continue to do so.
- Members had agreed that the spatial element of the scheme had required further proposals from officers in relation to how this should be linked to local plans, which would be brought to a future meeting of the Committee.
- Members had noted that the proposals should concentrate on framing the social benefits of such initiatives through emphasis on how they had benefited communities in a tangible way. Members had also observed that additional skills development in this area had been vital.

**Resolved:**

- i. The Committee noted the contents of the report.
- ii. The Committee provided officers with an indication of how they wanted to be involved in the development of the LAEP and Hydrogen Use Case Study, both as a collective and individually.
- iii. The Committee provided an indication of what success looked like for them in terms of the outcome of both the LAEP and Hydrogen Use Case Study.

**9. Project Approvals**

The Committee considered a report of the Director of Policing, Environment and Place which summarised proposals for the progression of and funding for projects under Investment Priority 4 (Tackling the Climate Emergency and Environmental Sustainability Investment within the West Yorkshire Investment Strategy (WYIS)), that had been considered at stages 1, 2 and 3 of the Combined Authority's assurance process.

It had been noted that the Climate, Energy and Environment Committee had been authorised as a delegated decision-making authority at the Combined Authority meeting held on 24 June 2021.

## Capital Flood Risk Management Programme

Officers had introduced the report and explained that the Capital Flood Risk Management Programme had been delivered as part of the CEP – Wave 1 portfolio. The programme consists of 23 identified schemes that are intended to enhance flood protection and climate resilience for homes and businesses across part of all districts within West Yorkshire. The programme had delivered new flood protection as well as the refurbishment and improvement of existing flood protection in addition to new natural flood management measures.

The CEP Wave 1 portfolio had gained decision point 1 (strategic assessment) approval from the Combined Authority on 22 July 2022.

Officers had noted during the meeting that a reference to Keighley had been missing from the report, so they verbally corrected the record accordingly.

Members had discussed the project and made the following observations:

- Members had observed that UK statistics had indicated that over 11 million properties had fallen within flood zones. Members enquired as to how many had fallen within West Yorkshire and how they had been impacted. The Chair noted that Calderdale had been especially impacted as one of the most flooded parts of the UK due its geographical nature and that infrastructure planning and water-based solutions had helped to form crucial preventive work in this area.
- Members had questioned how much input the Environment Agency had in relation to local plans and what further measured had been undertaken in relation to nature-based solutions such as significant tree planting, mandating suds on homes and establishing strategic reservoirs. Mark Wilkinson, the Advisory Representative from the EA had responded that there was a wider Flood Risk Management Capital Programme within West Yorkshire that included 130 projects, which were being delivered by either the EA or local authority partners. These are intended to address some of the challenges faced within the region due to the impact of climate change. Members had also enquired as to what the Combined Authority had been doing to input into this process.
- Members noted that it had been vital to ensure any resources maximised the value that such schemes had brought to the region.

**Resolved:** The Climate, Energy and Environment Committee, subject to the conditions set by the Programme Appraisal Team, approved the following:

- i. The Committee approved the contents of the report.
- ii. The Capital Flood Risk Management Programme proceeds through decision point 2 and work commenced on the individual business cases.
- iii. Conditions were set by the Programme Appraisal Team. These were to

be discharged within 3 months of the approval.

- iv. Indicative approval was given to the Combined Authority's contribution of £10,000,000 for Phases 1 and 2a. Funding was being sought for Phase 2b and 3. The total programme value was £168,000,000.
- v. Development costs of £2,255,561 were approved in order to progress the individual project business case submissions. This took the total approved to £2,369,296.
- vi. Future approvals were made in accordance with the assurance pathway, approval route and tolerances outlined in this report.

## **10. Better Homes Hub**

The Committee considered a report of the Director of Policing, Environment and Place which had provided members with an update on the Better Homes Hub programme. The report had also sought Committee members views on a number of discussion points.

Officers had introduced the report and explained that The Better Homes Hub (BHH) is the Combined Authority's regional programme to scale-up domestic retrofit to:

- Deliver against the Combined Authority's climate emergency commitments.
- Alleviate fuel poverty and the cost-of-living crisis for residents in the region.
- Improve the quality of housing stock and health outcomes for residents.
- Stimulate the market and secure quality green jobs.

The BHH had three overarching objectives which were to:

- Build a consensus within West Yorkshire on priorities for retrofit and energy efficiency of homes.
- Deliver retrofit projects in West Yorkshire that built on momentum, strengthened the supply chain, and created new delivery models.
- Established the BHH as a trusted entity for all residents to access advice and information on retrofit and energy efficiency of homes in West Yorkshire.

The proposed activity for the BHH had included:

- Delivering area-based demonstrator projects across different tenures and socio-economic situations, that test approaches and delivery models.
- Established a One Stop Shop to provide high quality retrofit advice and support.
- Developed the supply chain and skills infrastructure to tackle retrofit shortages.
- Mobilised sufficient resource to secure funding for delivery of retrofit

- projects.
- Developed innovative funding models to support delivery of retrofit projects.
- Developed and implemented a communications and engagement strategy that mainstreams retrofit.

The report detailed how these programmes were to be delivered.

Members made several observations as follows:

- Members had agreed that EPCs were not a good measure of performance and that a wide range of energy advice would be needed to persuade consumers to adopt energy saving measures. Members had also taken the view that some KPIs were required to measure the tangible outcomes of the programmes that were referenced.
- Members had indicated the vital importance of projects being spread across the whole West Yorkshire region and not just centred in and around Leeds.
- Members had expressed a preference to have an Advisory Panel and an Oversight Panel established to enable them to keep on track of the programmes.
- Members had emphasised the importance of ensuring value for money during the Cost-of-Living Crisis by ensuring any projects that had been chosen could be clearly demonstrated as providing this.
- Members observed that retrofitting measures had been a drop in the ocean in relation to the level of challenge that had been faced, but that the point in pursuing them had been to encourage the adoption of similar measures across the region.
- Members were disappointed that only two area indicators were listed based on a technical approach rather than a people first approach in relation to two pilot projects that were coming forward.

**Resolved:**

- i. The Committee noted the contents of the report.
- ii. Committee members provided views on the discussion points that were outlined in section 2.23.

**11. Green Skills**

The Committee considered a report of the Interim Director of Inclusive Economy, Skills and Culture which had provided members with an update on green employment and skills interventions as part of the pipeline of programmes developed for employment and skills and to support tackling the climate emergency in West Yorkshire.

Officers had introduced the report and explained that the purpose of the programme was to establish interventions that had reduced levels of digital exclusion, provide businesses with support to become more sustainable, support individuals with digital and green skills, support employers with talent

acquisition, and people of all ages with a greater understanding of employment opportunities. Evidence from this Committee and the Green Jobs Taskforce had been used to develop interventions and skills packages, including:

- A £7.5m package of employment and skills interventions had been prioritised for development, the funding consists of £6.5m of gainshare funding from Investment Priority 2 – skills and training for people and £1.5m decommitted from the existing employment and skills budget.
- A variety of additional green employment and skills interventions had been proposed and approved at the Combined Authority Annual meeting on 22 June 2023. The programs, detailed in the paper, would be developed in partnership local, internal, and external stakeholders on the design throughout summer with delivery from September 2023.
- Members of the Committee were asked to provide feedback on how to develop and deliver the skills packages that had been proposed.

Members made several observations as follows:

- Several members had mentioned that they found it challenging to take the concepts within the paper and to view them from a real-life perspective. As such, members had wished, in future, to see some real-life examples in order to visualise these in a practical way.
- Members had observed that, in order to meet the relevant targets, approximately 130,000 heat pumps would be needed to be installed within West Yorkshire every year, but only 68,000 were currently being installed within the whole UK every year. It would therefore be vital to upskill people to enable them to carry out this work.
- Members had enquired on whether it was clear what the definition of a green job was as nearly any job could be classified as such.
- The Chair had noted that, in terms of upskilling green measures, as Calderdale included the highest number of start up businesses within West Yorkshire, small businesses within that part of the region would be a good place to start in terms of informative measures.
- Members had taken the view that the level of access to skills was often too high and that needed to be examined.

**Resolved:**

- i. The Committee noted the contents of the report.
- ii. Committee members were asked to share their views and they commented on the outlined approach.
- iii. Committee members were asked to express their interest in further consultation on the refinement of the delivery plan for the green skills offer for business.

## **12. Climate Pledge Update**

The Committee considered a report of the Director of Policing, Environment

and Place which had provided members with an overview of selected activity delivering against the mayoral pledge to tackle the climate emergency.

This report summarised selected activity that was presently taking place to deliver against the Combined Authority's pledge to be net zero by 2038. The report set out activity from across the eight themes on which the West Yorkshire Climate and Environment Plan (CEP) had been framed.

Officers presented the report which set out the activity to date. This had included a number of projects and programmes such as:

- The Net Zero Region Accelerator (NZRA) programme.
- The Resource Efficient Business (REBiz) programme.
- Implementation of The UK Electric Vehicle Infrastructure Strategy.
- Several projects that had been commissioned using funding from the Local Electric Vehicle Infrastructure Fund (LEVI) fund.
- The Zero Emission Bus (ZEB) Programme.
- Implementation of The West Yorkshire Transport Strategy 2040.
- The Solar Programme - This programme had formed part of the Wave 1 Actions to tackle the Climate and Environment Plan.
- The Better Neighbourhoods Programme - This had formed part of the Wave 1 Actions to tackle the Climate and Environment Plan.
- The West Yorkshire Low Emission Strategy (WYLES).

The report had indicated how these projects were being progressed. Members made several observations as follows:

- Members had asked about the Zebra Bus Initiatives and if there was a commitment to ensuring such schemes were rolled out to other districts in terms of the next tranche of bus initiatives. Officers had been asked to follow up and report back to a future meeting of the Committee.
- Members had indicated that more work needed to be done to address easy wins such as minor insulation problems i.e., gaps in doors etc where relatively minor funding and support could address such issues.
- One member had specifically referenced the work of Dr Alan Palmer who is influential in relation to electric vehicles. The member had asked officers to engage further with Dr Palmer and then report back to the Committee.
- Members had emphasised that a robust communications strategy was needed to ensure the public were fully aware of all the positive initiatives being put forward by the Committee – possibly in the form of a visual infographic. Officers had agreed to action this.
- Members had expressed an interest in having a workshop to discuss air quality initiatives and the EV strategy. Officers had indicated they would arrange this.

**Resolved:** The Committee noted the contents of the report.

### **13. Date of the Next Meeting**

It was noted that the next meeting of the Climate, Energy and Environment

Committee was scheduled to be held on 24 October 2023.

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<b>Report to:</b>	Climate, Energy and Environment Committee
<b>Date:</b>	24 October 2023
<b>Subject:</b>	<b>Committee Governance</b>
<b>Director:</b>	Liz Hunter, Director Policing, Environment and Place
<b>Author:</b>	Noel Collings, Head of Net Zero and Energy

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

## 1. Purpose of this Report

- 1.1. To note the appointment by the Combined Authority of a representative of the National Health Service (NHS) West Yorkshire Integrated Care Board onto the Committee as an advisory (non-voting) member.
- 1.2. To update the Committee on the new individuals who will be representing the Environment Agency and Yorkshire Water at future meetings.
- 1.3. To seek feedback on the ways in which the views of young people could be sought and integrated into the work of the Committee.

## 2. Information

### NHS Representation

- 2.1. The NHS is a significant source, both directly and indirectly, of emissions in West Yorkshire. As such the reduction of NHS related emissions will have a large bearing on whether West Yorkshire is able to meet its net zero target.

- 2.2. To date the NHS has only previously been represented on this Committee through NHS Digital. However, there has been an absence of a representative from NHS Digital attending the Committee since 2022.
- 2.3. In the meantime, relationships between the Combined Authority and NHS have been strengthened through the [signing of a Partnership Agreement](#) in September 2023 between the Combined Authority and NHS West Yorkshire Integrated Care Board (ICB). The Partnership Agreement sets out both organisations' shared commitment to working together on the factors that affect population health – fair economic growth, climate, and tackling inequality. The Partnership Agreement commits both organisations to collectively mitigate the health impacts of the climate emergency and to maximise the regional contribution to tackling climate change.
- 2.4. As a result of the Partnership Agreement, the Mayor and the Chief Executive were co-opted onto the ICB Partnership Board and in turn it was agreed that a member of the ICB be co-opted onto the Combined Authority's Place, Regeneration and Housing Committee. This reflects the overlap between the ICB, NHS and Combined Authority's work in this area. It was proposed that a similar arrangement be implemented for this Committee. The involvement of the NHS/ICB would be twofold:
- To provide an overview of activity being undertaken by the NHS to address the climate change and to understand any synergies between its work and that of the Combined Authority; and
  - To ensure the health implications of activity overseen by this Committee are fully considered.
- 2.5. At its meeting on the 12<sup>th</sup> October 2023, the Combined Authority considered the above and approved the co-option of a representative of the NHS WY Integrated Care Board onto this Committee as an advisory (non-voting) member.

#### **Advisory (Non-Voting) Member Changes**

- 2.6. Both the Environment Agency and Yorkshire Water are represented on the Committee as advisory (non-voting) members. Their presence reflects their importance as regional stakeholders delivering against the climate emergency agenda.
- 2.7. Due to personnel changes within both organisations, it is necessary to confirm a change of their representatives on the Committee. As such, the Environment Agency will now be represented by Jenny Cooke, Area Flood Risk Manager – West Yorkshire, and Yorkshire Water will now be represented by Adam Ashman, Head of Strategic Planning.

#### **Engagement With Young People**

- 2.8. It is of paramount importance that the views of young people are considered in the work of this Committee. It is these individuals who stand to be impacted the most by a changing climate and therefore schemes and activity need to be designed with this in mind.
- 2.9. The Combined Authority is committed to investigate as part of its future work ways of involving young people more in all its decisions through more formal engagement mechanisms, such as panels, assemblies etc. However, the implementation of such engagement mechanisms requires significant investment and impact on Combined Authority governance arrangements. Before such mechanisms can be implemented, the Combined Authority is committed to ensure that young people's voices are heard in all its projects through a range of engagement exercises tailored to the needs of each project.
- 2.10. The Community Engagement Team is currently leading work to develop an Inclusive Engagement Strategy for the Combined Authority, which will be informed by those people that undertake engagement activity as part of their role. It is expected that the Strategy will be drafted by the end of the year. Research is being carried out into a range of possible future engagement methods such as panels, assemblies, citizen's juries, Young Person Mayor etc. though some of these would require significant investment and impact on Combined Authority governance arrangements.
- 2.11. The following information sets out some shorter-term ways that this Committee could involve young people in its work going forward.
- 2.12. There is a proposal to work with the Youth Work Unit as part of the Mayor's Big Climate Chat (expected to launch in late October 2023) to develop a climate survey for young people and to help design the behaviour change campaign.
- 2.13. Some of the young people from Youth Work Unit also sit on the Regional Youth Climate Assembly, therefore, another element of engagement could be to form a task and finish group, whereby nominated representatives from the Committee could work with young people, over a defined period, to get their views on particular areas of policy development within the Committee's remit. An example of where this could be implemented would be on the refresh of the Climate and Environment Plan.
- 2.14. In addition to the more strategic approach there are existing programmes and approaches that have been deployed which could provide additional insights into the views of young people if utilised.
- 2.15. For example, the Employment and Skills Team undertake schools' partnership work and would be open to utilising this mechanism to receive feedback or undertake engagement with young people. The partnership work extends to over 180 secondary schools across West Yorkshire.

- 2.16. The team are also launching a programme in early 2024 to engage with primary schools on future green careers. This could be utilised as a means to receive feedback and undertake engagement with younger age groups.
- 2.17. And finally, the Green Jobs Taskforce commissioned research with over 200 young people to understand their perceptions of green jobs and careers which fed into the final recommendations of the Taskforce. This approach could be replicated in other areas as an effective means to receive feedback.
- 2.18. In considering how the Committee engages with young people members are asked to review the above information, provide feedback on potential engagement methods, and suggest additional engagement methods if appropriate.

### **3. Tackling the Climate Emergency Implications**

- 3.1. In seeking to enable a greater variety of voices to be heard on climate change, this report will help to ensure the work of the Combined Authority and this Committee considers a wider range of perspectives when designing policies and schemes which seek to address the climate emergency.

### **4. Inclusive Growth Implications**

- 4.1. The report has a positive effect on inclusive growth as it seeks to provide an understanding of how the views and opinions of young people can be incorporated into the work of this Committee going forward.

### **5. Equality and Diversity Implications**

- 5.1. This report sets out several potential mechanisms for engaging with young people. Where these mechanisms are implemented they will ensure they engage with a wide cross-section of young people from across West Yorkshire, including those with protected characteristics.

### **6. Financial Implications**

- 6.1. Some of the mechanisms outlined in this report for engaging with young people will necessarily require funding if they are to be implemented. If a decision is taken to progress with any of the mechanisms, conversations will need to be held internally to identify a budget to allow them to be progressed.

### **7. Legal Implications**

- 7.1. There are no legal implications directly arising from this report.

### **8. Staffing Implications**

- 8.1. As with the financial implications associated with this report, some of the mechanisms identified for engaging with young people will require input (and time) from both the Committee and teams from across the Combined Authority.
- 8.2. Any requirement for input will need to be proportionate to the time that both Committee members and teams from across the Combined Authority are able to provide, especially where the requirement is in addition to their current area of focus.

## **9. External Consultees**

- 9.1. No external consultations have been undertaken.

## **10. Recommendations**

- 10.1. That the Committee note the appointment by the Combined Authority on 12<sup>th</sup> October, of an advisory representative from the NHS West Yorkshire Integrated Care Board to the Committee.
- 10.2. That the Committee notes the change in members representing the Environment Agency and Yorkshire Water on this Committee.
- 10.3. That the Committee reviews and provides feedback on the potential methods for engaging with young people.

## **11. Background Documents**

There are no background documents referenced in this report.

## **12. Appendices**

None.

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<b>Report to:</b>	Climate, Energy and Environment Committee
<b>Date:</b>	24 October 2023
<b>Subject:</b>	<b>Monitoring Indicators</b>
<b>Director:</b>	Alan Reiss, Chief Operating Officer
<b>Author:</b>	Peter Glover, Economic Evidence Manager

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

## 1. Purpose of this Report

- 1.1. To present the latest position on the State of the Region monitoring indicators relating to climate, energy and the environment

## 2. Information

### Monitoring arrangements

- 2.1. As part of agreed monitoring arrangements, the Climate, energy and environment Committee receives regular reports against a set of State of the Region indicators relevant to its remit. These are presented as a standing item on the Committee's agenda. These indicators reflect the outcomes that the work of the committee is seeking to improve. Indicators are reported on by exception i.e. when fresh data becomes available for each indicator, allowing the analysis to be updated.
- 2.2. The indicators will be reported on in detail in the State of the Region 2023 report, the Combined Authority's annual stock-take of West Yorkshire's socio-economic performance. The State of the Region indicators are intended to provide a high level, strategic picture of performance against this priority rather than a detailed examination of operational performance of specific projects.

## **The indicators**

2.4. The core indicators agreed by the Committee are as follows:

- Greenhouse gas emissions (ktCO<sub>2</sub> equivalent)
- Greenhouse gas emissions (ktCO<sub>2</sub> equivalent) by sector
- Greenhouse gas emissions intensity ratio
- Building energy efficiency
- Premises at risk of flooding
- Households in fuel poverty
- Access to greenspace.

2.5 A number of additional indicators relevant to the work of the Committee were identified as part of the development of the West Yorkshire Plan, which was presented in draft to the Committee at its January 2023 meeting. These indicators are as follows:

- Deployment of electric buses
- Deployment of electric charging infrastructure
- Electric buses.

## **Key messages**

2.6 The latest key messages are summarised below and are also visualised in appendix 1 to this paper.

2.7 Analysis of the emissions-related indicators was provided in the indicator paper presented to the July Committee meeting and can be found [here](#). In summary, it was noted that total greenhouse gas emissions in West Yorkshire increased by 6% in 2021 as the economy re-opened, although they were still 5% below their pre-pandemic 2019 level. Analysis against the carbon emissions reduction pathways shows that in 2021, the region's emissions were between the business-as-usual scenario and the three modelled reduction pathways. As it is very early in the series, it is hard to distinguish between the three pathways to confirm which pathway we are on track with.

2.8 It is likely that, once published, data for 2022 will show a reduction in emissions in West Yorkshire compared with 2021, reflecting the UK position. But this may well prove to be consistent with a reversion to the pre-pandemic baseline trend. It is evident that a significant challenge lies ahead, and great efforts must be made, at an accelerated pace, in order to fulfil our net-zero commitments.

### **Building energy efficiency**



- 2.9 Improving the energy efficiency of properties is an important lever for reducing emissions but also for helping households to manage their living costs. Energy Performance Certificates are needed any time a property is sold, built or rented. They contain information about a property's energy use and typical energy cost. Normally they have a rating between A (Most efficient) to G (Least efficient).
- 2.10 West Yorkshire dwellings with an Energy Performance Certificate are less likely to have an energy efficiency rating of C or better compared to the national average (35% versus 42%). There are also wide variations against this measure at local authority level. Kirklees (35%), Leeds (38%), and Wakefield (39%) have the highest proportions of dwellings that meet this threshold, but the figures are much lower for Bradford (29%) and Calderdale (30%). The picture is gradually improving over time. In the latest quarter, April to June 2023, 14,356 domestic EPCs were lodged on the Register in West Yorkshire; of these, 54% of properties in the region were given an energy efficiency rating of C or above, compared with 58% nationally.

#### Premises at risk of flooding

- 2.11 Flooding is becoming more frequent and more severe as a result of climate change. The ongoing flood risk reinforces the economic, social and environmental arguments for securing capital investment to allow our communities to be more resilient and avoid both the human suffering and economic cost that comes with these events. Over 17,400 West Yorkshire residential properties are located in Flood Zone 3 areas and at risk of flooding once every hundred years, with an additional 18,000 located in Flood Zone 2, which is at risk of flooding once every 100 to 1,000 years. Together this accounts for 3.4% of West Yorkshire residential properties. Around 15,000 commercial properties fall within flood zones in West Yorkshire, around 14% of total properties, with 6% falling into Flood Zone 3 and 8% into Flood Zone 2.

#### Access to greenspace

- 2.12 It is formally recognised that green environments are associated with reduced levels of depression, anxiety and fatigue and can enhance quality of life for both children and adults. People with better access to greenspace enjoy a wide range of health benefits from lower levels of cardiovascular disease through to maintaining a healthier weight. However, access to greenspace varies depending on where we live. Currently, 23% of the population of West Yorkshire have access to local greenspace; that is, they live within 300m of an area of accessible natural greenspace of at least 2 hectares in size. Within the region, there is some variation between local authorities, with Kirklees having the lowest proportion at 15% and Leeds having the highest at 28%.

#### Fuel poverty

- 2.13 Fuel poverty is the problem faced by households living on a low income in a home which cannot be kept warm at reasonable cost. As well as providing a measure of deprivation, the prevalence of fuel poverty points to an issue that can be alleviated through

investment in energy efficiency measures, leading to reduced emissions. According to the latest official statistics for 2021, 168,000 households in West Yorkshire were in fuel poverty, 17% of total households. Since these figures do not capture the impact of the surge in energy prices seen since late-2021 the Combined Authority has produced its own more up to date estimates. These indicate that 30% of households in West Yorkshire are currently in fuel poverty, down slightly from an estimate of 33% for spring 2023.

#### Electric vehicle charging infrastructure

- 2.14. Transport is the highest emitting sector in West Yorkshire accounting for 32% of all greenhouse gases emitted. These emissions are dominated by road transport which accounts for 97% of transport-related emissions. The West Yorkshire Climate and Environment Plan sets a commitment to accelerate the deployment of electric vehicle chargepoints across the region with a focus on ensuring equity. As of 1 July 2023, there were 981 publicly available electric vehicle (EV) charging devices installed in West Yorkshire. The number of devices in West Yorkshire is growing rapidly, expanding by 41% in the last year and by 140% in the last three years. Although, the ratio of charging devices to population is below the national average in West Yorkshire (42 versus 67) it outperforms the England average in terms of rapid charging devices per head of population (14 versus 12). Further information on the deployment of electric charging devices can be found in Item 10.
- 2.15 A shift to electric buses has the potential to make a substantial contribution to reducing West Yorkshire's greenhouse gas emissions, particularly when more polluting diesel vehicles are replaced. Based on figures supplied by the three main bus operators in the region, First, Arriva and Transdev, 2% of the bus fleet consists of battery powered electric buses.

### **3. Tackling the Climate Emergency Implications**

- 3.1. The State of the Region indicators provide a picture of the progress that is being made in addressing the Climate Emergency, most notably in terms of emissions reduction.

### **4. Inclusive Growth Implications**

- 4.1. The indicators feature several with direct implications for inclusive growth, including those relating to fuel poverty, energy efficiency and access to green space.

### **5. Equality and Diversity Implications**

- 5.1. The main State of the Region report brings out equality and diversity implications across indicators, where availability of data allows; for example the impact of fuel poverty on different communities.

## **6. Financial Implications**

6.1. There are no financial implications directly arising from this report.

## **7. Legal Implications**

7.1. There are no legal implications directly arising from this report.

## **8. Staffing Implications**

8.1. There are no staffing implications directly arising from this report.

## **9. External Consultees**

9.1. No external consultations have been undertaken.

## **10. Recommendations**

10.1. That the Committee notes the headline analysis of the indicators

## **11. Background Documents**

There are no background documents referenced in this report.

## **12. Appendices**

Appendix 1 –Analysis of climate, energy and environment monitoring indicators.

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# Appendix 1: Analysis of monitoring <sup>27</sup>indicators

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**Climate, Energy and Environment Committee, 24  
October 2023**

# Introduction

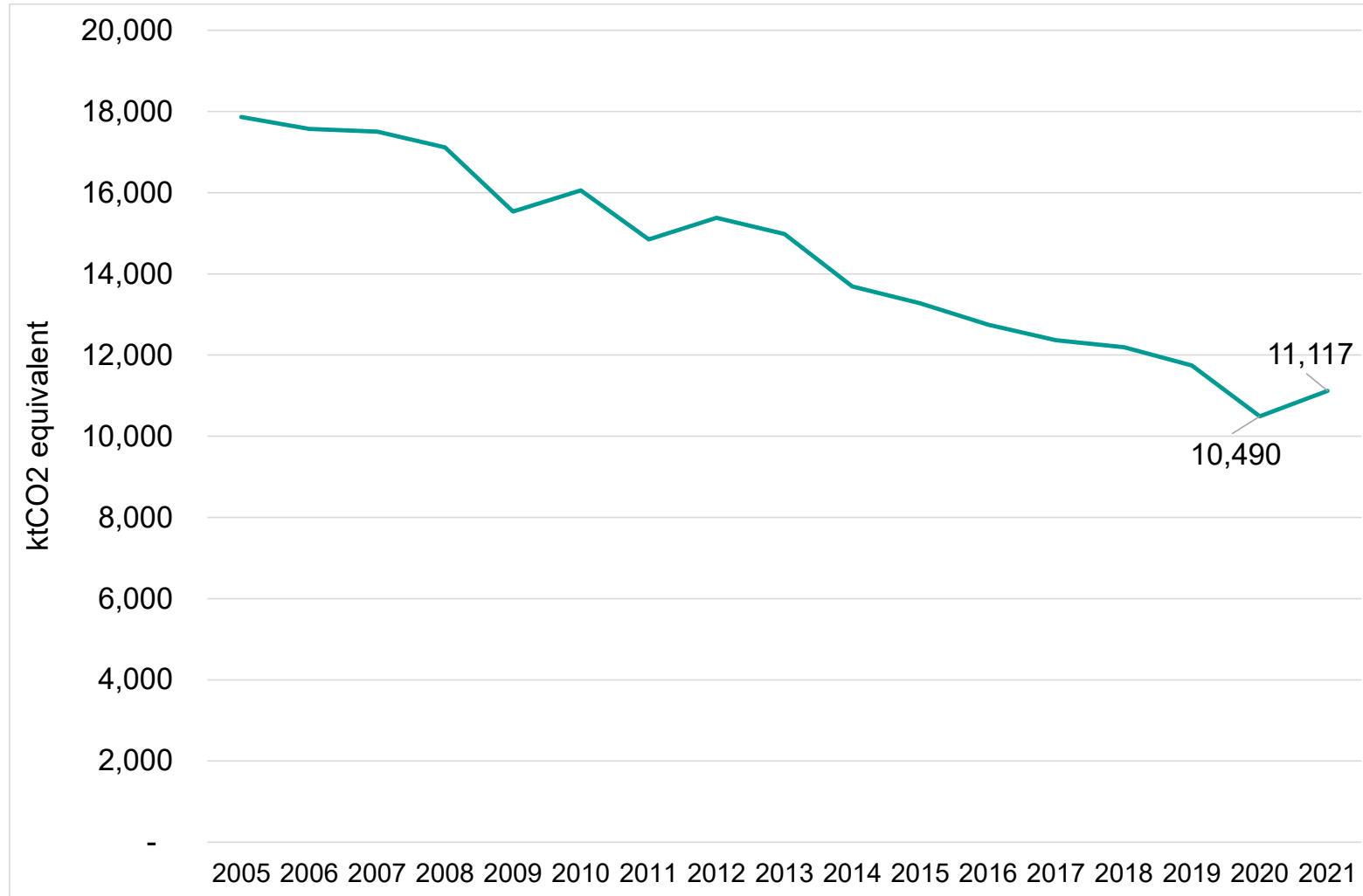
- The following slides provide an overview of West Yorkshire's performance and progress against the headline indicators for State of the Region
- A subset of indicators has been presented, reflecting those most directly relevant to the Climate, Energy and Environment agenda.
- For some indicators there has been no change in the available data but the latest figures are contained in the pack to maintain the overall picture.

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# State of the Region indicators

# Emissions increased in West Yorkshire in 2021 following the pandemic-related reduction in 2020 but remain below the 2019 level

Figure 1: Trend in greenhouse gas emissions, West Yorkshire (ktCO2e)



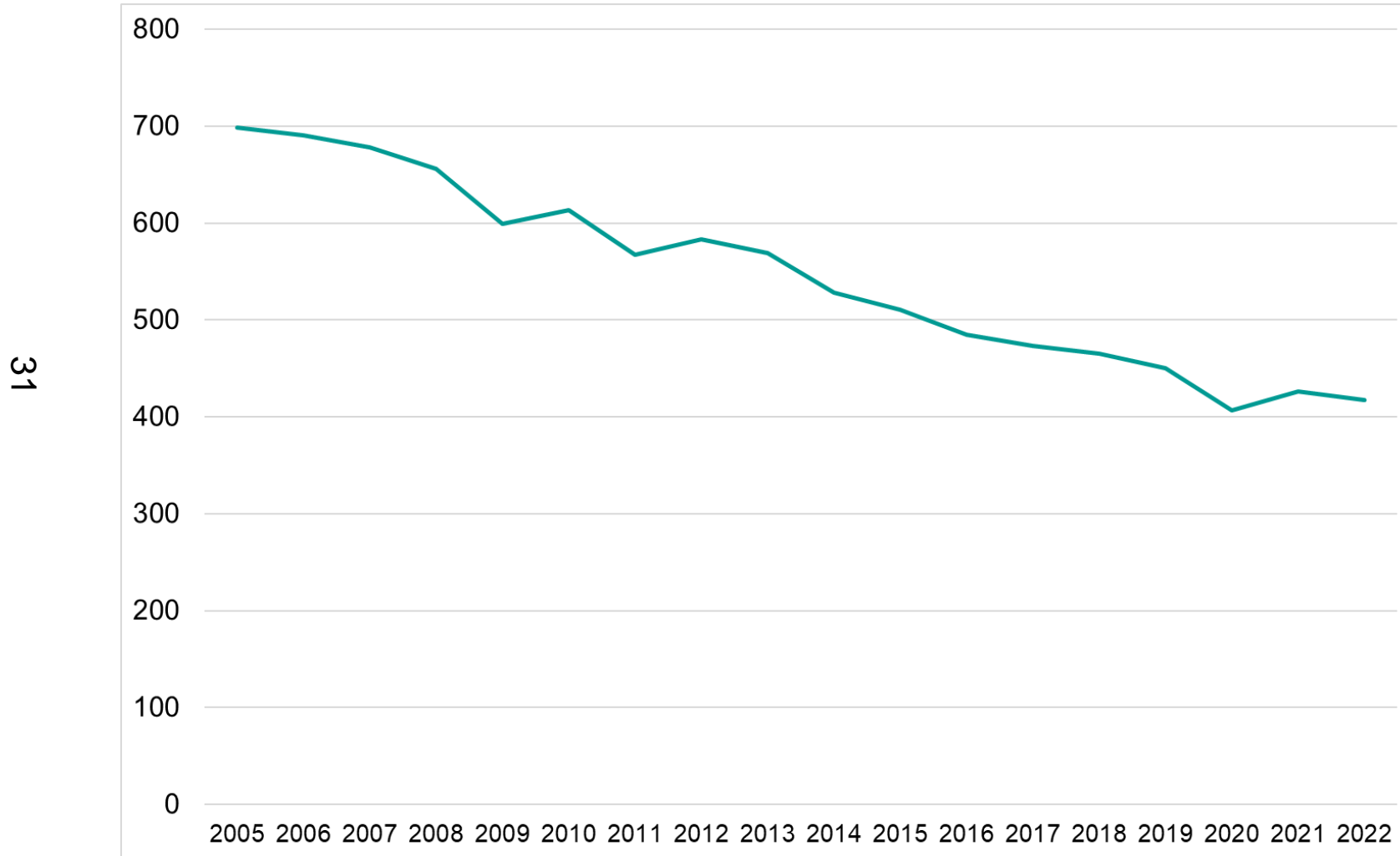
Emissions increased by 6% in 2021 but remain 5% below their 2019 level. This reflects the national picture.

Source: UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2021



# Provisional figures show that UK emissions fell in 2022

Figure 2: UK annual territorial greenhouse gas emissions by million tonnes carbon dioxide equivalent (MtCO<sub>2</sub>e)

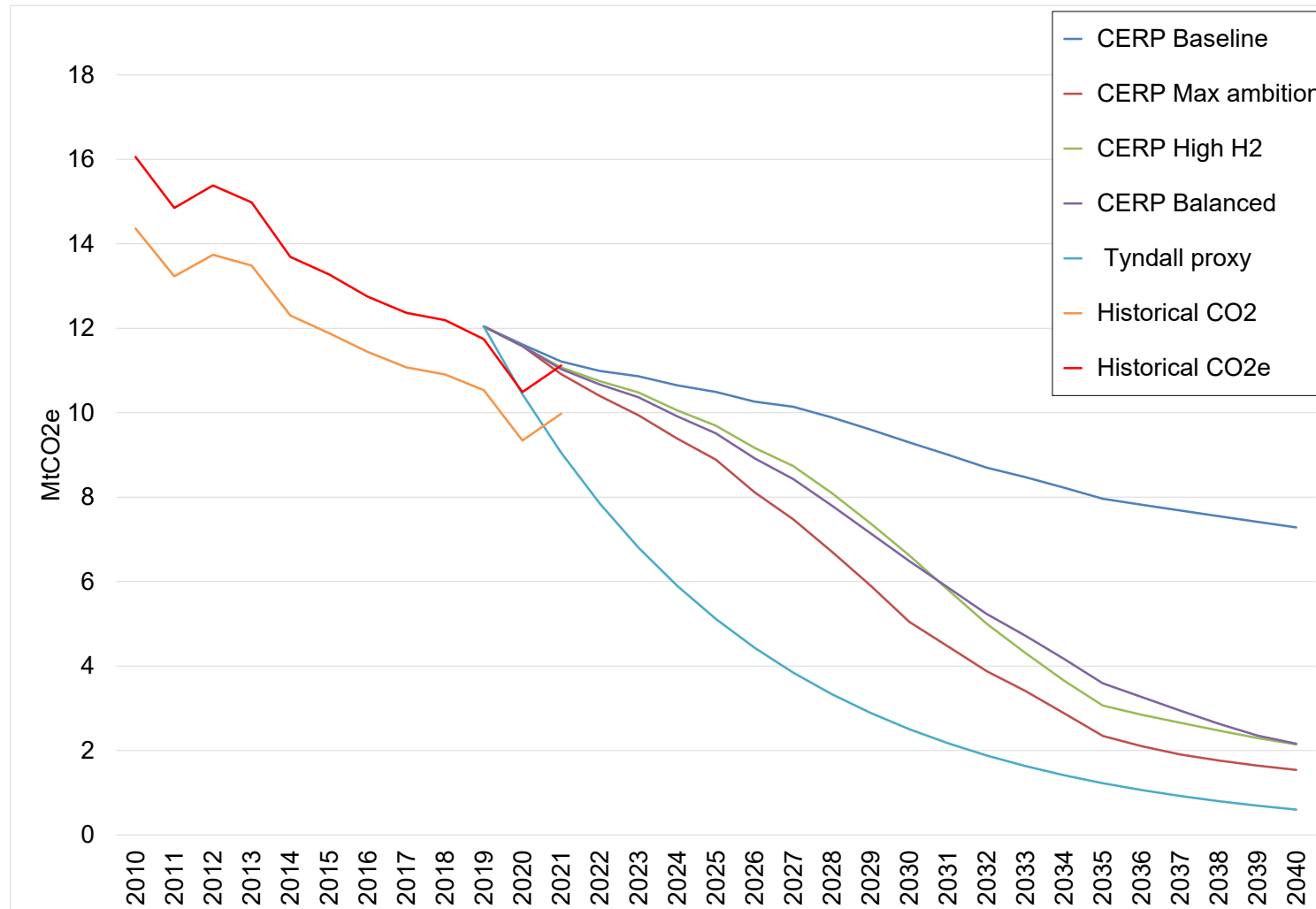


UK figures for 2022 point to a resumption of the pre-Covid trend. This is also likely to be the case for West Yorkshire when local figures are made available for 2022

Source: Provisional UK greenhouse gas emissions national statistics, 2022

# The upturn in 2021 returned West Yorkshire carbon emissions to somewhere between the 'Baseline' (business as usual) and the three reduction pathways

Figure 3: Trend in West Yorkshire greenhouse gas emissions vs carbon reduction pathways (MtCO<sub>2</sub>e)



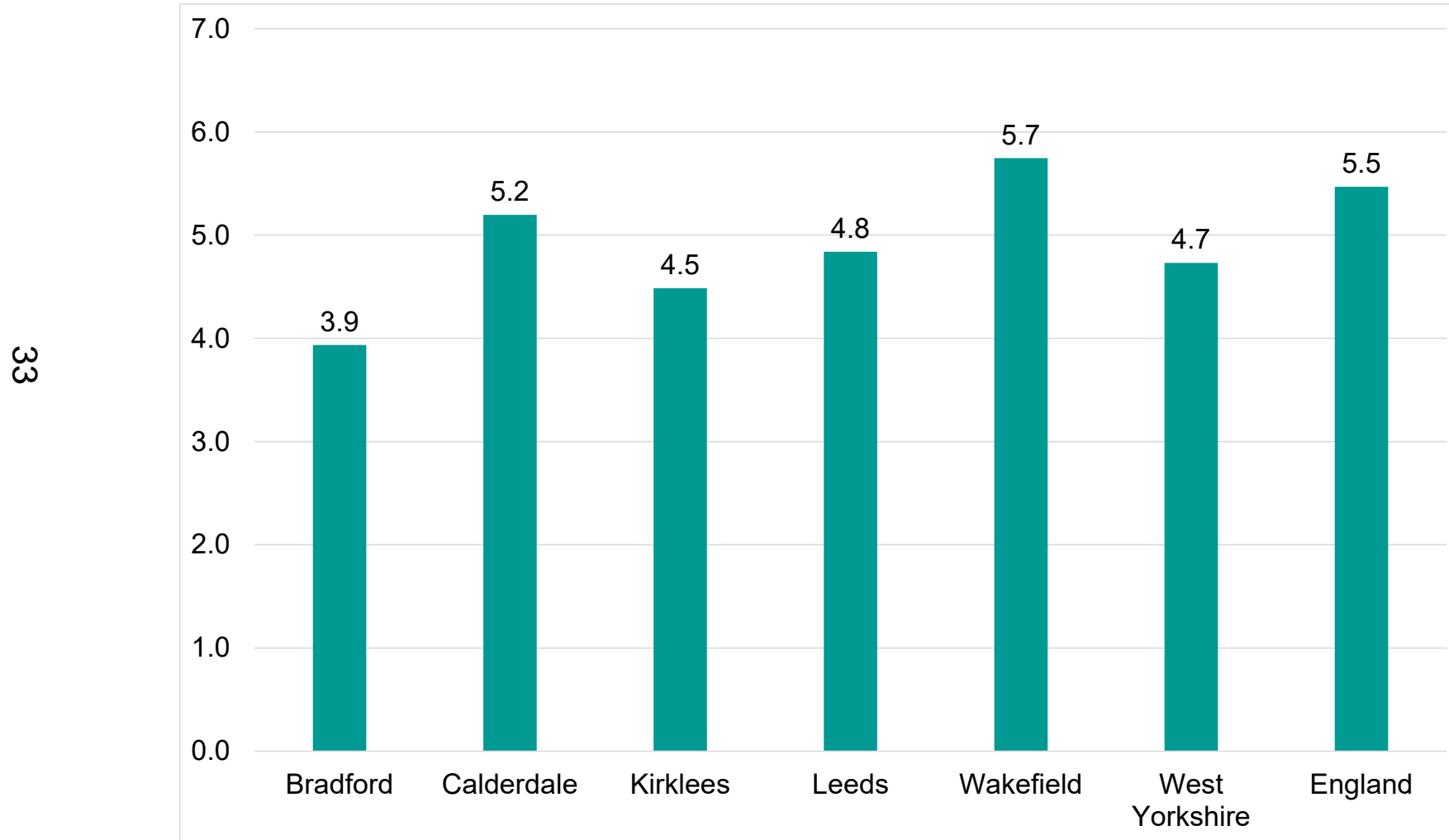
## Scenarios

- Baseline - the likely levels of greenhouse gas emissions if no new action to reduce them is taken
- Max Ambition –Assumes significant electrification of heat, transport and industry supported by enabling technologies such as demand-side response and energy storage.
- High Hydrogen (High H2) - Promotes large-scale hydrogen use and carbon capture and storage roll-out.
- Balanced – Encompasses a balanced mix of technology across all sectors with contributions from hydrogen, electrification, bioenergy, carbon capture and storage, and decentralised energy production.
- Tyndall proxy - suggests what the implications of the United Nations Paris Agreement are in terms of reductions of emissions.

Source: UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2021

# West Yorkshire has lower emissions per capita than the national average

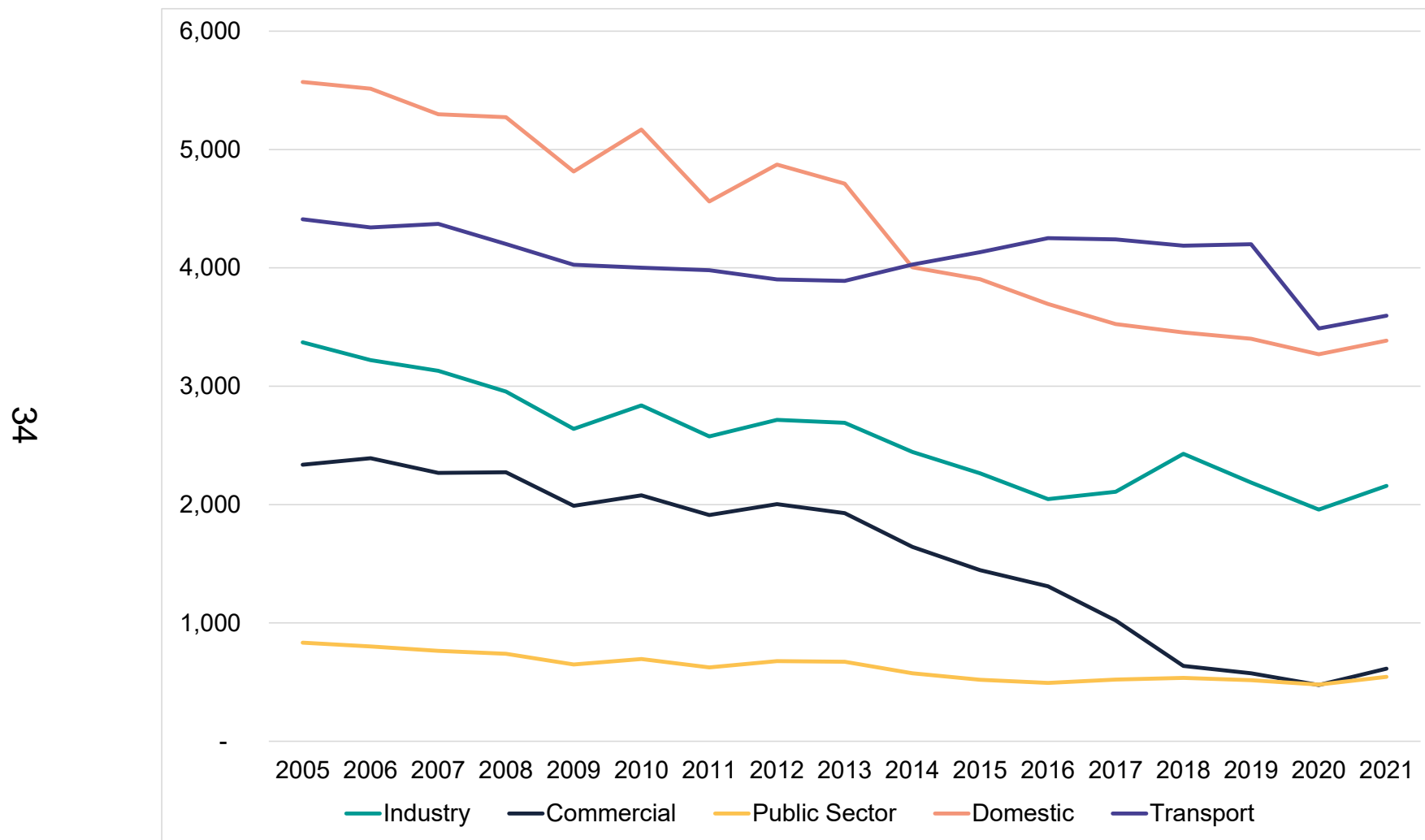
Figure 4: Per capita greenhouse gas emissions (tonnes CO<sub>2</sub>e per resident)



Source: UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2021

# All of the main sectors of the West Yorkshire economy saw an increase in emissions during 2021

Figure 5: Trend in greenhouse gas emissions by sector, (ktCO2e), West Yorkshire

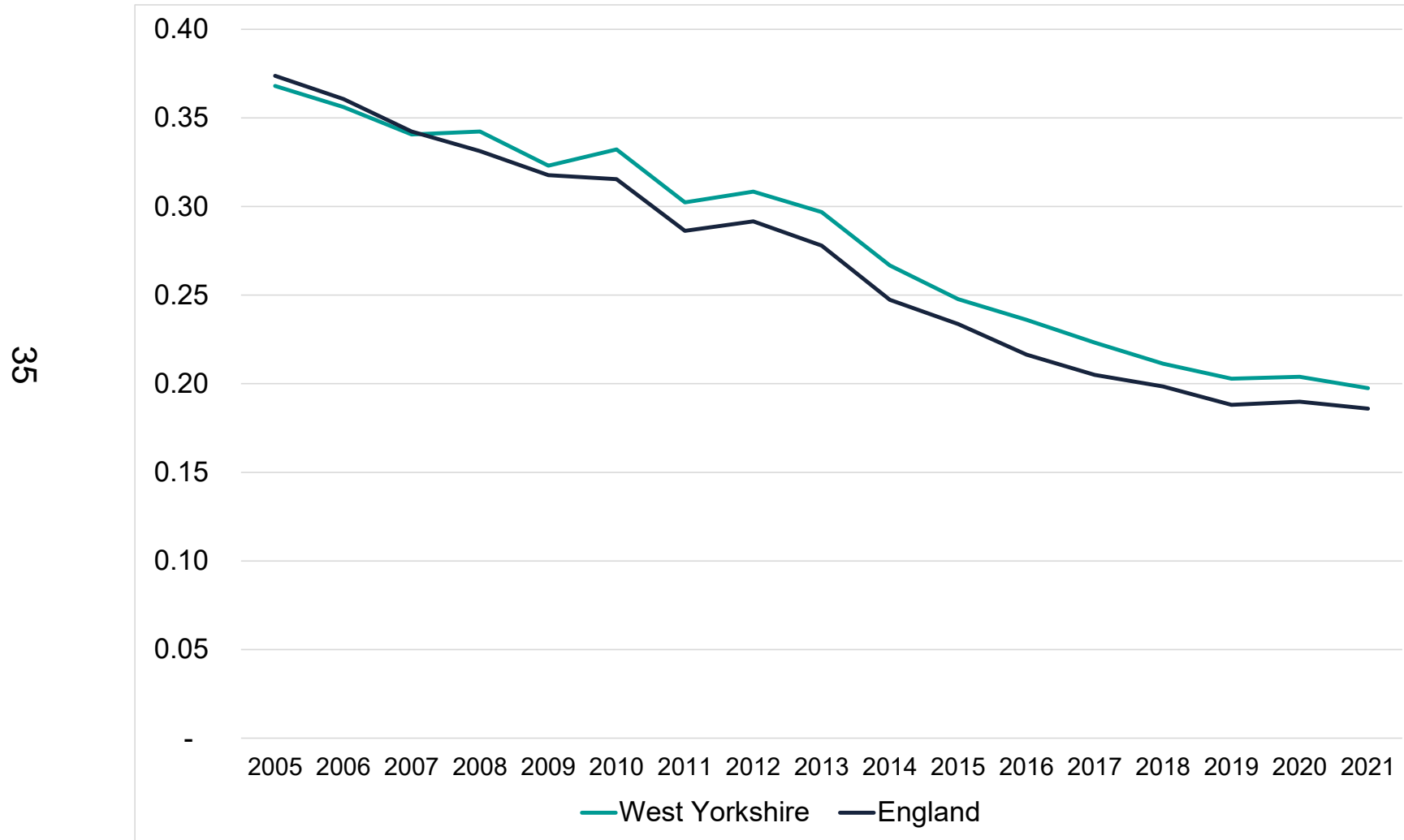


Although all sectors saw growth in 2021 most remain below their 2019 levels

Source: UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2021

# West Yorkshire's emissions intensity ratio fell in 2021 as an increase in GVA offset the rise in emissions

Figure 6: Greenhouse gas emissions intensity (ktCO<sub>2</sub>e per £m gross value added)

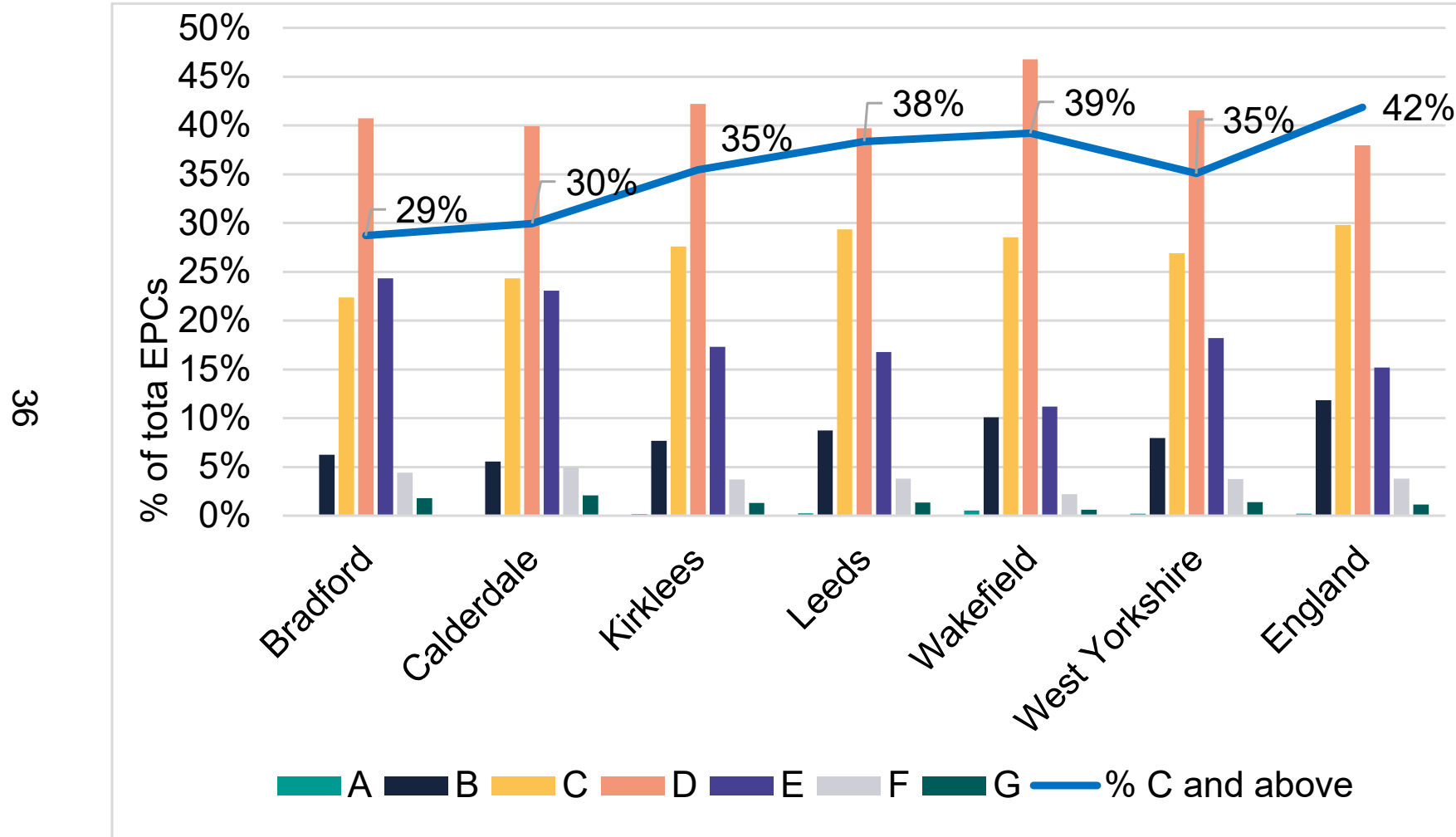


Emissions intensity remains slightly above the national average

Source: UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2021

# West Yorkshire dwellings with an EPC are less likely to have an energy efficiency rating of C or above compared to national average

Figure 7: Profile of Energy Performance Certificates by local authority and Energy Efficiency Rating, as of Q2, 2023



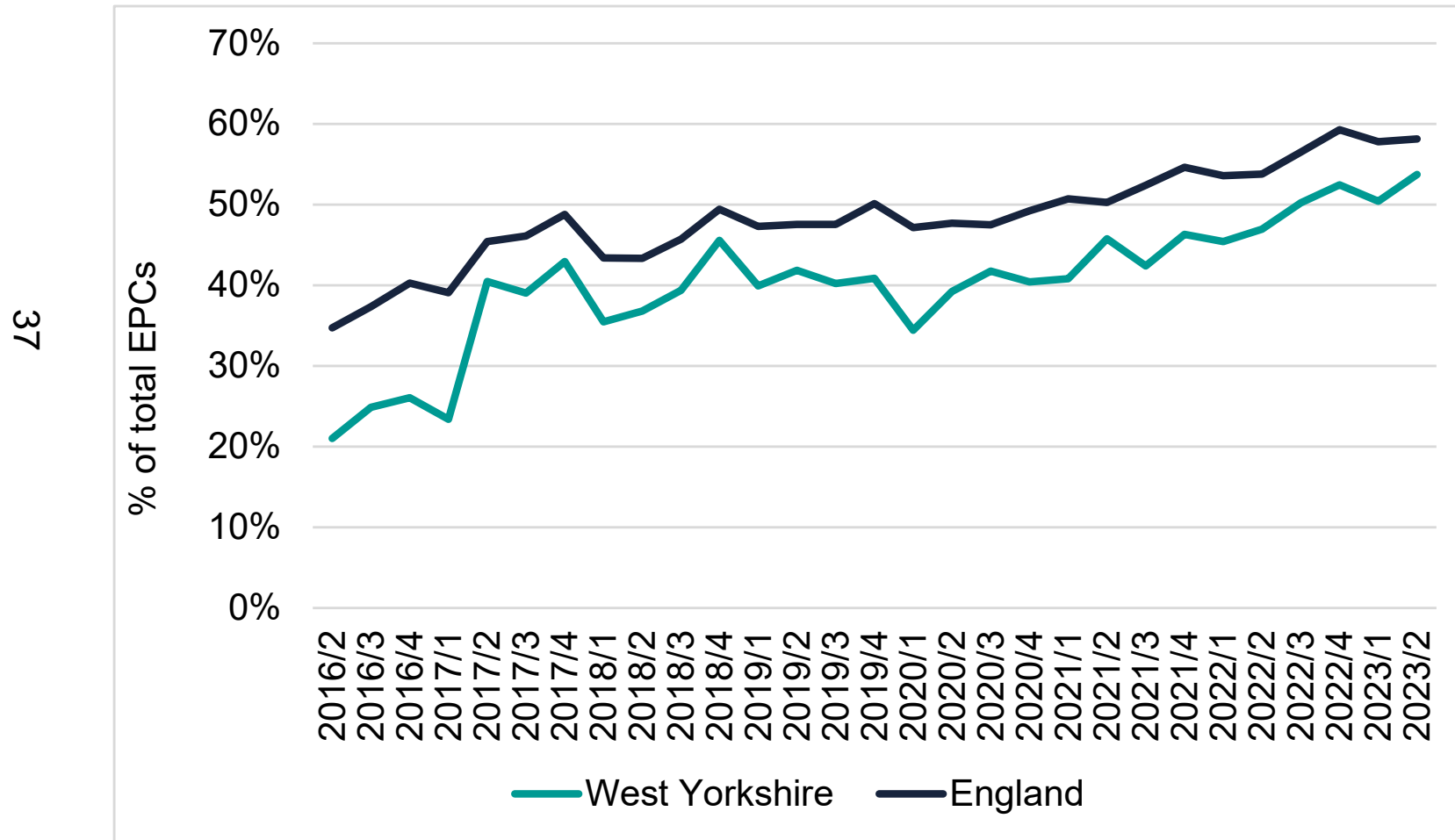
These figures relate to the total cumulative stock of EPCs lodged since Q4 2008 up to Q2 2023.

The proportion of cumulative lodgements with a rating of C and above in West Yorkshire increased slightly from 34% in Q2 2022 to 35% in Q2 2023.

Source: Energy Performance Certificate data, Department for Levelling Up, Housing and Communities

# The proportion of EPCs with a rating of C and above in WY is increasing over time, reaching 54% in lodgements for Q2 2023

Figure 8: Trend in proportion of Energy Performance Certificates with Energy Efficiency Rating of C and above based on each quarter's EPC lodgements



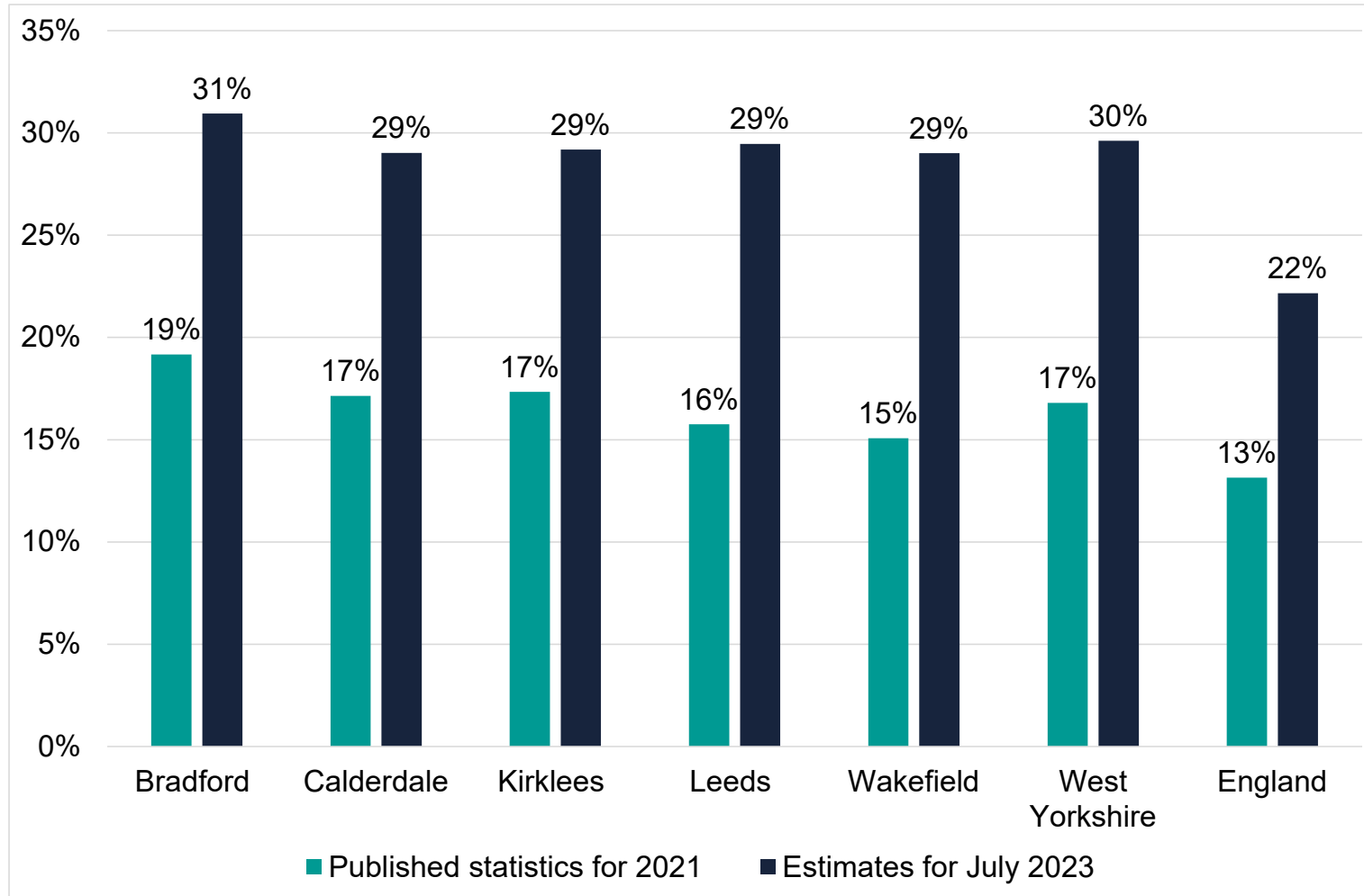
These figures relate to EPC lodgements in each quarter.

Although the proportion of EPCs with a rating of C and above in West Yorkshire is increasing, suggesting an ongoing improvement in energy efficiency performance, it is still lower than the national average.

Source: Energy Performance Certificate data, Department for Levelling Up, Housing and Communities

# Estimates suggest that 30% of West Yorkshire households are in fuel poverty

Figure: Proportion of households in fuel poverty

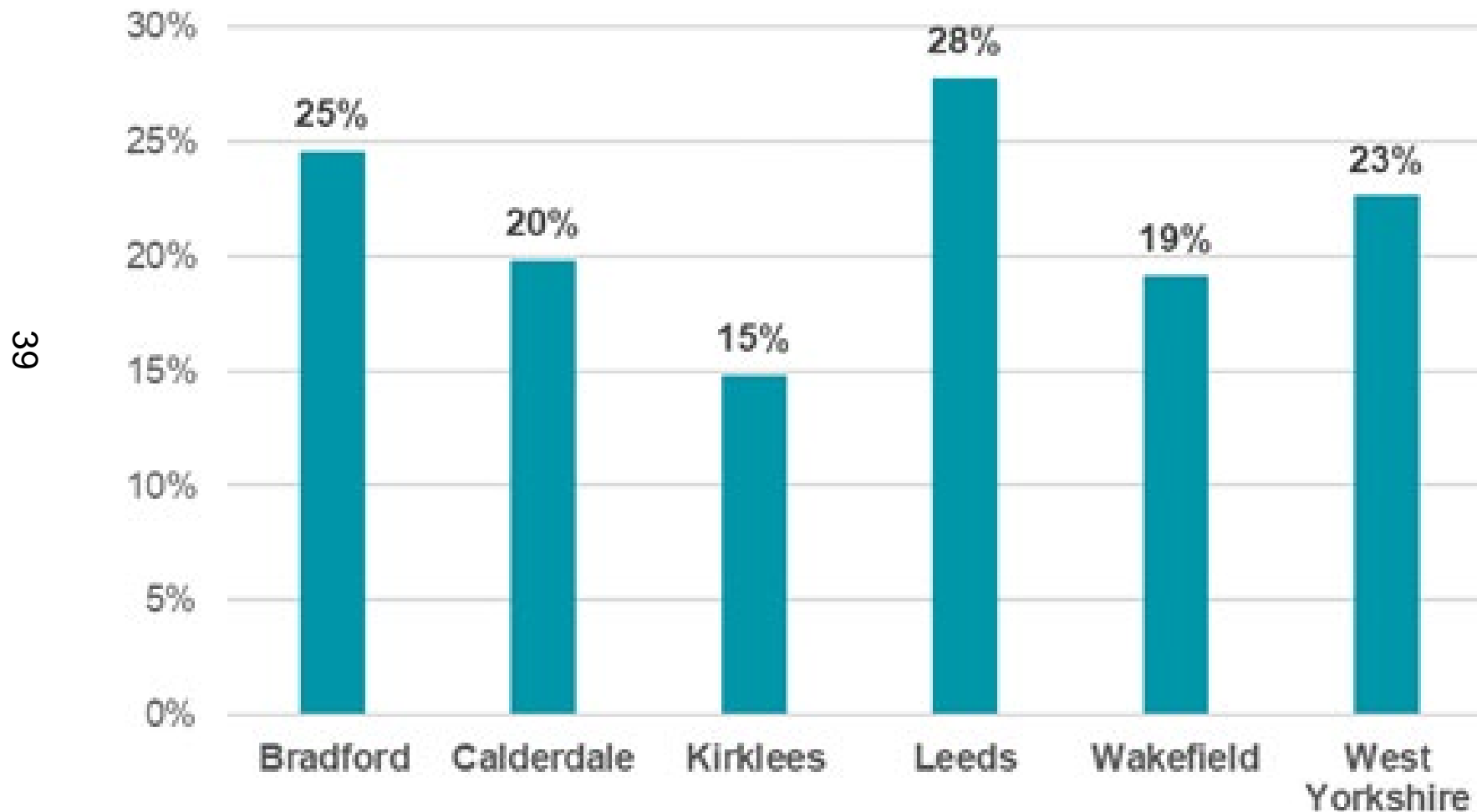


Source: Sub-Regional Fuel Poverty Statistics, BEIS; Combined Authority estimates



# Almost a quarter of West Yorkshire's population have easy access to local natural greenspace

Figure 10: Proportion of the population who have access to local natural greenspace

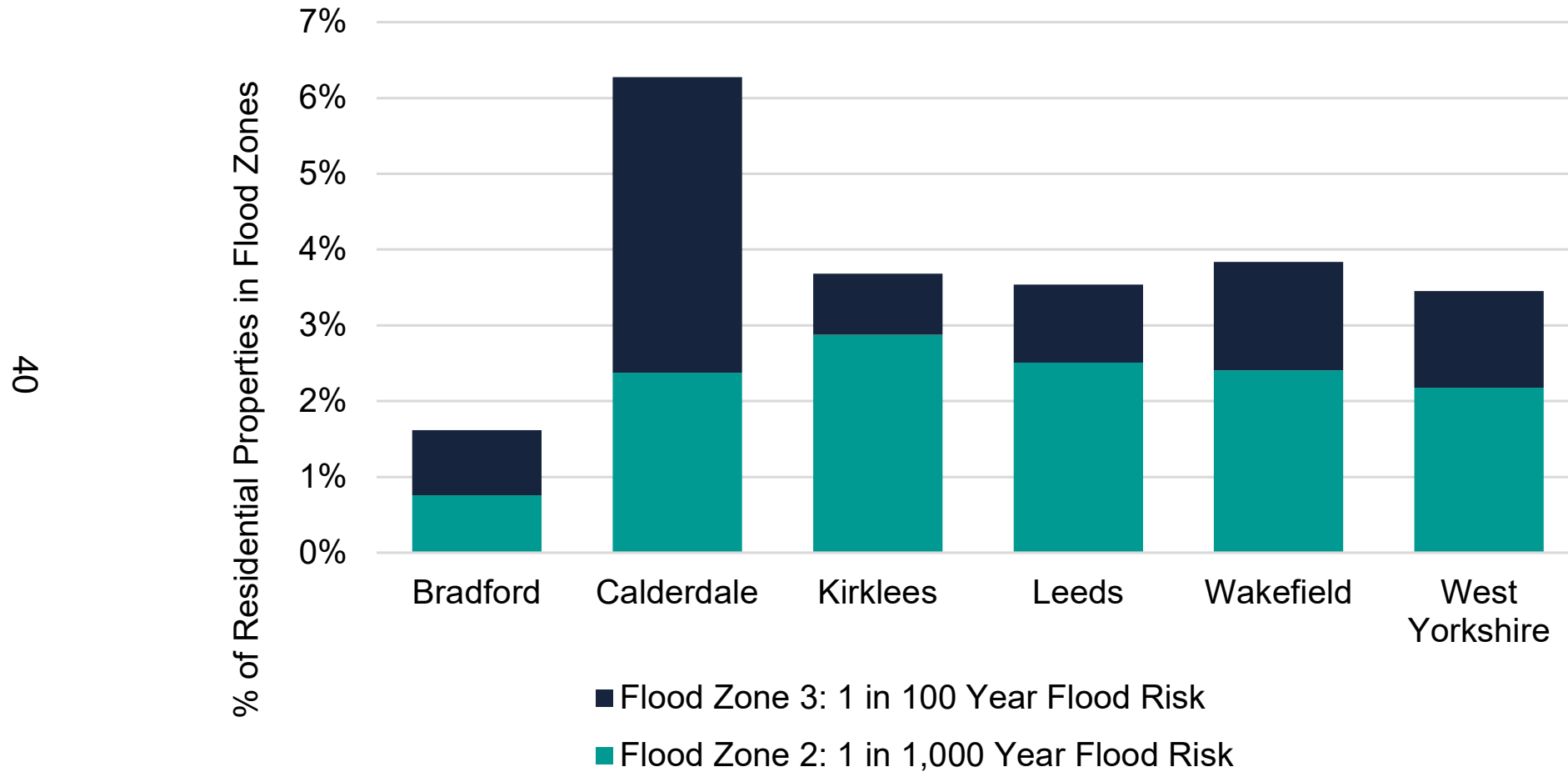


This indicator relates to the proportion of the population with easy access to local natural greenspace – i.e. live within 300m (as the crow flies) of an area of accessible natural greenspace of at least 2 hectares in size.

Source: Environmental Agency, ONS Mid-Year Population Estimates

# 3% of residential properties in West Yorkshire fall within a flood zone, rising to more than 6% in Calderdale

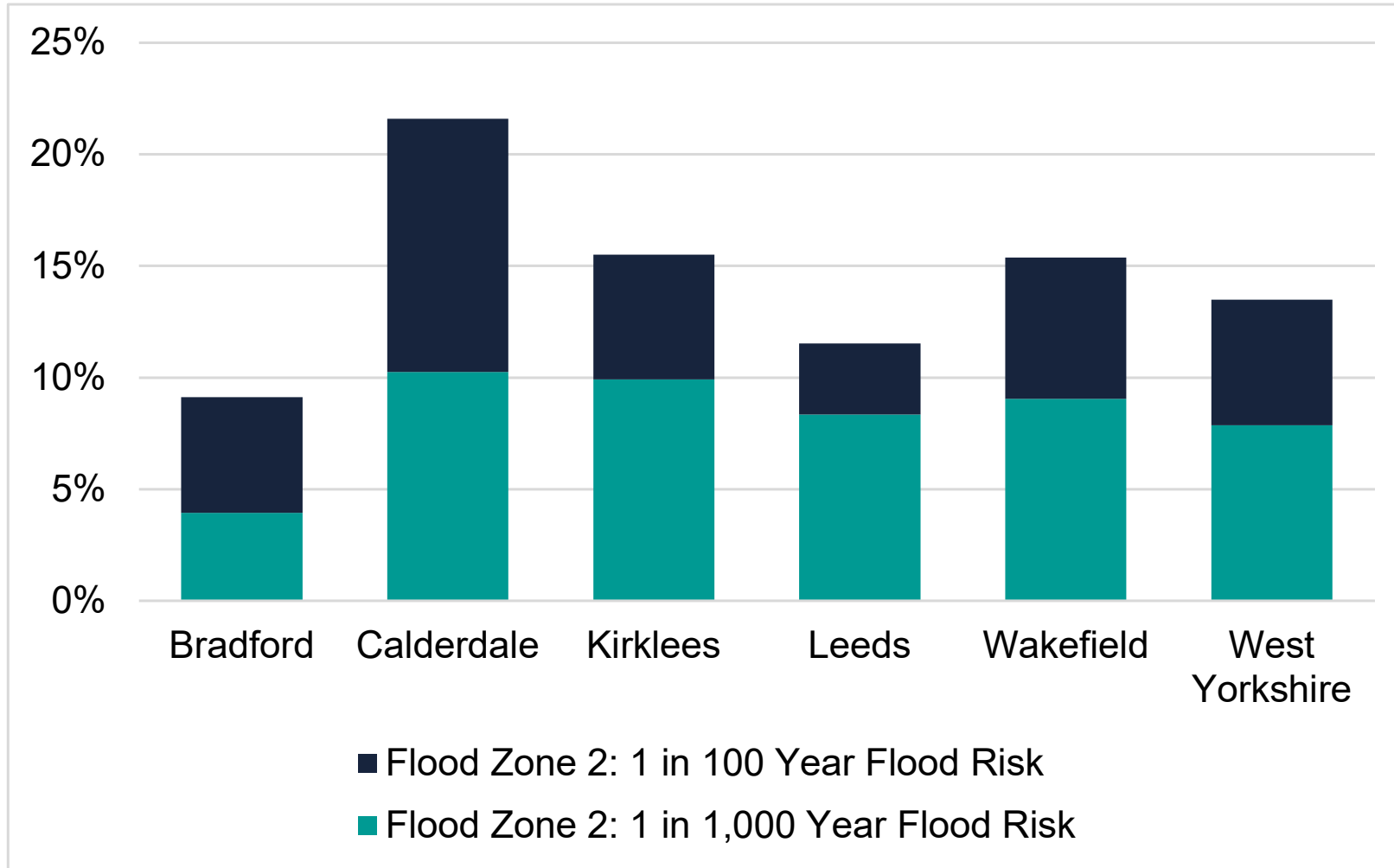
Figure 11: Proportion of residential properties in flood zones



Source: Environmental Agency 2023, Ordnance Survey 2023

# 14% of commercial properties in West Yorkshire fall within a flood zone

Figure 12: Proportion of commercial properties in flood zones

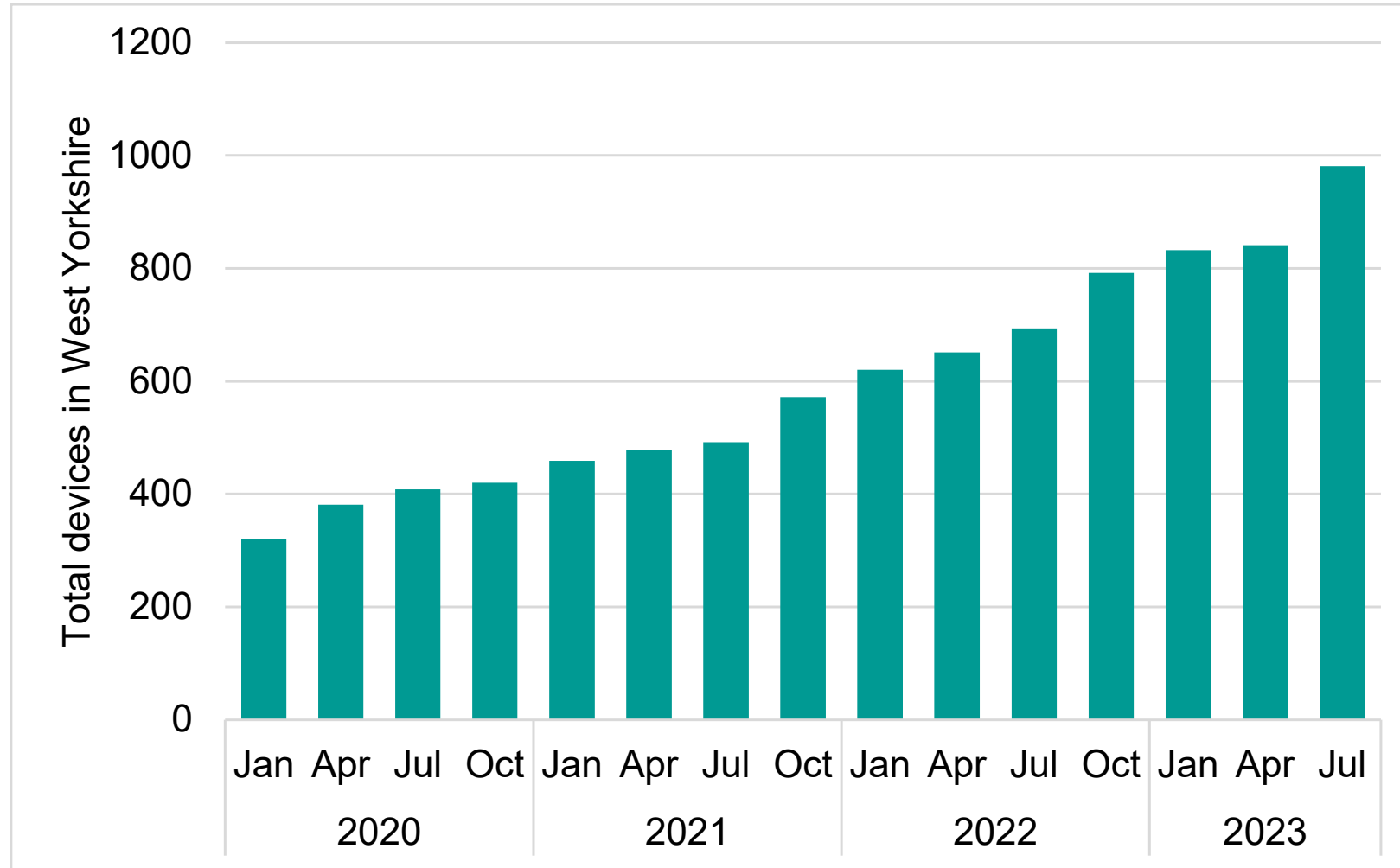


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Source: Environmental Agency 2023, Ordnance Survey 2023

# The number of publicly available EV charging devices in WY is growing rapidly

Figure 13: Trend in deployment of publicly-available electric vehicle charging devices, West Yorkshire

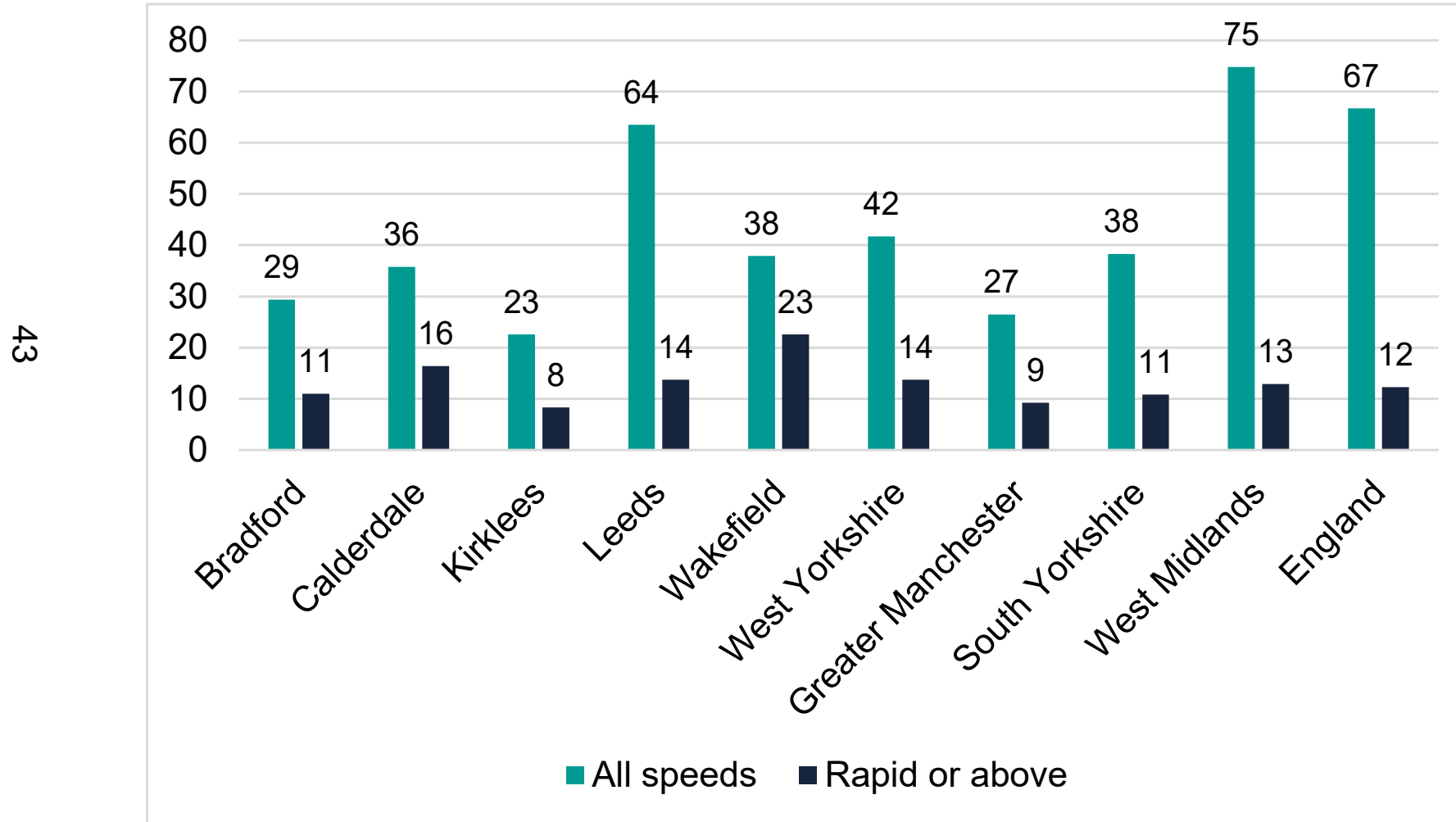


Source: Electric Vehicle Charging Device Statistics: July 2023, Department for Transport

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# Overall prevalence of public EV charging devices is below national average in WY but the region has a high prevalence of rapid charging devices

Figure 14: Publicly-available electric vehicle charging devices per 100,000 population, July 2023



Source: Electric Vehicle Charging Device Statistics: July 2023, Department for Transport

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<b>Report to:</b>	Climate, Energy and Environment Committee
<b>Date:</b>	24 October 2023
<b>Subject:</b>	<b>Natural England's Work in the Region</b>
<b>Director:</b>	Liz Hunter, Director Policing, Environment and Place
<b>Author:</b>	Tamsin Constable, Policy Officer

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

## 1. Purpose of this Report

- 1.1 To outline the mutual interest between the Combined Authority and Natural England and how this benefits the people of West Yorkshire.

## 2. Information

### Natural England's work in the region

- 2.1 Natural England is the government advisor for the natural environment in England. It is an 'arm's length body' of the Department for Environment, Food and Rural Affairs (DEFRA). Natural England is publicly funded to conserve, enhance and manage the natural environment for the benefit of present and future generations. Working with Natural England helps the Combined Authority to build a sustainable, nature-rich and climate-ready region that supports businesses and seizes the opportunities of a carbon-free economy, building resilience to the environmental challenges of the future.

Oliver Harmer from Natural England

- 2.2 Oliver Harmer, Chief Officer for Operations, will outline how Natural England works with partners to achieve the government's nature targets. In West Yorkshire, for example, Natural England chose Bradford to launch six landscape-scale nature recovery projects across England in July 2023 at an event attended by the Mayor of West Yorkshire, Tracy Brabin and Trudy Harrison MP, Minister for Natural Environment and Land Use.

#### Natural England and the WY Local Nature Recovery Strategy

- 2.3 In June 2023, the Combined Authority was appointed 'responsible authority' to develop and publish the Local Nature Recovery Strategy (LNRS) for West Yorkshire. This will be one of 48 LNRSs mandated by the Environment Act 2021. Together, they will plan, map and help to drive more coordinated, practical focused action and investment in nature's recovery and help to build a national Nature Recovery Network across England. As we work towards becoming a net zero carbon economy by 2038, the LNRS will align with this work help to enhance rural and urban green spaces, parks, canals valleys and moorland, attracting new investment and jobs to create clean, healthy and nature-rich places for all. The LNRS is due to be published in 2025 and re-published every 3-10 years.
- 2.4 Regional Natural England senior advisors are working closely with Combined Authority officers to support and guide the work to produce and publish the Local Nature Recovery Strategy for West Yorkshire. Support from Natural England includes regular meetings, a peer-network for neighbouring responsible authorities, and a direct link to the national Natural England LNRS network for advice and guidance.

### **3. Tackling the Climate Emergency Implications**

- 3.1 Greater collaboration between Natural England and the Combined Authority has the potential to enhance work to address the climate emergency and nature recovery which will align with the objectives of the Climate and Environment Plan.

### **4. Inclusive Growth Implications**

- 4.1 Depleted natural environments have disproportionate impacts on people and communities. They can amplify existing inequality (e.g. health) due to the interplay between factors such as the amount and quality of nearby nature, poverty, disability, exposure to toxic air, impact of heatwaves and floods, or infrastructure barriers such as public transport and road danger. The ongoing partnership between Natural England and the Combined Authority will help to identify and prioritise opportunities for ecological equity and wider environmental benefits for more people.

### **5. Equality and Diversity Implications**



5.1 Project and programmes delivered by the Combined Authority are subject to an equality impact assessment (EqIA). This includes the Local Nature Recovery Strategy.

## **6. Financial Implications**

6.1 There are no financial implications directly arising from this report.

## **7. Legal Implications**

7.1 There are no legal implications directly arising from this report.

## **8. Staffing Implications**

8.1 There are no staffing implications directly arising from this report.

## **9. External Consultees**

9.1 Natural England is an important stakeholder and consultee for many of the Combined Authority's projects including major infrastructure projects and natural environment projects. For example, the LNRS will include extensive engagement with Natural England.

## **10. Recommendations**

10.1 That Committee notes the existing relationship between Natural England and the Combined Authority.

10.2 That Committee endorses Natural England's approach to the future of this relationship, specifically around the immediate needs to publish the first LNRS.

## **11. Background Documents**

There are no background documents referenced in this report.

## **12. Appendices**

None.

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<b>Report to:</b>	Climate, Energy and Environment Committee
<b>Date:</b>	24 October 2023
<b>Subject:</b>	<b>Better Homes Hub</b>
<b>Director:</b>	Liz Hunter, Director Policing, Environment and Place
<b>Author:</b>	Nadia McPherson, Programme Lead

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

## 1. Purpose of this Report

- 1.1. To provide the Committee with an update on the Better Homes Hub programme and seek input on the area-based schemes and low-interest retrofit loan.

## 2. Information

- 2.1. Housing is responsible for 3.4 million tonnes (around 30%) of carbon dioxide each year in West Yorkshire, the majority of which come from using fossil fuels to heat homes<sup>1</sup>.
- 2.2. To achieve our net zero targets, we need to retrofit 680,000 homes to a good level of thermal efficiency<sup>2</sup>. If we start now, this would be over 45,000 retrofits a year. As well as improving the thermal efficiency of buildings, installing low carbon heating and solar PV will be critical.
- 2.3. The Better Homes Hub (BHH) programme is directly drawn from one of the actions within the [Climate and Environment Plan](#).

<sup>1</sup> UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2021 - Department for Energy Security and Net Zero

<sup>2</sup> [West Yorkshire Carbon Emission Reduction Pathways report](#)

- 2.4. The BHH is the Combined Authority's regional programme to scale-up domestic retrofit.
- 2.5. It is a complex long-term programme that encompasses all the Combined Authority's activity on domestic retrofit, with a vision that 'Everyone in West Yorkshire can live in a warm, comfortable and low carbon home'.
- 2.6. The BHH has three overarching objectives which are to:
- Objective 1: Build consensus within West Yorkshire on priorities for retrofit and energy efficiency of homes.
  - Objective 2: Deliver retrofit projects in West Yorkshire that build momentum, strengthen the supply chains, and create new delivery models.
  - Objective 3: Establish the BHH as a trusted entity for all residents to access advice and information on retrofit and energy efficiency of homes in West Yorkshire.
- 2.7. An evaluation framework will be developed for Domestic Net Zero, which includes all of the BHH projects as well as the domestic solar projects. The evaluation framework will be created in partnership with the evaluation team and the Energy Saving Trust, as client-side support consultant to the BHH.

### **Objectives 1 & 3**

- 2.8. As a result of a lack of consistent long-term national policy on retrofit and insufficient, short-term, competitive funding for delivery, there is limited demand for retrofit. In a Net Zero speech on 20 September 2023, Government announced major policy changes on key policies including delaying the phase out of gas boilers to 2035 and removing the EPC C minimum standards for private rental properties.
- 2.9. This announcement could undermine demand from residents for retrofit measures. The Combined Authority will continue to work with the M10 group of metro mayors to challenge policy that does not support the regional target for net zero, and through this group are liaising closely with Greater Manchester and West Midlands Combined Authorities on their trailblazer deals.

### **Client-side Support**

- 2.10. A consortium led by Energy Saving Trust has been appointed as client-side support for the BHH programme. They will provide expert advice and a robust evidence-base to drive our decision making for the programme, having had experience managing energy saving retrofit schemes on behalf of the Scottish Government through [Home Energy Scotland](#).
- 2.11. One of the key projects for the client-side support consultant is to produce a delivery plan to inform the long-term strategic approach to development and delivery of services to support the implementation of retrofit and renewables across West Yorkshire's domestic sector. Learnings from all of the past and planned pilots will inform the delivery plan.

### Local Energy Advice Demonstrators

- 2.12. The BHH team were successful in securing a total of £836,833 in funding from the Local Energy Advice Demonstrators (LEAD) competition from the Department for Energy Security and Net Zero. The committee previously approved that we would accept an award up to £1.6m from LEAD. The Department for Energy Security and Net Zero requested that larger proposals were reduced in value by 50% to enable the funding of more pilots at a lower value.
- 2.13. A supplier will be commissioned to test approaches to delivering in-person retrofit advice to hard-to-reach, seldom-heard and digitally excluded communities.

### Low-interest retrofit loan

- 2.14. According to the [NatWest Greener Homes Attitude Tracker](#) from July 2023, 74% of homeowners stated that the cost of having work done was the biggest barrier to sustainable home improvements.
- 2.15. To address this financial barrier, a business case is being developed, for submission to the Combined Authority in December 2023, to establish a low interest loan that helps owner-occupiers and private landlords to fund the retrofit of their home.
- 2.16. If the business case receives internal approval, it is anticipated that the loan will go live in March 2024, with the Combined Authority procuring a delivery partner to oversee the delivery of the loan.
- 2.17. The objectives of the project are:
- Launch a low-interest loan by March 2024 which addresses the financial barriers preventing owner-occupiers and private landlords from making energy efficiency improvements to their homes.
  - Test viability and interest from owner-occupiers and private landlords to take out a loan to fund retrofit projects and capture these learnings to feed into the wider BHH programme design including the one stop shop.
  - Deliver 220 loans at an average loan value of £16,000 by March 2036.
  - Increase the energy efficiency of owner-occupied and private rented homes by facilitating retrofitting projects that lead to reduced energy consumption and lower carbon emissions.
  - Demonstrate leadership in response to the climate emergency and delivery of net zero ambitions, specifically in relation to retrofit.
- 2.18. The total cost of the project is £2,769,099, which includes the loan pot for residents and the fees to procure an FCA regulated lending partner to administer the loan on the Combined Authority's behalf. It also includes staff costs required to deliver workstreams under objectives 1 and 3 of the Better Homes Hub.

- 2.19. The private rented and owner-occupied tenures are the target market for this project. Combined, these tenures represent 82.3% of the housing stock in West Yorkshire, and typically are the least energy efficient properties.
- 2.20. Given the cost-of-living crisis and people's differing attitudes to borrowing money, there is an appreciation that a low-interest loan will not be attractive or financially viable for everyone. The ambition is that the low-interest loan will be part of a menu of finance options hosted and signposted by the one stop shop once operational.
- 2.21. The project will deliver an estimated 220 retrofits (based on an average loan of £16,000) and will test the viability, accessibility and interest of residents to take out a loan to fund the retrofit of their home. It will also test the risks and costs to the Combined Authority, providing evidence of loan defaults. If it is successful and proves the concept, a larger loan pot could be established in the future.
- 2.22. The lending partner will be required to provide monthly reporting updates to the Combined Authority. Levels of uptake of the loan will be continually monitored. If uptake is low, barriers will be explored and fed back in to the development of alternative products and incentives as part of the BHH programme. Should the project be oversubscribed, additional funding will be sought.
- 2.23. The current bank of England base rate is 5.25%<sup>3</sup>. Utilising Combined Authority funding to establish the loan allows us to keep the interest rate below this base rate as we are not looking to make a profit, the interest rate has been modelled to just cover lending partner fees over the length of the project.
- 2.24. Three interest rate options have been considered as part of the economic case – 0%, 3.26% (modelled to cover the lending partner fees) and 4%. The 3.26% interest rate has been selected as the preferred option. The interest rate is still significantly below high street loan rates which range from 5.6% – 12.3% depending on the value of the loan<sup>4</sup>.
- 2.25. Key to the success of the low interest loan will be in ensuring the quality of install for the measures funded via the loan. There are currently several ways in which quality can be assured (TrustMark; MCS accreditation; Trusted Supplier list), however a key concern is to not overly burden residents with the requirements to ensure quality.
- 2.26. As such, the Committee are asked to provide their views on the most suitable method of achieving quality of install without placing a significant burden on residents, which could impact on the uptake of the loan.

## Objective 2

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<sup>3</sup> [Bank of England base rate](#) (accurate on 29 Sept 2023)

<sup>4</sup> Interest rate figures sourced from [Money Saving Expert](#) (accessed on 18 September 2023)

### Area-based schemes

- 2.27. The Better Homes Hub team is proceeding with a business case to seek full approval for over £2 million to deliver an area-based scheme in Calderdale as part of Phase 1 of the area-based schemes programme. The business case will be presented to the Combined Authority in December 2023.
- 2.28. Significant engagement activity has been undertaken with Local Authority partners to discuss and develop an area-based scheme proposal in each district. A phased approach to the delivery of the area-based schemes has been agreed with partners, with the first area-based scheme in Calderdale forecasted to commence delivery from March 2024.
- 2.29. The area-based schemes will pilot a range of retrofit measures across an area / street to test the level of interventions that can be made to properties, understand the impact these measures will have on residents' living conditions and their energy / fuel bills, in addition to how to achieve efficiencies in delivery.
- 2.30. This approach recognises that there is no single 'one size fits all' model for scaling up retrofit as different tenures and subgroups within each tenure require a range of support and finance offers.
- 2.31. Adopting an area-based approach will aggregate demand for works as well as providing a cost-effective means of installing measures to a particular street.
- 2.32. Creating a demand for retrofit that will result in investments from the able-to-pay market and Private Rented Sector (PRS), will help facilitate maximum uptake in the private sector, which is essential if the region is to scale up.
- 2.33. Calderdale's scheme will focus on fabric-first measures through the installation of a hybrid wall insulation (HWI) to 'hard to treat' pre-1919 stone built properties that are prevalent in the district. Full retrofit measures will be included, such as underfloor heating and draught proofing.
- 2.34. This hybrid approach combines the advantages of external wall insulation (EWI) and internal wall insulation (IWI) to create a tailored approach to insulating a building whilst balancing the needs of planning constraints. This scheme will also provide financial offers to private homeowners and residents as an incentive to sign up to the scheme, and test uptake from private sector landlords.
- 2.35. If feasible, the low-interest loan offer that is currently being developed, and which is subject to separate approval, will be synchronised to allow residents, and landlords, to access the financial offer that will be proposed. Learnings from resident and landlord take

up will be recorded and used to help inform the financial offer of the BHH one stop shop, as well as inform future retrofit programmes.

- 2.36. A further business case relating to the Bradford area-based scheme is currently in development. It will bring together a range of insulation and heating control measures into one integrated package of cost-effective systems to improve the thermal efficiencies of stone terraced buildings. The Combined Authority will consider the business case in March 2024, with a paper being presented to the February 2024 meeting of this Committee.
- 2.37. The remaining schemes (Kirklees, Leeds and Wakefield) will be developed as part of Phase 2 which is expected to be launched in 2025.
- 2.38. Work is underway in gathering case studies from residents who have had works completed on their properties as part of the Social Housing Decarbonisation Fund (SHDF) Wave 1 programme, and SHDF Booster. The case studies will be used to communicate the positive impact both programmes have had in alleviating fuel poverty in social housing properties. Works on the Wave 1 programme have completed, and Booster forecasted to complete by March 2024. The programme team are working closely with Comms in exploring how this information can be shared widely.

### **3. Tackling the Climate Emergency Implications**

- 3.1 The programmes and projects within the Better Homes Hub respond to the ambition for West Yorkshire to be net zero carbon by 2038 and the Mayoral pledge to tackle the climate emergency.
- 3.2 The projects outlined in this report contribute to progressing towards our goal of 680,000 homes to be retrofitted in the region, through direct delivery of area-based schemes, the direct financial support of the low-interest loan, as well as the progression of a robust knowledge base, and the priming of a market that is capable of providing for the extensive retrofit that is required.

### **4. Inclusive Growth Implications**

- 4.1 The Combined Authority's definition of inclusive growth is enabling more people and places to contribute to and benefit from economic success.
- 4.2 Through the low-interest loan, retrofit will be made as affordable and accessible as possible to all residents of West Yorkshire.
- 4.3 Retrofitted homes typically result in reduced energy bills; the average band D home could save £680 per year compared to a band C home. This saving goes up to £1,249 for band



E and a staggering £1,765 for band F homes, giving considerable economic gain to those in fuel poverty.

- 4.4 Inclusive growth will be supported through improvements to wellbeing whereby the comfort, health and affordability of household budgets improve following uptake of energy efficiency retrofit.

## **5. Equality and Diversity Implications**

- 5.1. The Local Energy Advice Demonstrator project will enable the testing of approaches to deliver in-person advice on domestic energy efficiency retrofit for hard-to-reach and digitally excluded groups. The learning from this project will then be used to inform the development of the West Yorkshire one stop shop and ensure that all West Yorkshire residents can access and benefit from the available information and advice.

## **6. Financial Implications**

- 6.1. £200k is secured for delivery of the initial outputs for the client-side support from Energy Saving Trust.
- 6.2. The BHH team were successful in securing a total of £836,833 in funding from the Local Energy Advice Demonstrators (LEAD) competition.
- 6.3. £2 million to deliver an area-based scheme in Calderdale as part of Phase 1 of the Area Based Schemes
- 6.4. £2,769,099 million to establish a low-interest loan to help owner-occupiers and private landlords to retrofit their home.

## **7. Legal Implications**

- 7.1. In establishing the low interest loan there will be a need to establish legal agreements between the delivery organisation and Combined Authority. This has been built into the business case.
- 7.2. Grant funding agreements will be put in place between the Combined Authority and Calderdale Council for the area-based scheme.

## **8. Staffing Implications**

- 8.1. To ensure the delivery of both business cases additional staffing resources will be required. These requirements have been integrated into the business cases of both schemes going forward for approval from the Combined Authority in December 2023.

## **9. External Consultees**

- 9.1. Input into the low interest loan has been sought from a range of stakeholders including Local Authority officers and potential delivery organisations. The feedback from these discussions has informed the final business case.
- 9.2. Local Authority partners have been engaged since February 2023, to discuss and develop an area-based scheme in each district. In agreement with Partners, a phased approach in the delivery of the area-based schemes has been agreed, with the first area-based scheme in Calderdale forecasted to commence delivery from March 2024.

## **10. Recommendations**

- 10.1. That the Committee notes the contents of the report.
- 10.2. That the Committee provide feedback on the most suitable method for ensuring quality of install through the low interest loan while not placing a significant burden on residents.
- 10.3. That the Committee provide feedback on the mechanisms that could be implemented to ensure a seamless offer between the area-based schemes and the low interest loan.

## **11. Background Documents**

There are no background documents referenced in this report.

## **12. Appendices**

No appendices are included with this report.

<b>Report to:</b>	Climate, Energy and Environment Committee
<b>Date:</b>	24 October 2023
<b>Subject:</b>	<b>Mass Transit Sustainability Strategy</b>
<b>Director:</b>	Luke Albanese, Director Mass Transit
<b>Author:</b>	Stacey White, Policy Manager, Mass Transit, Place and Environment

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

## 1. Purpose of this Report

- 1.1. To inform the Committee about, and seek endorsement for, the development of the Sustainability Strategy for West Yorkshire Mass Transit. The report sets out the direction of travel, emerging findings and the proposal to seek appropriate sustainability accreditation for the project.
- 1.2. This report also seeks agreement that the final public facing summary document can be approved through written representations in order to support the programme for public consultation for the first phase of Mass Transit.

## 2. Information

### Background

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

## 2.2. The Strategy will:

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

### Methodology

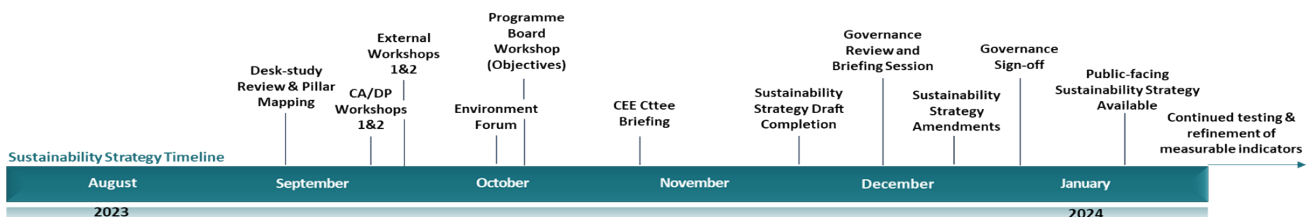
## 2.3. A four-stage process is being followed to produce the Strategy:

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

## 2.4. A second phase of work in 2024 will focus on embedding sustainability outcomes and targets through the delivery processes for Mass Transit first phase.

### Timeline

## 2.5. The timeline for development of the strategy is shown in the diagram below:



- 2.6. A public-facing summary document (setting out priority sustainable outcome objectives) will be produced by January 2024, ready for public consultation on the first phase of Mass Transit.
- 2.7. Measurable indicators and targets for the full outcome framework to be developed in parallel to inform first phase development and will be published following testing (later in 2024).

#### Emerging Findings

- 2.8. The Exploratory and Materiality phases have been completed, and the project is part way through the Prioritisation phase.
- 2.9. 28 key sustainability topics have been identified through long-listing and synthesised down to 16 topics for prioritisation and development of outcomes.
- 2.10. Workshops with the Combined Authority and District Partners have identified the following emerging priorities for each sustainability pillar:
- *Transport*: Supporting Modal Shift; User Ease and Accessibility; Reliability of Public Transport; Promoting Active Travel
  - *Economic*: Supporting Local Development and Regeneration; Affordability; Customer Value/VfM; Regional Productivity
  - *Environment*: Carbon Reduction; Air Quality; Climate Resilience; Biodiversity
  - *Social*: Behavioural Change; Local Employment and Training; Diversity, Equality and Inclusion; Community Engagement
- 2.11. The full framework and emerging draft outcomes are presented in Appendix 1. These will be tested through further engagement with external stakeholders (Environment Forum) and project delivery partners before end September 2023.

### **3. Tackling the Climate Emergency Implications**

- 3.1. Carbon emissions generated by transport are currently at levels that, without significant intervention and changes to processes, a net zero carbon future by 2038 will not be achievable. Road transport is the biggest contributor to roadside air pollution with cars being the largest source of emissions. To meet the 2038 net zero target, and even with a shift to zero/low emission vehicles, analysis suggests that a reduction of total vehicle kilometres exceeding 20% is necessary, accompanied by an increase in the use of sustainable modes (walking and cycling) and public transport. Transit also has the opportunity to support improvements to air quality and contribute to carbon reduction goals by providing an attractive lower carbon, lower emission transport option. Increased capacity provided by transit will allow for additional capacity on congested corridors, which affords the opportunity to improve vehicle flows which in turn will improve air quality.

#### **4. Inclusive Growth Implications**

- 4.1. A central common theme of the Connectivity Plan, Mass Transit Vision and Approach to Placemaking as part of that, is that investment in transport accessibility will make a positive contribution to driving forward inclusive growth. Our approach to transport seeks to provide practical alternatives to the private car that will help to tackle air quality issues and help provide access to jobs and education, especially for people currently less likely to access these opportunities. Our plans particularly focus on how to support the hardest to reach communities to realise economic opportunities.

#### **5. Equality and Diversity Implications**

- 5.1. Through the Combined Authority's role in managing the delivery of the Transport Strategy, the Connectivity Plan and bidding for funding, focus will be placed on ensuring that equality and diversity needs are addressed, with a particular emphasis on improving accessibility for all.

#### **6. Financial Implications**

- 6.1. There are no financial implications directly arising from this report.

#### **7. Legal Implications**

- 7.1. There are no legal implications directly arising from this report.

#### **8. Staffing Implications**

- 8.1. There are no staffing implications directly arising from this report.

#### **9. External Consultees**

- 9.1. 2 No. workshops have been held with District Partners; workshop to be held with Statutory Environmental and Health bodies through the Mass Transit Environment Forum on 27<sup>th</sup> September.

#### **10. Recommendations**

- 10.1. That the Committee endorses the approach proposed for the development of the Sustainability Strategy for the West Yorkshire Mass Transit, and the Direction of Travel regarding emerging sustainability objectives and priorities (see Appendix 1).
- 10.2. That the Committee endorses the aspiration for the West Yorkshire Mass Transit project to be accredited to appropriate industry sustainability standards (see Appendix 2).

10.2. That the Committee endorses that the public facing summary Strategy can be signed off by the Committee through written submissions, as required to support Mass Transit first phase 'options consultation' in early 2025, ahead of the next CEE Committee meeting.

## **11. Background Documents**

There are no background documents referenced in this report.

## **12. Appendices**

Appendix 1 – Emerging Sustainability Objectives and Outcomes

Appendix 2 – Potential accreditation schemes

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**Appendix 2 – Potential Sustainability Accreditation Schemes (applicable across all pillars)**

Project Elements	Accreditation Schemes	Benefits	Responsibility	Suggested Rating/Scoring	Link
Infrastructure	BREEAM Infrastructure	Promotes cohesive teamwork, systematic project management and efficiency, driving best practice and performance across projects.	Project Delivery Partner(s)	Minimum of Excellent (>75%), aspiration to meet Outstanding (90%+)	<a href="https://bregroup.com/products/ceequal/">https://bregroup.com/products/ceequal/</a>
Buildings (e.g. Depots)	BREEAM	Save energy and reduce operating costs, improve the health and well-being of building occupants, enhance the building's marketability and value, and demonstrate the building's environmental performance to stakeholders.	Project Delivery Partner(s)	Minimum of Excellent (>70%), aspiration to meet Outstanding (85%+)	<a href="https://bregroup.com/products/breeam/">https://bregroup.com/products/breeam/</a>
Carbon	PAS 2080:2023	Reduction in carbon and costs through more intelligent design, construction and use.	Project Delivery Partner(s)	Full conformity, including third-party certification/verification	<a href="https://www.bsigroup.com/en-GB/standards/pas-2080/">https://www.bsigroup.com/en-GB/standards/pas-2080/</a>
Fleet Operations	Fleet Operator Recognition Scheme (FORS)	Best practice in safety, efficiency, and environmental protection for fleet operations.	Principal Contractor(s)	FORS Silver	<a href="https://www.fors-online.org.uk/cms/">https://www.fors-online.org.uk/cms/</a>
Construction	Considerate Constructors Scheme (CCS)	Respecting the community, caring for the environment, and valuing the workforce through construction activities.	Principal Contractor(s)	Minimum of Excellent (39-45), aspiration to meet Outstanding (46-50)	<a href="https://www.ccscheme.org.uk/">https://www.ccscheme.org.uk/</a>

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

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

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

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

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<b>Report to:</b>	Climate, Energy and Environment Committee
<b>Date:</b>	24 October 2023
<b>Subject:</b>	<b>Electric Vehicle Infrastructure Strategy</b>
<b>Director:</b>	Melanie Corcoran, Director of Transport Policy and Delivery
<b>Author:</b>	Roseanna Brett-Davis, Transport Decarbonisation Policy Manager

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

## 1. Purpose of this report

- 1.1 To provide the Committee Members with an update on the electric vehicle infrastructure work programme being undertaken by the Combined Authority, including the emerging Electric Vehicle Strategy and Local Electric Vehicle Infrastructure (LEVI) Programme.

## 2. Information

- 2.1 The Mayor of West Yorkshire and West Yorkshire Leaders declared a climate emergency and have established an ambition emission reduction target for West Yorkshire, committing the region to achieving net-zero carbon by 2038. Transport is the highest emitting sector in the region, accounting for 32% of all greenhouse gases emitted and these emissions are dominated by road transport, which accounts for 97% of transport related emissions in West Yorkshire.
- 2.2 The West Yorkshire Climate and Environment Plan (CEP) sets a commitment to accelerate the deployment of electric vehicle charging points across the region with a focus on ensuring equity in provision. It is vital we tackle the climate emergency through the fair and inclusive decarbonisation of our transport network, delivering the right choice of transport, in the right place, at the right time.

- 2.3 The UK Government has committed to net zero emissions by 2050, with the sales of new petrol and diesel vehicles ended by 2035. The zero emission vehicle (ZEV) mandate published on 28<sup>th</sup> September requires 80% of new cars and 70% of new vans sold in Great Britain to be zero emission by 2030, increasing to 100% by 2035. With advancements in electric vehicle technology, availability of and access to reliable charging infrastructure is recognised as a critical barrier to the adoption of electric vehicles. Therefore, it is vital to ensure a comprehensive and accessible network is established to facilitate the smooth transition to electric vehicles for a cleaner and greener West Yorkshire.
- 2.4 Although electric vehicle (EV) charging behaviour patterns have yet to be fully established, it is widely anticipated that most people will charge at home, overnight as the most convenient and cheapest method. It is estimated that around a third of homes in the UK do not have access to a drive, presenting a significant barrier to the transition to electric vehicles.
- 2.5 Transport for the North (TfN) has developed an Electric Vehicle Charging Infrastructure (EVCI) Framework to support partners in the planning and deployment of local EV charging infrastructure. Their modelling work found that in West Yorkshire a total of 10,600 – 11,980 publicly available chargepoints would be required by 2030, specifically aimed at residential charging. In addition to this, between 4,580 and 5,100 destination chargepoints would be required by 2030, taking the total publicly available chargepoints required by 2030 to between 15,180 and 17,080. The TfN modelling work assumes these chargers will be slower charging speeds at around 8kW, typically charging a vehicle in around 5 – 7 hours. Rapid charges will also be required to support longer distance journeys, 50 - 150kW chargers that can charge a car in 15 minutes to 1 hour. TfN are currently working to develop estimates for the number of rapid chargepoints needed across the north, including for West Yorkshire, which will help inform the emerging West Yorkshire Electric Vehicle Infrastructure Strategy and engagement on future electric capacity planning.
- 2.6 There are currently 981 publicly accessible chargepoints in West Yorkshire, managed by over 25 different operators. The number of devices in West Yorkshire is growing rapidly, expanding by 41% in the last year and by 140% in the last three years. However, market interest in chargepoint delivery has focused to date on urban centres, employment sites and destination charging. Provision is not uniform across West Yorkshire, with limited network coverage in many more rural areas as well as lower income areas. Additionally, 33% (321) of the public chargers are rapid: as sole charging solutions for those without access to off-street parking, this provision does not meet the needs of residents due to their location as well as the added costs associated with rapid charging.
- 2.7 There is a need to accelerate delivery of charging infrastructure across West Yorkshire to meet this demand, and to investigate the ability of the electricity grid to support the



charging network, particularly for rapid and ultra-rapid charging which can have significant impact on grid capacity.

### **Electric Vehicle Infrastructure Strategy**

- 2.8 The new Local Transport Plan (LTP) will deliver on the Mayor's ambition for transport across West Yorkshire, as well as help deliver on the Mayoral pledge to tackle the climate emergency and protect the environment. An Electric Vehicle Infrastructure Strategy is being developed with district partners to support the new LTP. This strategy will establish the objectives for public electric vehicle infrastructure roll out as well as principles for investment, guidance for chargepoint design and an action plan for accelerating deployment.
- 2.9 A set of draft strategic principles have been developed for the strategy:
- **Enable & accelerate EV charging network:** Build the charging network ahead of predicted EV uptake to facilitate transition, support climate agenda and improve air quality, with an emphasis on strategic priorities and 'close to home' charging.
  - **Reduce inequalities and ensure good coverage of the West Yorkshire network:** Strive for equality of access in EV charging, levelling up coverage across West Yorkshire, reducing inequalities and transport related social exclusion (TRSE), ensuring no areas are left behind.
  - **Ensure right chargers in the right places:** Ensure EV charging infrastructure meets the needs of local communities that continues to contribute positively to our local areas and streets.
  - **Ensure easy to use, fair and accessible to all:** Promoting competition and proper regulation to ensure a healthy market with fair prices, good levels of service and supporting a good customer experience for all.
  - **Ensure the West Yorkshire network is resilient, reliable, safe and well maintained:** Work to ensure chargepoints are well maintained, reliable, safe and secure to maximise the usable of the network and increase user confidence in electric vehicle charging.
  - **Support wider transport decarbonisation goals:** Help to reduce the environmental impact of travel & transport by encouraging modal shift & enable alternatives to private car use, and ensuring the use of renewable energy is prioritised to supply chargepoints.
- 2.10 Work is continuing with district partners to develop this strategy, which is being designed to complement and enhance existing EV policy and initiatives of the five West Yorkshire partner councils, anticipated completion early 2024.
- 2.11 This strategy is part of our wider work into alternative fuel for road transport to support our zero emission ambitions, considering the requirements and best technology options for cars and vans, buses and freight, looking at both electrification and hydrogen. This includes a zero emission bus fleet 2036 roadmap, a freight strategy and a hydrogen

study to understand the use case, projected demand, key drivers and constraints of hydrogen in West Yorkshire, which will help to establish a strategy, action plan and policy position on the technology.

### **Local Electric Vehicle Infrastructure (LEVI) Programme**

- 2.12 The UK Electric Vehicle Infrastructure Strategy was published in March 2022 setting out the government's approach to delivering charging infrastructure to 2030, to remove charging infrastructure barriers and accelerate the pace of electric vehicle (EV) adoption. The strategy sets out that the majority of drivers will do most of their charging at home, overnight, and highlights the need to focus interventions on public chargepoints for two main purposes: to enable long distance journeys, and to support those without off-street parking.
- 2.13 To support the delivery of this strategy, the government announced the Local Electric Vehicle Infrastructure Fund (LEVI) fund in Spring 2022, a £450 million fund to 'accelerate commercialisation of local, close to home charging'. This funding is intended to be used by Local Authorities to leverage private investment in chargepoints locally to significantly advance and accelerate chargepoint delivery, targeted at residential areas without access to off-street parking.
- 2.14 From this fund, the following has been awarded to West Yorkshire in 2023:
- **£1,500,000 Pilot Funding** – capital funding to deliver EV infrastructure, focused on residential areas without access to off-street parking (awarded February 2023).
  - **£1,316,000 Capability Funding** – for resources to increase local authority and combined authority capacity and capability for the planning and delivery of EV infrastructure (£236,880 awarded February 2023, £1,079,120 awarded in July 2023).
- 2.15 In addition to the pilot and capability funding, the following was allocated to West Yorkshire in March 2023 (subject to Office for Zero Emission Vehicle approval of suitable proposal):
- **£14,326,000 Capital Funding** - to delivery EV chargepoint infrastructure, focused on residential areas without access to off-street parking.
- 2.16 In total, the full value of the West Yorkshire LEVI programme could be £15,826,000 capital grant funding supported by £1,316,000 resource funding, taking the programme total to over £17,000,000. However, the programme is also required to leverage private investment in EV chargepoints and as such the total value for West Yorkshire is likely to be significantly higher.

### **Local Electric Vehicle Infrastructure (LEVI) Capital Scheme**

- 2.17 Under the LEVI programme, indicative capital funding has been allocated to Tier 1 local authorities (unitary, county council or combined authorities). The LEVI Capital Fund has 2 main objectives:
- deliver a step-change in the deployment of local, primarily low power, on-street charging infrastructure across England.
  - accelerate the commercialisation of, and investment in, the local charging infrastructure sector.
- 2.18 All schemes must primarily benefit residents without off-street parking, although projects can also benefit other groups like tourists, customers, commuters, taxis, and commercial vehicles – if projects still primarily benefit residents, and if doing so increases the scale and commerciality of the project.
- 2.19 Proposals for the West Yorkshire LEVI Capital scheme are being developed in collaboration with the West Yorkshire Electric Vehicle Strategy Group which includes officer membership from the five West Yorkshire district.
- 2.20 Work is underway to identify sites: a methodology for site selection has been developed with the support of the University of Leeds and the Combined Authorities Research and Intelligence Team. Four criteria were used for determining the relative need for public residential charging in each geographic region within West Yorkshire: Housing type (no off-street parking), population density (accounting for rural and urban geographies), vehicle ownership, and commuting mode.
- 2.21 District officers are using the findings of the prioritised location research undertaken by the University of Leeds to identify precise site for chargepoints within their District, considering both on-street and off-street charging options. These sites will then be evaluated for deliverability and fit with funding requirements, and prioritised for the Pilot and Capital LEVI schemes. This work will include consultation with Northern Powergrid to ascertain grid capacity and grid connection potential, and in consultation with chargepoint operators to gauge market interest. The ambition is to level-up coverage across the region with this funding.
- 2.22 Although the total value private investment is not known at this time, it is estimated around 500 – 1000 chargepoints could be delivered through the Capital Scheme. The programme is being designed to meet the draft strategic principles of the emerging Electric Vehicle Infrastructure Strategy and projects will look to ensure equity of access and social value through design and procurement, considering pricing, ease of use, accessibility and working with local communities to ensure charging provision meets local needs. The final LEVI Capital scheme proposal is planned for submission in November 2023.
- 2.23 A paper on the LEVI programme was presented to Transport Committee on 19th September 2023. Members were supportive of the programme and welcomed the work with the University of Leeds to help identify areas of focus. Members also stressed the need to ensure accessibility is a key consideration of site selection and scheme design,

particularly of on-street chargers. The Committee approved delegated authority for approval of the final bid document to the West Yorkshire Combined Authority Chief Executive in November 2023, in consultation with the Mayor, Chair and Vice Chair of the Transport Committee.

### **3. Tackling the Climate Emergency Implications**

- 3.1 To meet our carbon reduction target, a significant increase in the uptake of electric vehicles is required. Supporting the deployment of infrastructure that facilitates the transition to net zero, such as electric vehicle charging infrastructure, is one of the investment priorities in the WYIS. The principal aim of the strategy and programme is to accelerate the proportion of electric vehicles in West Yorkshire to reduce carbon emissions and support West Yorkshire's response to the Climate Emergency.

### **4. Inclusive Growth Implications**

- 4.1 The programme supports the Combined Authority's inclusive growth ambitions by ensuring equity of access to EV charging infrastructure, particularly in areas with higher-density housing areas with no access to off-street parking. The transition to a net-zero transport network carries the risk that costs, benefits and impacts are distributed unequally across society. Without intervention, our engagement with the private sector has shown that the market would be unlikely to deliver in lower income areas in advance of anticipated demand meaning such areas are at risk of being left behind.

### **5. Equality and Diversity Implications**

- 5.1 Equality, Diversity and Inclusivity are central to the West Yorkshire EV Infrastructure Strategy and LEVI Programme - funding will be used to level-up coverage as well as ensure high accessibility standards are delivered throughout. West Yorkshire is a diverse place, and a one size fits all approach is not appropriate for chargepoint network design. Residential chargepoint schemes need to reflect local conditions and priorities, as well as the requirements of local residents and businesses to ensure the best outcomes are achieved.

### **6. Financial Implications**

- 6.1 There are no financial implications directly arising from this report.

### **7. Legal Implications**

- 7.1 There are no legal implications directly arising from this report.

### **8. Staffing Implications**

- 8.1 There are no staffing implications directly arising from this report.

## **9. External Consultees**

9.1 No external consultations have been undertaken.

## **10. Recommendations**

10.1 That Climate, Energy and Environment Committee note the update on the electric vehicle infrastructure work programme being undertaken by the Combined Authority

## **11. Background Documents**

There are no background documents referenced in this report.

## **12. Appendices**

None.

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<b>Report to:</b>	Climate, Energy and Environment Committee
<b>Date:</b>	24 October 2023
<b>Subject:</b>	<b>Air Quality</b>
<b>Director:</b>	Melanie Corcoran, Director of Transport Policy and Delivery
<b>Author:</b>	Roseanna Brett-Davis, Transport Decarbonisation Policy Manager

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

## 1. Purpose of this report

- 1.1 To provide the Committee Members with an update on the air quality activity and policy work being undertaken by the Combined Authority.

## 2. Information

- 2.1 Poor air quality is a significant challenge in the region. There are currently 36 Air Quality Management Areas in West Yorkshire and Bradford's Class C+ Clean Air Zone went live in September 2022 to bring levels of nitrogen dioxide within legal limits. Although air quality is a statutory responsibility of the West Yorkshire Local Authorities, the Combined Authority continues to support the work they do to improve air quality for everyone who lives and works in West Yorkshire.
- 2.2 The Public Health Outcomes Indicator for air pollution points to the equivalent of one in twenty deaths in West Yorkshire each year being attributable to poor air quality, and poor air quality has been estimated to cost £16 billion to the UK economy. Areas experiencing high levels of deprivation are often affected disproportionately by poor air quality and 20% of neighbourhoods in West Yorkshire are categorised in the 10% most deprived in England, equivalent to more than half a million people.

### West Yorkshire Air Quality Strategy

- 2.3 The West Yorkshire Low Emission Strategy (WYLES) was developed through a collaboration between the West Yorkshire district partners, West Yorkshire Combined Authority and Public Health England. The strategy was adopted in 2016 by all district partners and by the Combined Authority in 2017. The purpose of the strategy was to provide a regional framework to support policy and action for air quality improvements, improve cross-boundary cooperation at a local level, and enable the compliance of air quality legal targets at the shortest time possible.
- 2.4 WYLES focused specifically on emissions from transport as a primary source of poor air quality in the region. The 36 Air Quality Management Areas in West Yorkshire and Clean Air Zone in Bradford are all areas in which nitrogen dioxide emissions exceed the annual/hourly statutory limits as direct result of road traffic pollution.
- 2.5 Since the adoption of WYLES, there have been a number of developments in air quality policy and legislation. This includes the Environment Act 2021, which provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. This includes new targets for more stringent air quality targets on fine particulate matter (PM<sub>2.5</sub>). It also sets an expectation for greater regional working on air quality.
- 2.6 Work is now underway through the WYLES Delivery Group to develop a new air quality strategy for the region, which is intended to be incorporated in West Yorkshire's ongoing climate and environment work and inform the emerging Local Transport Plan. The new strategy, planned for 2024, will look to build on the foundations of the WYLES, updating our policies to reflect the introduction of the Clean Air Zone in Bradford and the increased emphasis on particulate matter alongside nitrogen dioxide as a result of the Environment Act 2021.

### **Improving our understanding of particulate matter (PM)**

- 2.7 Existing local authority air quality monitoring networks are mostly aimed towards monitoring emissions from traffic sources and work to improve understanding particulate matter emission sources is required. Recent Government data found that road transport sources contributed only 13% of PM<sub>2.5</sub> emission, which suggests a rebalancing of future air quality improvement policy and initiatives is likely to be needed.
- 2.8 There are a number of regional projects ongoing on particulate matter to enable our local understanding. One such project is the West Yorkshire Particulate Information Improvement Project (PIIP), funded by the Department for Environment, Food & Rural Affairs (Defra) through their air quality grant scheme to run until March 2025. The project was developed in partnership with the WYLES Delivery Group, is also supported by partnerships with Leeds Beckett University and the University of Leeds.



2.9 It has been designed to significantly improve knowledge and understanding of particulate matter locally, improving awareness and bridging the knowledge gap surrounding regional particulate matter data. This will provide a better understanding of which sources are having greatest impacts on our communities, enable interventions to be targeted most effectively.

2.10 The project comprises four work packages which include enhancing the West Yorkshire particulate matter monitoring network, a particulate dashboard and regional air quality public information page, and research projects by university partners. Work is underway to develop the specification for the Particulate Matter Information Dashboard as well as identify research areas for our Leeds Beckett University and University of Leeds research partners.

2.11 In addition to this, WYLES Delivery Group have commissioned consultants to undertake a study to identify, locate and quantify key sources of particulate matter outside of transport across West Yorkshire. This work will be complimented with additional research into transport PM sources upon completion of the new West Yorkshire transport model currently in development. Collectively, these workstreams will be combined with our existing evidence on nitrogen dioxide emissions to support the development of a new air quality strategy for West Yorkshire. This will support our wider climate and environment work, and help identify more effective policy solutions and interventions to tackle air quality challenges within the region.

### **3. Tackling the Climate Emergency Implications**

3.1 The air quality strategy work will help realise the Mayoral pledge to 'Tackle the climate emergency and protect the environment'. The PM work will significantly improve knowledge and understanding of air quality challenges and potential impacts on communities and the environment and enable us to target future intervention measures more appropriately.

### **4. Inclusive Growth Implications**

4.1 Air quality policy and schemes indirectly supports inclusive growth: areas experiencing high levels of deprivation in West Yorkshire are often disproportionately affected by poor air quality and this work will support better decision-making on air quality interventions. Our ambition is to improve health outcomes in West Yorkshire and support environmental improvements to make better places, which in turn will help to foster inclusive growth.

### **5. Equality and Diversity Implications**

5.1 An aim of this work is to ensure that policies and interventions are targeted at the most vulnerable communities experiencing the highest exposures. Areas experiencing high levels of deprivation in West Yorkshire are often disproportionately affected by poor air

quality. Poor air quality often disproportionately impact groups with protected characteristics, include race, age, disability and pregnancy and maternity. The work will help to focus interventions on the most vulnerable communities experiencing the highest exposures.

## **6. Financial Implications**

6.1 There are no financial implications directly arising from this report.

## **7. Legal Implications**

7.1 There are no legal implications directly arising from this report.

## **8. Staffing Implications**

8.1 There are no staffing implications directly arising from this report.

## **9. External Consultees**

9.1 No external consultations have been undertaken.

## **10. Recommendations**

10.1 That Climate, Energy and Environment Committee note the regional air quality strategy work being undertaken by the Combined Authority and district partners.

## **11. Background Documents**

There are no background documents referenced in this report.

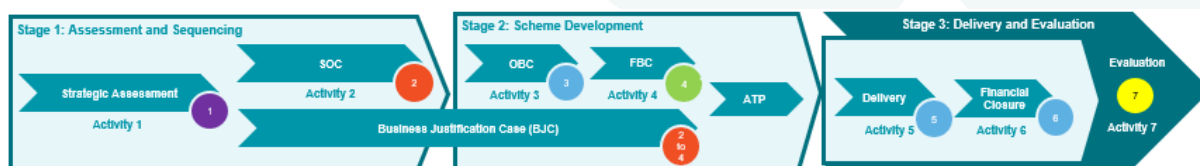
## **12. Appendices**

None.

<b>Report to:</b>	Climate, Energy and Environment Committee
<b>Date:</b>	24 October 2023
<b>Subject:</b>	<b>Project Approvals</b>
<b>Director:</b>	Liz Hunter, Director of Policing, Environment & Place
<b>Author:</b>	Craig Taylor, Head of Portfolio Management and Appraisal

## 1 Purpose of this report

- 1.1 To report on proposals for the progression of, and funding for projects under Investment Priority 4 – Tackling the Climate Emergency and Environmental Sustainability Investment within the West Yorkshire Investment Strategy (WYIS), that have been considered at stages 1, 2 and 3 of the Combined Authority’s assurance process.



- 1.2 The Climate, Energy and Environment Committee has delegated decision making authority approved by the Combined Authority on 23 June 2022. Where the Climate, Energy and Environment Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.
- 1.3 The recommendations can be found in Section 12 of this report.

## 2 Report

- 2.1 This report presents proposals for the progression of schemes through the Combined Authority’s assurance process in line with the Combined Authority’s Assurance Framework. Further details on the schemes summarised below can be found as part of this report.

## 3 Investment Priority 4 (IP4) - Tackling the Climate Emergency and Environmental Sustainability

- 3.1 The West Yorkshire Investment Strategy (WYIS) sets out the Investment Priorities for the period 1 April 2021 to 31 March 2024 across six areas. In each, a number of priority project / programme areas have been identified that are the focus for intervention.

3.2 West Yorkshire declared a climate emergency in 2019 and has a target to be net zero carbon by 2038. Investment Priority 4 will deliver a range of programmes under Wave 1 of the Climate and Environment Plan, which will contribute to the achievement of the net zero carbon target, with the following programmes:

- Better Homes Hub
- Better neighbourhoods
- Business sustainability
- Flooding and drainage
- Green skills and training
- Solar panels and battery storage.

**Scheme summaries**

<p><b>Net Zero Region Accelerator</b> West Yorkshire</p>	<p><b><u>Scheme description</u></b></p> <p>The Net Zero Accelerator Programme seeks to ensure delivery of the region’s commitments to net zero by developing and delivering a pipeline of high impact projects that aim to boost green jobs, restore nature, tackle air pollution, and tackle the climate emergency.</p> <p>The programme is currently due to be completed March 2024 and this Change Request seeks further funding to enable the 3 years extension and evolution of the programme using learning from what has been achieved so far.</p> <p><b><u>Impact</u></b></p> <p>The scheme will position and promote the region as leading the climate and environment emergency response, creating a place where businesses want to move to and invest, and where people want to live and work.</p> <p><b><u>Decision sought</u></b></p> <p>The change request to extend the scope of the scheme, to change the total scheme costs from £960,000 to £3,020,000, and to extend the schemes delivery timeframe from March 2024 to March 2027.</p> <p>Total value of the scheme - £3,020,000</p> <p>Total value of Combined Authority funding - £3,020,000</p> <p>Funding recommendation sought - £2,060,000</p> <p>A decision by the Climate, Energy and Environment Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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## **Other decisions relevant to the Climate, Energy and Environment Committee**

- 3.3 Since the Climate, Energy and Environment Committee meeting on 07 July 2023, no decision points or change requests have been assessed in line with the Combined Authority's assurance process and approved through another agreed delegation.

### **4 Information**

- 4.1 The Combined Authority's assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:
- The progression of a scheme through a decision point to the next activity.
  - Indicative or full approval to the total value of the scheme funding requested.
  - The Combined Authority's entry into a funding agreement with the scheme's promoter.
  - The assurance pathway and approval route for future decision points.
  - The scheme's approval tolerances.
- 4.2 This report provides information required to enable the Combined Authority to approve each of the above elements.

#### **Projects in Stage 1: Assessment and Sequencing**

- 4.3 There are no schemes to review at this stage.

#### **Projects in Stage 2: Scheme development**

- 4.4 There are no schemes to review at this stage.

### Projects in Stage 3: Delivery and Evaluation

<b>Project Title</b>	<b>Net Zero Region Accelerator</b>
<b>Stage</b>	3 (delivery and evaluation)
<b>Decision Point</b>	Change request (activity 5)

Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

### Background

- 4.5 The West Yorkshire Combined Authority declared a climate emergency in July 2019 and has strengthened its ambition to be net-zero carbon by 2038, with significant progress by 2030. Net-zero carbon refers to the balance between the amount of carbon dioxide (CO<sub>2</sub>) produced and the amount removed from the atmosphere. The region reaches net-zero carbon when the amount added to the atmosphere is no more than the amount taken away. The Net Zero Region Accelerator scheme will influence achieving a net-zero carbon West Yorkshire by 2038
- 4.6 The Combined Authority has published a series of West Yorkshire Carbon Emission Reduction Pathways (CERP) demonstrating how the net-zero target could be achieved. This work illustrates a significant increase in a wide range of measures that will be required to effectively reduce carbon emissions.
- 4.7 A sustainable environment was one of the two central goals of the West Yorkshire Economic Recovery Plan. This scheme was one of three schemes, in the West Yorkshire Economic Recovery Plan, which was aimed at creating jobs and supporting a more inclusive, resilient, and sustainable economy. The schemes outlined in this plan were put forward to enable the region to build on its strengths and make the most of the opportunities following the covid pandemic.
- 4.8 This Programme aligns with the Mayoral Pledges and particularly the Pledge to Tackle the Climate Emergency; it has strong policy linkages to the strategic West Yorkshire Investment strategy, overarching Strategic Economic Framework (SEF) Priority 3 among other key strategic policy documents of the Combined Authority.

- 4.9 On the 08 June 2021 the Combined Authority's Investment Committee approved £960,000 to support the delivery of a pipeline of funding and investment ready projects that seek to target a net zero ambition by March 2024. This approval was to enable:
- Up to four new posts in the Combined Authority to deliver the programme
  - Provide a revenue budget for research enabling evidence gathering
  - Specialist external services that support programme delivery and help develop a list of projects to a point where they can be delivered
  - Development of an investment prospectus to showcase the region's investment ready projects.
- 4.10 Phase one of the programme has focused on developing projects related to the decarbonisation of energy and buildings as two sectors with the highest carbon emissions in the region.
- 4.11 Since approval of the Net Zero Region Accelerator there has been engagement with fifteen projects; seven of which have received support. The seven Projects are as follows:
- Calderdale Garden Communities Heat Network Study and Support;
  - Victoria Theatre, Heath Campus and Halifax Borough Market Public Sector Decarbonisation Scheme;
  - Calderdale Blanket Bog Restoration Project;
  - Kirklees Renewable Energy Feasibility Study & Options Appraisal;
  - Odsall Development Area – Feasibility;
  - West Yorkshire Collective Solar Buying Scheme;
  - West Yorkshire Net Zero Prospectus.
- 4.12 All available funding allocated to the programme has been utilised. The scheme is still on track to achieve its original ambition by March 2024.
- 4.13 This Change Request seeks a further £2,060,000 to enable the existing programme to evolve and to extend delivery by 3 years, taking the programme end date to March 2027.
- 4.14 The evolution of the programme will take learnings from the existing programme and expand its scope to include non-local authority projects, nature recovery projects, and larger scale projects. The management of this scheme will be delivered in-house by the Combined Authority, this will enable the Combined Authority to have greater engagement and involvement with the projects.
- 4.15 There is a continued strategic need for this programme, and this has been confirmed through consultation and engagement with local authorities and other stakeholders. If the regions net zero by 2038 target is to be met a pipeline of net zero projects need to be developed that deliver significant emission savings. These types of projects are still not forthcoming, and

sponsors continue to require support to be able to bring schemes forward for investment. This is the market failure being addressed by the NZRA.

- 4.16 The development and publication of the NZRA Investment Prospectus, ensures there is a 'shop window' for those projects supported by the programme, and allows them to seek investment in a coordinated way.
- 4.17 Due to the success of the original scheme and the development of Local Area Energy Plans (LAEPs)<sup>1</sup>, a proposal outlined in the Climate and Environment Plan (CEP), a pipeline of potential schemes is expected to emerge in the next three years that will require project development support via the NZRA. This will be an additional demand for the programme.
- 4.18 Huddersfield District Energy Network (HDEN) will be supported through its development to the point of delivery with an active request of support of £500,000. This scheme will further develop through its commercialisation phase the use of low carbon heat from and Energy from Waste plant in Huddersfield Town Centre.
- 4.19 The Combined Authority at their meeting on 12 October 2023 approved the delegation of authority to the Climate, Energy and Environment Committee for this scheme, in order to maintain programme delivery and spend targets.

### **Outputs and Benefits**

- 4.20 The scheme outputs and benefits include:
  - The delivery of a pipeline of up to 28 investment and funding ready projects that seek to target net zero emissions.
  - The Programme would increase job retention by up to 25 Full Time Employees over two years; with the HDEN project increasing the job creation by two and job retention by a minimum of 5.
  - Supporting the design and delivery of the LAEPs to produce tangible projects that can be developed further for inclusion in the Net Zero Prospectus.
  - To increase investments in net zero projects across the region, supporting a green and inclusive economic recovery from 2022 to 2038.
  - To build economic and industrial collaborations that grow the region's green economy and deliver emissions reductions in line with the Climate and Environment Plan between 2022 and 2038.
  - To position and promote the region as leading the climate and environment emergency response, creating a place where businesses want to move to and invest, and people want to live and work.

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<sup>1</sup> The development of a LAEP is currently being progressed in Calderdale and should be completed in 2024. A business case is currently being undertaken for LAEPs for the remaining four districts, with a funding decision expected from the Combined Authority in December 2023 with development occurring from January 2024.



- 4.21 Whilst it is not possible to forecast a BCR for the scheme the value for money in this programme is in its strategic purpose and its impact in reducing West Yorkshire's climate changing emissions. This contributes to the global effort of reducing climate impacts on human health and the environment. Several projects in the pipeline have a Very High Value for money potential should they enter into deliver on a leverage basis alone.

### **Tackling the Climate Emergency Implications**

- 4.22 To ensure delivery of the region's commitments to net zero emissions, it is critical that the Net Zero Acceleration Programme is established and funded as a multi-year programme, developing and delivering, in collaboration with partners, a sustainable pipeline of high impact projects that boost green jobs, restore nature, tackle air pollution and tackle the climate emergency.
- 4.23 Further funding into the programme will enable the programme to expand on scope and increase the impacts of the programme. It will mean that the programme can meet the demands of project proposals, and support project development so that they are investment and delivery ready.
- 4.24 Demand for project development support is expected to increase as the Local Area Energy Plans are developed in support of the Climate and Environment Plan.
- 4.25 One of the projects supported through the scheme will be the Huddersfield District Energy Network project. If delivered, the project would provide low cost and decarbonised energy to existing and new buildings in Huddersfield town centre. It is anticipated that the scheme will save over 110,000 tCO<sub>2</sub> over 40 years, representing a 70% savings over traditional individual gas boilers.
- 4.26 A Carbon Impact Assessment has not been undertaken by the scheme but all applicants are required to estimate carbon saved value as part of the Net Zero Region Accelerator application process.

### **Inclusive Growth Implications**

- 4.27 The scheme inclusive growth implications include:
- An increase in investments into net zero carbon projects across the region, supporting a green and inclusive economic recovery from 2022 to 2038.
  - All applications into the Net Zero Region Accelerator programme and associated funding are expected to address Inclusive Growth.
  - By positioning the region as a leader in the climate and environment emergency response, West Yorkshire becomes a place where businesses want to move to and invest in, and a place where people want to live and work.
  - The creation of good, green energy jobs across the region.
  - By enabling the delivery of net zero projects, inclusive growth implications relating to fuel poverty, energy efficiency, and access to green space are being addressed and barriers tackled.

- An example of a project supported through the existing programme and enabling inclusive growth is a 25Ha bog restoration project that will deliver improved disabled access at sites through footpath restoration and gated access.
- The programme is open to the entire region and all projects that seek to support the reduction of climate impacts and create benefits for all areas of society through air quality improvements.

### **Equality and Diversity Implications**

- 4.28 Equality and Diversity Impacts are addressed within the application form and scoring criteria for applicants/projects looking for support from the Net Zero Accelerator Programme.
- 4.29 All projects applying to the programme must consider how they support equality objectives, for example, the impact of fuel poverty on different communities, access to greenspace, and the communities being affected and supported.

### **Consultation and Engagement**

- 4.30 Engagement activity has and continues to increase the awareness of the programme and its services. This has been demonstrated through promotional activity undertaken as part of the Yorkshire Sustainability Week and the UK Real Estate, Investment and Infrastructure Forum.
- 4.31 The online prospectus outlines the position of projects that are being supported through the programme and that are seeking investors. Access to the online prospectus can be found here: [West Yorkshire Net Zero Investment Prospectus](#).
- 4.32 Consultation with West Yorkshire Local Authorities has informed the development of the programme so far and has highlighted the level of demand for further project development support through the programme and its extension/expansion.

### **Risks**

- 4.33 The scheme risks include:
- That the programme is unable to become self-sustaining due to a lack of income generating projects. This is being mitigated through the exploration of larger scale projects that may develop a profit, and by developing robust business cases for these projects to sell to investors.
  - A lack of concrete investment-ready projects that investors are confident in and wish to invest in. This is being mitigated by consultation with private sector investors and the districts regarding the prospectus of projects, to develop an action plan that makes the prospectus as investable as possible.
  - Failure to support the development of a District Heat Network, meaning ambitions for carbon savings are unable to be achieved. This is being

mitigated by engagement with several Local Authorities and private sector companies about how the programme can assist in Network development.

## Costs

- 4.34 On the 08 June 2021 the Combined Authority's Investment Committee approved £960,000 to support the delivery of a pipeline of funding and investment ready projects that seek to target a net zero ambition by March 2024.
- 4.35 Since approval of the Net Zero Region Accelerator there has been engagement with fifteen projects; seven of which have received support. All available funding allocated to the programme has been utilised and the scheme is still on track to achieve its original ambition by March 2024.
- 4.36 This Change Request seeks a further £2,060,000 to enable the existing programme to evolve and to extend delivery by 3 years, taking the programme end date to March 2027. The total scheme costs are now £3,020,000.
- 4.37 The Combined Authority's contribution is £3,020,000 from the Single Investment Fund (SIF).
- 4.38 £500,000 of the newly requested funds will be utilised by the Huddersfield District Energy Network scheme, taking the scheme to full business case approval and delivery.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
Change request (activity 5)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Climate, Energy and Environment Committee	24/10/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Operating Officer	31/03/2027

## Other Key Timescales

- The programme commenced December 2021.
- The current prospectus of projects was published May 2023.
- The existing programme is due to complete March 2024.
- This Change Request seeks an extension of the programme to March 2027.
- Evaluation of the programme will commence March 2027.

## Assurance Tolerances

Assurance tolerances
Combined Authority costs remain within those outlined in this report.
Delivery (DP5) timescales remain within +6 months of those outlined in this report.
Outputs remain within -10% of those outlined in this report.

## Appraisal Summary

- 4.39 The Change Request is seeking approval of additional funding to enable work to continue on the development of a sustainable pipeline of investment and funding ready projects that aim to tackle the climate emergency.
- 4.40 The programme will increase investments across the region that support a green and inclusive economic recovery and grow the green economy, thus supporting the Mayor's net zero carbon target.
- 4.41 The Change Request, if approved, will extend delivery timeframes by 3 years and increase the Combined Authority's funding allocation by £2,060,000, taking total scheme costs from £960,000 to £3,020,000. £500,000 of the additional funding will be allocated to the Huddersfield District Energy Network project.
- 4.42 The request for additional funding has been developed through consultation with Local Authorities to understand the level of demand for support from the Net Zero Accelerator programme.
- 4.43 Approval of the Change Request will support expected increase in demand for access to the service.
- 4.44 The Change Request will bring delivery of the programme in-house, meaning the Combined Authority have a greater level of involvement in the development of projects. This will also enable the scope of the programme to expand to include non-local authority projects and nature recovery projects.

## **Recommendations**

- 4.45 The Climate, Energy and Environment Committee approves that, subject to conditions:
- (i) The change request to extend the scope of the Net Zero Region Accelerator scheme, to change the total scheme costs from £960,000 to £3,020,000 and to extend the schemes delivery timeframe from March 2024 to March 2027.
  - (ii) An approval to the Combined Authority's contribution of £3,020,000 is given. The total scheme value is £3,020,000.
  - (iii) Delegation for the approval for any future grant funding agreements and associated development funding required, in relation to the £3,020,000, is given to the Director of Policing, Environment and Place.
  - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Climate Energy and Environment Committee.

## **5 Tackling the Climate Emergency implications**

- 5.1 The Climate Emergency implications have been considered on all projects included in this report as part of their business case development.

## **6 Inclusive Growth implications**

- 6.1 The inclusive growth implications have been considered on all projects included in this report as part of their business case development.

## **7 Equality and Diversity implications**

- 7.1 Equality Impact Assessments (EqIA) have been undertaken on all projects included in this report as part of their business case development.

## **8 Financial implications**

- 8.1 The report seeks endorsement to expenditure from the available Combined Authority funding as set out in this report.

## **9 Legal implications**

- 9.1 The payment of funding to any recipient will be subject to a funding agreement being in place between the Combined Authority and the organisation in question.

## **10 Staffing implications**

- 10.1 A combination of Combined Authority and local partner council project, programme and portfolio management resources are, or are in the process of, being identified and costed for within the scheme in this report.

## **11 External consultees**

- 11.1 Where applicable scheme promoters have been consulted on the content of this report.

## **12 Recommendations (Summary)**

### **Net Zero Region Accelerator**

- 12.1 The Climate, Energy and Environment Committee approves that, subject to conditions:
- (i) The change request to extend the scope of the Net Zero Region Accelerator scheme, to change the total scheme costs from £960,000 to £3,020,000 and to extend the schemes delivery timeframe from March 2024 to March 2027.
  - (ii) An approval to the Combined Authority's contribution of £3,020,000 is given. The total scheme value is £3,020,000.
  - (iii) Delegation for the approval for any future grant funding agreements and associated development funding required, in relation to the £3,020,000, is given to the Director of Policing, Environment and Place.
  - (iv) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report. Where required, any future committee level approvals are delegated to the Climate Energy and Environment Committee.

## **13 Background Documents**

- 13.1 None as part of this report.

## **14 Appendices**

- 14.1 None.

<b>Report to:</b>	Climate, Energy and Environment Committee
<b>Date:</b>	24 October 2023
<b>Subject:</b>	<b>Climate Pledge Update</b>
<b>Director:</b>	Liz Hunter, Director Policing, Environment and Place
<b>Author:</b>	Noel Collings, Head of Net Zero and Energy

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

## 1. Purpose of this Report

- 1.1. To provide the Committee with an overview of selected activity delivering against the mayoral pledge to tackle the climate emergency<sup>1</sup>.

## 2. Information

### Background

- 2.1. This report summarises selected activity that is currently taking place to deliver against the pledge to be net zero by 2038. It represents activity from across the eight themes on which the West Yorkshire Climate and Environment Plan (CEP) is framed.

### **Climate and Environment Plan Refresh**

- 2.2 The CEP is the plan by which the Combined Authority, working with partners, aims to deliver the region's target of achieving net zero by 2038. It is therefore a key document for the Combined Authority, and ties into a number of related policies, strategies and

<sup>1</sup> Where information is not provided as part of a separate agenda item discussed at the meeting.

plans delivering a wide range of action, including the missions set out in the West Yorkshire Plan and the objectives in the Combined Authority's Corporate Plan 2023-24.

- 2.3 The current CEP spans the period 2021 to 2024, and sets out both the evidence base (in the form of the Carbon Emissions Reductions Pathways (the “**Pathways**”) and accompanying roadmaps) and an associated action plan, focussing on delivering ‘no regrets’ activity over that period.
- 2.4 The Committee approved the current CEP on 19 October 2021<sup>2</sup> and has received a number of updates on the programmes and projects that have been delivered pursuant to the actions in the CEP since that time, including work in respect of the Better Homes Hub, Solar Programme, and Electric Vehicle Infrastructure Strategy, amongst others.
- 2.5 As we are nearing the end of the period of the current CEP, the Combined Authority will need to update the CEP to reflect the progress that has been made to date, as well as to set out a new action plan for its next period, to continue progress towards the region's net zero target.

#### Updating the evidence base

- 2.6. The Combined Authority is currently in the process of commissioning consultancy support to update the Pathways that underpin the CEP.
- 2.7 As the CEP sets out, there are at present three Pathways setting out different emissions reductions trajectories, and with them different plans and strategies to achieve them, namely: ‘max ambition’, ‘high hydrogen’ and ‘balanced’. Each of the Pathways modelled interventions to achieve significant emissions reductions by 2038, but acknowledged that, to reach net-zero, ‘increased ambition around some measures, more speculative options or systems changes would be needed.’
- 2.8 Consequently, each Pathway sees an amount of emissions remaining in 2038; depending on the individual Pathway, the region will need to achieve an additional 17% to 25% reduction in emissions by 2038 on top of those measures currently identified.
- 2.9 Therefore, and as envisaged by the Pathways, the region is now at a juncture where a single, complete pathway needs to be developed (the “**Complete Pathway**”). Work is ongoing to produce a Complete Pathway that will demonstrate how net zero can be achieved by 2038, with no ‘gaps’ or requirements for additional measures to reach this objective. In addition, a roadmap to accompany the Complete Pathway (the “**Complete Roadmap**”), together with policy recommendations and an action plan to deliver the recommended activity, will be produced.

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<sup>2</sup> [WYCA - Modern Gov](#)



- 2.10 The Complete Pathway and Roadmap will therefore comprise the core of the evidence base for the updated CEP, from which an updated action plan will follow.
- 2.11 It is envisaged that a draft of the Complete Pathway will be brought to the Committee in May 2024, to allow the Committee to be sighted on its findings and recommendations.

#### Consultation and Engagement

- 2.12. In drafting the updated CEP, the Combined Authority will need to consult with relevant stakeholders to seek their views on the evidence and actions set out in the plan, prior to its finalisation. The Committee's views are therefore welcomed on the stakeholders it would like the Combined Authority to consult with during the update of the CEP, and on what form this consultation may take.

#### **Green Skills**

- 2.13. In January 2023, the Employment and Skills Committee endorsed and adopted the recommendations of the Mayor's Green Jobs Taskforce. Subsequently, at the March 2023 meeting, the Committee received a wider progress report from the Green Jobs Taskforce, including considering findings of the wider commissioned research and endorsing the six key ambitions:
- **Inspire:** inspire young people on green careers and opportunities.
  - **Facilitate:** easy access to green skills / jobs / careers information.
  - **Embed:** ensure engagement of target group is an essential element during programme design.
  - **Support:** for education / training providers to build a curriculum that meets the needs of a net zero economy.
  - **Enable:** access to decarbonisation / innovation support for businesses.
  - **Strengthen:** current and potential West Yorkshire specialisms to stimulate demand and create green jobs.
- 2.14. As a result of the Taskforce's work, the Employment and Skills Committee in July announced a new Digital Skills, Green Skills and Skills Support for Business Programme. This programme will support:
- **Individuals:** to access green careers advice and training options and job information and opportunities.
  - **Educators:** support for the further education sector to build capacity to respond to green skills demand.
  - **Businesses:** support for businesses to decarbonise via upskilling and reskilling.

- 2.15. To celebrate the success of the Taskforce, Baroness Blake and the Mayor, Tracy Brabin, hosted a Green Skills Revolution Dinner (sponsored by SSE) at the House of Lords on Thursday 14<sup>th</sup> September 2023.
- 2.16. Attendees included people from the third sector, education, and private sector. An apprentice from the Combined Authority also attended and spoke about her role and how it contributes to the mayor's green jobs pledge.
- 2.17. The work and expertise of the Taskforce members has been crucial to the development of the report recommendations, and strong relationships with this group will be maintained going forward and will explore further opportunities for engagement and delivery of the report's recommendations.
- 2.18. Alongside policy, the underpinning driver of this work is the mayors pledge to create 1,000, well-paid, green, skilled roles in which 1,007 roles have been pledged and 265 have been created. Programmes, all with a strong focus on achieving equality diversity and inclusion targets, will support the ongoing development of the green skills and jobs agenda, turning pledges into jobs.
- 2.19. The final Green Jobs Taskforce Report is available at Appendix 1.

### **Business Sustainability**

- 2.20. The new Business Sustainability programme is now operational and actively receiving enquiries from businesses. Since launch in July the service has had 200 active engagements with SMEs with more than 50 audits already completed.
- 2.21. In addition, eight capital grants have now been approved (which achieves the programme output on renewable energy generation for the year), four vouchers have been issued for activities such as net zero planning, and the circular economy element of the programme has received its first referrals.
- 2.22. And finally, the team delivering the service are now up to full strength coinciding with the flood resilience funding coming on stream.

### **Zero Emission Buses**

- 2.23. A zero-emission bus system is a core element of the Combined Authority's long-term vision for buses: the Bus Services Improvement Plan (BSIP) sets out our ambition to have a fully zero emission fleet by 2036. Although buses only account for 3% of carbon emissions from road transport, the scale of this ambition is significant as only 2% of the West Yorkshire bus fleet are zero emission currently.
- 2.24. The West Yorkshire Zero Emission Bus (ZEB) Programme will see the introduction of between 200 and 270 zero emission buses along with supporting infrastructure to West Yorkshire, which will take the proportion of buses that are zero emission in West Yorkshire from 2% up to potentially 19%. This programme includes:

- **Phase 1:** £70million project to introduce 136 zero emission buses and charging on routes in Bradford, Leeds, and Wakefield districts funded through Department for Transport's Zero Emission Bus Regional Area (ZEBRA) funding. This scheme is in delivery, with the first zero emission buses delivered under this scheme are expected to be operating on routes in Leeds by March 2024, with ambitions for more to follow on routes in Bradford and Wakefield.
- **Phase 2:** £4 million project to introduce eight zero emission buses and charging to routes in Calderdale and Kirklees funded through Gain Share, with a focus on exploring the impact of hilly landscape on the running of electric buses. This scheme is in development and undertaking market testing.
- **Phase 3:** £21million project to introduce between 60 and 126 zero emission buses and charging (number of vehicles subject to delivery model). This will be funded through City Region Sustainable Transport Settlement (CRSTS). This scheme is also in development.

2.25. Work is underway to develop a strategy for transitioning to remaining bus fleet to zero emission. A study is planned which will build on the 2019 Zero Emission Bus study and the learning from the ZEB Programme to assess, identify and evaluate routes to be prioritised for current and future funding streams, including exploring technology and alternative fuel options, feasibility and deliverability, and strategic need. This work will be supported by the Hydrogen Strategy work.

#### **Retrofit: Social Housing Decarbonisation Fund**

- 2.26. The Social Housing Decarbonisation Fund (SHDF) is enabling retrofit work to be completed on a total of 1,811 properties, with more in the pipeline across three waves of funding.
- 2.27. Under SHDF Wave 1, 806 properties have been completed with a final target of 920 properties by end of December 2023. Seven of the nine consortium partners have completed their works and are submitting the final evidence required by DESNZ to close their projects. Despite the numerous challenges, the West Yorkshire consortium is still currently ranked second in England in terms of number of properties completed.
- 2.28. SHDF Wave 2.1 is a £30m programme targeting 2,411 properties in the region. Various stages of work have commenced across the consortium ranging from procurement, surveying, through to installation of some measures.
- 2.29. Work funded under the SHDF Booster programme has been completed on 834 properties to date with the aim to complete 1,786 properties by Spring 2024.

## Energy Efficiency Carbon Reduction Framework

- 2.30. The Energy Efficiency Carbon Reduction Framework (EECRF) has been approved and became operational from September 2023.
- 2.31. The Framework is a shortlist of energy efficiency suppliers that can be utilised by Local Authorities, the Combined Authority, and partners for the delivery of EECR Schemes; utilising, but not limited to, government funding, fuel poverty funding, Energy Company Obligations. Equans, YES Energy Solutions, and Cenergist are the three suppliers on the Framework.
- 2.32. The EECRF will operate within the Combined Authority Area for a 2-year period with the potential for a 2-year extension thereafter. The Framework will allow partners to easily contract through a competitive process for retrofit work, providing reliability and a level of quality assurance, making it easier to complete larger scale retrofit works.

## Solar PV and Battery Storage programme

- 2.33. The Solar PV and Battery Storage programme was identified as part of the Climate and Environment Plan prioritisation work that was undertaken with this Committee in February 2022, as part of the Wave 1 of work necessary to achieve our net zero target. The estimated cost for activities to be undertaken by the programme is c.£7.9m.
- 2.34. This is an umbrella programme which aims to increase the deployment of Solar PV and Battery storage across the region to ensure West Yorkshire's transition to a clean, sustainable form of renewable energy. The programme has three objectives:
- **Objective 1: Develop Long-term strategic solar photovoltaic installation programme.** Under this objective a project with the West Yorkshire Housing Partnership is in development to demonstrate the long-term viability of social housing providers investing in Solar PV and Battery Storage technology, through developing an innovative funding model which delivers savings on energy bills to tenants, and a sustainable income stream for the landlord. The project will install Solar PV and Battery Storage on 1500 social housing units and establish two key commercial relationships for each of the five Registered Provider's in the region (indicative contribution by the Combined Authority is 5 million pounds).
  - **Objective 2: Establish trusted delivery and finance mechanism for solar photovoltaics.** Under this objective there is a Solar Residential Collective Buying scheme in development which aims to reduce the upfront costs of Solar PV and Battery storage technology for the able-to-pay market<sup>3</sup>, through the development of an innovative delivery model. A delivery partner will be procured to deliver a project to demonstrate the viability of the model and who will be responsible for identifying and targeting residents in West Yorkshire who are able to afford the

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<sup>3</sup> By 'able-to-pay' we are meaning those more likely to be able to afford Solar PV and Battery Storage measures.

investment. The project aims to install at least 300 solar system installations / 1MW of solar systems on residential properties across West Yorkshire per round. Achieve reduced CO<sub>2</sub> emissions as a result of switching to solar energy, of up to 133t CO<sub>2</sub> per round (indicative programme value is ninety thousand pounds).

- **Objective 3: Directly deliver rooftop solar photovoltaic installations.** Under this objective there is a Solar on Schools and Community buildings project, which aims to install solar PVs on circa 50 schools and community buildings in four of West Yorkshire districts (Wakefield, Calderdale, Leeds, and Kirklees). This will be through provision of capital grants to the local authority partners for structural surveys and installations, the grants thereby plugging a viability gap currently preventing the delivery of these projects in the districts. The costs of the scheme are estimated at £500,000 for solar panel installations and £62,500 for structural surveys. The project heavily relies on attracting a substantial package of private sector match funding. The project seeks to enable the installation of up to 1.45MW of solar PV across the region and up to 240t of CO<sub>2</sub> emission savings per year, delivering educational packages and information on the benefits of using sustainable energy and sustainable living to up to 12,500 schoolchildren and adults and leveraging up to £950,000 of private sector investment. The project complements the existing and approved project enabling solar PV installation on Combined Authority assets and if successful has the potential to be scalable to other public sector assets.
- All projects are currently progressing through the Assurance Framework appraisal process.

2.35 The above projects are in addition to the [Bus Station Solar](#) project, which was previously approved by this committee on the 21<sup>st</sup> March 2023.

### 3. Tackling the Climate Emergency Implications

3.1 Updating the CEP will be a core element of addressing the climate emergency and meeting net-zero carbon in the region, for the reasons discussed above.

### 4. Inclusive Growth Implications

4.1 It is crucial that transitioning to a net-zero carbon economy reduces inequality in West Yorkshire. It cannot be the cause of further inequality for our most excluded and deprived groups and communities. Furthermore, opportunities for better jobs and quality of life need to be embedded within the transition to net-zero carbon and sustainable economy.

### 5. Equality and Diversity Implications

- 5.1. Meeting net-zero carbon and transitioning to a net-zero carbon economy should be equitable. Indicators which support the monitoring and evaluation of equity, participation and inclusiveness of programmes and policies resulting from the Climate and Environment Plan will be included in the final framework.

## **6. Financial Implications**

- 6.1. In respect of the CEP update, the cost of the refresh of the Pathways will depend on the precise scope of work that is commissioned. There are also likely to be cost implications associated with consultation in respect of the CEP update, depending on the activities undertaken. Officers are currently working to refine the cost estimates associated with this work.

## **7. Legal Implications**

- 7.1. There are no legal implications directly arising from this report.

## **8. Staffing Implications**

- 8.1. Updating the CEP, including assisting with consultation activities, will be a core responsibility of a Policy Officer in the Net Zero and Energy team, together with commissioning the delivery of the updated Pathways and related work. It is also anticipated that officers in the Consultation and Engagement team will provide support for the consultation associated with updating the CEP – officers are currently considering the consultation activities that might be needed, which will determine the level of support required.

## **9. External Consultees**

- 9.1. No external consultations have been undertaken.

## **10. Recommendations**

- 10.1. That the Committee notes the contents of this report.
- 10.2. In respect of the update of the CEP, that the Committee provides its views on possible consultees for the development of the refreshed CEP.

## **11. Background Documents**

- 11.1 The Combined Authority's Climate and Environment Plan 2021 to 2024.

## **12. Appendices**

Appendix 1 – Green Jobs Taskforce Final Report.



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# Green Jobs Taskforce

## Recommendations Report



September 2023

**West  
Yorkshire**  
Combined  
Authority

 **Tracy Brabin  
Mayor**  
of West Yorkshire

Agenda Item 14  
Appendix 1





# Foreword

Here in West Yorkshire, we have a bold ambition to create a brighter region that works for everyone.

Crucial to realising this vision is ensuring everyone has access to the skills they need to get on, live a healthy, happy and fulfilled life with a good, well-paid job.

We're not afraid to take on challenges – and arguably, the climate emergency is the biggest threat we face today. And this is on top of the worst cost-of-living crisis most of us have ever lived through.

In West Yorkshire, we are working towards creating a net zero carbon region by 2038 at the latest, with significant progress by 2030. This presents us with a unique, once in a generation opportunity to transform our economy and reap the benefits this will bring.

This will require a massive shift in the structure and activity of our economy, and we must ensure we make these changes in a fair way which means everyone in our region benefits.

Prioritising good, green jobs, and investing in skills and training for young people to do them have been some of my key pledges as Mayor for our region. Both will be vital to achieve our commitment to a fairer, more productive and prosperous West Yorkshire.

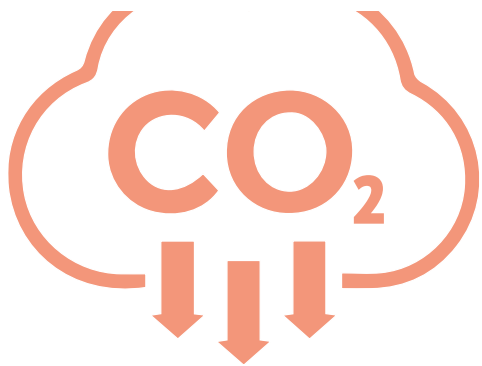
This is why, I created the West Yorkshire Green Jobs Taskforce, bringing together experts from business, education and training, the third and public sector and young people, to identify what actions we can take as a region to deliver the skills and jobs needed to transition to a net zero carbon economy and create 1000, well-paid, green skilled jobs for young people.

This report provides the leadership we need to make the right changes now, backed up by a wealth of evidence to bring together a plan for a brighter future for all.



**Mayor Tracy Brabin**  
Mayor of West Yorkshire  
Chair of the Green Jobs Taskforce





## Executive summary

Over the coming years and decades, West Yorkshire has the potential to create thousands of good jobs in the zero-carbon economy.

To be able to seize this opportunity, we need to create a future-ready workforce of people with the right skill sets and our education and training provision must quickly pivot to the needs of a zero-carbon economy.

The region has an important role to play in driving the structural changes needed to transition to a net zero carbon economy and deliver inclusive, sustainable growth. It is vital that we support businesses and people in our region to be resilient and innovative while securing the investment needed to deliver long-lasting change.

The Green Jobs Taskforce was created to set out recommendations, supported by research, to deliver the skills and jobs needed to address the climate emergency and deliver the mayoral pledge to create 1,000 well-paid, green jobs for young people.

Our underpinning strategy for this work is the Employment and Skills Framework, focusing on bridging the gap between education and employment, creating a culture of investment in the workforce, driving innovation and productivity through high level skills.

The Taskforce has brought together a diverse range of stakeholders from across the region who have collectively shared their expertise to create solutions and recommendations.

Whilst skills are integral to the delivery of this strategic aim, there are a wide range of forecasts predicting the current and future demand for green skills and jobs. Although varied, each forecast shares the view that there will be tens of thousands of opportunities in West Yorkshire in the next decade with the right policy interventions and support in place.

The recommendations in this report identify the key areas for policy intervention to maximise opportunities and address skills needs now so that young people have the pathways to secure skilled green jobs in the future and so that the existing workforce, in those sectors most at risk from the transition towards a net zero economy, have the ability to upskill or retrain.

## Recommendation summary

### Inspire and engage individuals

Easy access to green career advice, training options, upskilling, reskilling and jobs.



### Support educators

Support the education sector to build capacity in response to green skills demand.



### Future-ready businesses

Support businesses to decarbonise, transition their workforce and attract and retain talent.



## Who is the Green Jobs Taskforce

Chaired by Mayor Tracy Brabin, the Green Jobs Taskforce brought together experts from business, educators, including further and higher education and private training providers, the third and public sector and young people.

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Bringing experts together



## Impact and progress

The Taskforce was convened by Mayor Tracy Brabin in January 2022 and met four times over a period of 12 months.

**Members used their time to develop recommendations around key themes:**

-  Reviewing relevant labour market intelligence.
-  Commissioning and reviewing research on the employment and skills needs for the green economy.
-  Consulting with additional businesses and stakeholders on the recommendations and their delivery.
-  Discussing how activity can be aligned to existing initiatives across the region.
-  Developing partnerships that would make progress against the ambitions.
-  Supporting the mayoral pledge to create 1,000 well paid green jobs.

## The result

The result is an ambitious set of evidence-led recommendations with an emerging delivery plan positioning West Yorkshire as a leader to deliver the skills and jobs needed to address the climate emergency and achieve the mayoral pledge to create 1,000, well-paid, green jobs for young people.



## Why green skills are important for West Yorkshire

With radical future changes to the economy come opportunities and new high skilled jobs but also uncertainty and risk, in particular for those carbon-intensive jobs most exposed by decarbonisation.

## West Yorkshire's position

- Meeting the UK Government's net zero target by 2050 could result in over **71,000** jobs in the low carbon and renewable energy economy in West Yorkshire by 2050 (Local Government Association).
- Across West Yorkshire, estimates show up to **235,000** jobs could be affected by the transition to a net zero carbon economy. Around **119,000** workers may be in high demand because of their skills and experience, while **116,000** workers may require upskilling and support.
- Modelling estimates that **680,000** homes will need retrofitting in order to achieve our net zero targets, domestic buildings are responsible for **26%** of West Yorkshire's carbon emissions.



Putting the right policy interventions and support in place now will allow our regional organisations and programmes and in particular our education and training providers, to establish the right training provision to meet future demand and provide confidence to our business base to upskill and re-train staff as part of the transition to a net zero economy.



## Green employment

In line with the national UK Green Jobs Taskforce, West Yorkshire Combined Authority uses the government's definition of green employment:



**‘Employment in an activity that directly contributes to – or indirectly supports – the achievement of West Yorkshire’s net zero emissions target and other environmental goals, such as nature restoration and mitigation against climate risks.’**



## Headline findings

Research was commissioned by the Taskforce to gain a clear picture of West Yorkshire's green economy, including its jobs and skills requirements with a forward look to future needs.

### 73,400 green jobs

There were an estimated **73,400** green jobs in West Yorkshire in 2021. Currently, the sectors with the largest number of green jobs are power, homes and buildings and green professional and research services. This accounts for **7%** of all jobs, higher than the UK average of 6%.

### 98,275 carbon intensive jobs

West Yorkshire has **98,275** jobs in carbon intensive sectors – (**9.2%** of the region's employment versus 10.5% nationally) – that will need to change substantially due to the transition.

### 13% of people non-white

### More male employees than female

**13%** of people in employment in West Yorkshire in the relevant roles are non-White versus **11%** nationally. Both Nationally and at a regional level there are more male employees than female in relevant sectors - **23%** in West Yorkshire.

### Green employment expected to double

Total employment in the green economy needs to **double** between 2020 and 2030 in order to put West Yorkshire on the path to net zero.

## Headline findings

Our Green Skills Youth Programme consulted with young people to gain insight into their perceptions and views on green skills and careers.

### Engaged with 214 people

West Yorkshire **Green Skills Youth Programme engaged** with **214** young people from across Bradford, Calderdale, Kirklees, Leeds and Wakefield, aged 4–17 years old.

### Increased and advanced understanding

The number of students that rated their understanding of the range of green jobs available across the region as excellent increased more than **ten times** between the start and end of the programme.

### 82% increase in interest

**82%** of the **214** engaged students showed an interest in pursuing a green job after the programme.

### Lack of knowledge a barrier

The students involved in this programme perceived green jobs as low paying, hard jobs. The young people participating also acknowledged that a lack of knowledge about the range of green jobs available would be a barrier to applying to one.

### Environmental and social impact a focus

According to the participating students, the positive environmental and social impact they could have in these roles would be key aspects to focus on to inspire and attract young people to green jobs, other than monetary incentives alone.

## Research themes

Based on the evidence, learnings, and findings from the research as well as wider conversations with stakeholders, the Taskforce has developed a series of practical recommendations and an action plan based on key themes, **individuals, educators and businesses.**



## Key points

Recommendations focus on individuals, education and training providers and businesses. Creating a high skilled, future ready workforce requires policy interaction between all of them.

Businesses face challenges to decarbonise, including a lack of skills and knowledge in their existing workforce to meet these challenges. There are also a number of sectors which are particularly exposed, such as energy intensive manufacturing businesses, retrofit, through the sheer scale of action required, and green finance, because of its potential to leverage investment into the transition.

Further and higher education and private training providers require support to pivot their curricula and course offer so people can develop the right skills to fill current and future green jobs. Key challenges identified included capital investment in facilities and equipment needed to deliver green skills training and the attraction and retention of teaching talent.

Key challenges identified for individuals were the creation of a talent pipeline, equipping young people with the right skills for the future labour market and the need to upskill and reskill the existing workforce who will need to adapt with their employers to a transforming economy. Barriers to the uptake of green skills are a lack of awareness and understanding about green skills, career options and pathways.





# Research themes



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This infographic visualizes the relationship between the research findings, emerging priorities and recommendations.

# Recommendations

## Inspire



Inspire and inform young people, from key stages 1 and 2 (age 4-19) onwards, about opportunities and career pathways within the green economy.

## Facilitate



Facilitate easy access to green skills and job information, career pathways and job opportunities for young people and adults to make informed decisions.

## Embed



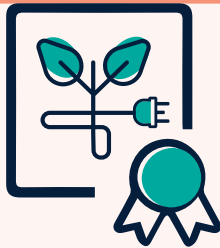
Embed engagement of the target group when designing initiatives e.g. young people for the development of careers, education, information advice and guidance (CEIAG); workforce for reskilling/upskilling initiatives to support decarbonisation.

## Equality, Diversity and Inclusion



Any interventions put forward must have ambitious targets addressing Equality, Diversity and Inclusion (EDI); particularly around attracting more women and people from Black, Asian ethnic minority (BAME) backgrounds towards careers within the green economy and the workforce most exposed by a transition to net-zero.

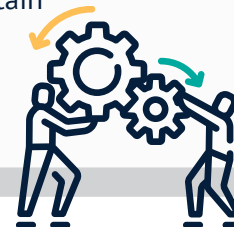
## Support



Support education and training providers to build a curriculum that responds effectively to the needs of businesses transitioning to a net-zero carbon economy; including building capacity to attract, develop and retain expert staff.

## Enable

Enable businesses to access support to decarbonise and innovate as well as to attract, develop and retain talent to enable a just transition.



## Strengthen

Strengthen current and potential West Yorkshire specialisms to stimulate demand and create green jobs, exploring opportunities in manufacturing, green finance and retrofit in the first instance.



# Action Plan

## Individuals

Give every young person access to green skills careers information advice and guidance through the Combined Authority's Go Green resources.

Provide free training for adults to meet demand for green skills and jobs.

**Support the development of a sustainable regional transport network that helps to break down social mobility barriers, improve access to employment and training opportunities.**

Deliver a pilot scheme with 130 West Yorkshire primary schools that engages and inspires young people to understand green careers.

## Educators

**Establish a regional centre of excellence in environmental and sustainability training that upskills individuals and supports business leaders and their employees.**

Work with Leeds College of Building to create a regional retrofit advisory board that will engage experts, housing partners and the further education sector to work towards increasing the energy efficiency of housing and commercial buildings.

**Develop technical education qualifications with the Department for Education and the Institute for Apprenticeships and Technical Education that address skills gaps.**

Strengthen the Green Jobs Taskforce partnership to develop a strategic response to the supply and demand issues.

## Businesses

**Support high carbon sector businesses, such as transport and housing, to give them access to skills support, training and funding.**

Create a pilot scheme to assist businesses to recruit graduates into green job vacancies.

**Work with the Government to build a stronger further education sector that delivers the green skills needed for our transitioning economy.**

Put creating new green jobs and developing skills at the heart of all new West Yorkshire Combined Authority infrastructure projects.

## Conclusions

The recommendations set out in this report by the Green Jobs Taskforce will create a future-ready workforce, ready to reap the benefits of a brighter, more aspirational net zero future.



We have galvanized experts from across West Yorkshire to develop our plan which will place green skills at the centre of our ambition to create a net zero carbon region.

Partners and stakeholders in the region are crucial contributors in delivering our ambitions and it is only through collaboration that we will be able to deliver on our recommendations.

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Through our work we are leading the way, lowering barriers and pushing for change in a complex landscape.

Although the work of the Green Jobs Taskforce has concluded, our work here is not finished.

And this also provides an evidence base for our region and others to call for more devolved powers across skills and employment and net zero and the environment as well as, housing, transport, culture, policing and crime.

We have a bold ambition to transform our economy and capitalise on the benefits of the transition to a net zero West Yorkshire; improving opportunities for everyone in our region is what drives us forward.

We need a greater role in planning and preparing for our future economy, supporting our residents to upskill and reskill, our businesses to decarbonise and ready their workforce, and enable our education and training providers to invest in buildings, equipment, facilities and human capital so their offer aligns with the local labour market's current and future green skills demands.

**Let's be the change we want to see.** With our shared purpose we can make a lasting impact and pave the way for green skills and employment by providing our workforce, businesses and educators with the right skills and means to thrive within a net zero carbon economy.



## Find out more

[westyorks-ca.gov.uk](http://westyorks-ca.gov.uk)

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