

## **GREEN ECONOMY PANEL**

**MEETING TO BE HELD AT 4.00 PM ON TUESDAY, 22 OCTOBER 2019  
IN DRAX SPORTS AND SOCIAL CLUB, MAIN ROAD, DRAX, SELBY,  
NORTH YORKSHIRE, YO8 8PJ**

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

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - EXCLUSION OF THE PRESS AND PUBLIC**
- 4. MINUTES OF THE MEETING OF THE GREEN ECONOMY PANEL HELD ON 9 JULY 2019**  
Copy attached.  
(Pages 1 - 6)
- 5. CHAIR'S UPDATE**  
  
**For discussion**
- 6. TACKLING CLIMATE EMERGENCY**  
(Pages 7 - 52)  
  
**for information**
- 7. ENERGY ACCELERATOR**  
Presented by: Jelena Covic  
(Pages 53 - 62)
- 8. ENERGY HUB**  
Presented by: Kiran Parmar  
(Pages 63 - 66)
- 9. MAJOR PROJECTS REVIEW**  
Presented by: Jacqui Warren

(Pages 67 - 72)

**Signed:**

A handwritten signature in black ink, consisting of the letters 'BSM' in a stylized, cursive font, followed by a horizontal line that extends to the right.

**Managing Director  
West Yorkshire Combined Authority**

**MINUTES OF THE MEETING OF THE  
GREEN ECONOMY PANEL  
HELD ON TUESDAY, 9 JULY 2019 AT COMMITTEE ROOM A,  
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

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**Present:**

Professor Simon Pringle (Chair)	Project Rome
Councillor Sarah Ferriby	Bradford Council
Councillor Scott Patient	Calderdale Council
Councillor Andrew Cooper	Kirklees Council
Councillor Neil Walshaw	Leeds City Council
Councillor Andrew Waller	City of York Council
Dr Alice Owen	University of Leeds
Jim Cardwell (Advisory Representative)	Northern Powergrid
Rosa Foster (Advisory Representative)	Environment Agency
Melanie Taylor (Advisory Representative)	Northern Gas Networks
Martin Farrington (Advisory Representative)	WYLNP

**In attendance:**

Wallace Sampson	Harrogate Borough Council
Alan Reiss	West Yorkshire Combined Authority
Ian Smyth	West Yorkshire Combined Authority
Jacqui Warren	West Yorkshire Combined Authority
James Brass	West Yorkshire Combined Authority
Noel Collings	West Yorkshire Combined Authority
Emma Longbottom	West Yorkshire Combined Authority
Janette Woodcock	West Yorkshire Combined Authority

**1. Apologies for Absence**

Apologies for absence were received from Cllr Maureen Cummings, Natasha Luther-Jones, Neville Muncaster and William Firth.

**2. Declarations of Disclosable Pecuniary Interests**

There were no pecuniary interests declared by members at the meeting.

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

There were no items on the Agenda requiring exclusion of the press and public.

**4. Minutes of the Meeting of the Green Economy Panel held on 9 April 2019**

**Resolved:** That the minutes of the meeting of the Green Economy Panel held on 9 April 2019 be approved.

**5. Chair's Update**

The Chair welcomed to the Green Economy Panel the following new members:

Cllr Scott Patient  
Melanie Taylor (Northern Gas Networks)  
Cllr Neil Walshaw

And thanked David Gill, Northern Gas Networks, for his work as an advisory member of the Panel.

To further support the zero carbon regional ambitions workshops were held to explore the transformational emission reduction activity across the power, buildings, industry and transport sections and these

Constructive conversations have been held with Rashik Parmar, the Chair of the Employment and Skills Panel.

**6. Northern Gas Network's Business Plan**

The Panel considered a presentation by Melanie Taylor, Northern Gas Networks (NGN). The Company deliver gas to 2.7 million homes and businesses in the North East, Northern Cumbria and much of Yorkshire and are consulting on their new Business Plan for 2021 – 2026

Members provided their feedback on the Business Plan and Melanie will provide feedback to unanswered questions.

**Resolved:** That the content of the presentation by Northern Gas Networks and feedback and comments from the Panel be noted.

**7. Governance Arrangements - Terms of Reference, Quorum and Membership**

At the Annual Meeting on 27 June 2019, the Combined Authority resolved to appoint the Green Economy Panel as an advisory committee of the Combined Authority which reports to the LEP Board, on the terms of reference.

The terms of reference were revised from the last municipal year to include a reference to clean growth, to reflect the revised corporate priority.

Membership arrangements remain as for last municipal year. No changes have been made to the quorum of the Panel, which remains 4 voting members, to include 1 member of the Combined Authority or other Local Authority member and 1 private sector representative and voting arrangements are also unchanged

The Combined Authority at its annual meeting appointed Simon Pringle as Chair of the Panel and agreed dates for meetings of the Panel, as follows:

- 9 July 2019
- 22 October 2019
- 28 January 2020
- 7 April 2020

**Resolved:** That the governance arrangements for the Panel approved by the Combined Authority at the Annual Meeting on 27 June 2019 be noted.

## **8. Local Industrial Strategy**

The Panel considered a report to update on progress to develop a Local Industrial Strategy LIS.

As previously reported, a Local Industrial Strategy is being developed for the LEP area which will focus on bold steps aimed at boosting productivity and driving inclusive and clean growth for a post-2030 economy. A draft will be completed by December 2019 and a final version will be submitted to Government in March 2020.

Work is presently underway to identify key priorities against the five foundations of productivity – People, Place, Infrastructure, ideas and Business Environment which can be further developed and tested over the coming months to ensure that the Local Industrial Strategy is reflective of all parts of the region.

In addition Government has set out four grand challenges – Clean Growth, Artificial Intelligence and Data, Future Mobility and Aging Society. LISs will demonstrate how and where areas can contribute to these global challenges by identifying nationally significant strengths, assets and opportunities.

The LIS is being co-produced with Government, its ultimate endorsement by Government will mean it is a local expression of Government policy. This makes it a particularly powerful and influential strategy that will have an impact on future decisions about the region, for instance with regards to funding.

The Panel discussed the content of the presentation and Officers said they would circulate the presentation to members and would welcome further feedback and comment. The Panels LIS working group will also meet and provide further detailed input into the LIS development.

**Resolved:**

- (i) That the contents of the report be noted.
- (ii) That the Panel provided comments on the emerging evidence that was presented at the meeting and was invited to provide further feedback following circulation of the report.

## **9. Green and Blue Infrastructure Strategy**

The Panel considered a report to update on the delivery of the Green and Blue infrastructure Strategy and Delivery Plan, including progress in the 12 priority areas and initial feedback on the proposed approach to working with partners, particularly the Yorkshire West Local Nature Partnership (LNP)

The Green and Blue Infrastructure Strategy and Delivery Plan (GBISDP) was adopted by the West Yorkshire Combined Authority in December 2018. The report gave an update on the work which has taken place since the GBISDP was adopted and it split into two different elements

- Key Projects and Actions
- Green and Blue Infrastructure Officer

A summary of the GBISDP was set out for reference and a summary of current progress to deliver against 12 key projects and actions identified.

**Resolved:** That the contents of the report be noted.

## **10. Energy Strategy and Delivery Plan**

The Panel considered a report which gave an update on the Energy Strategy and Delivery Plan including Carbon reduction targets, communication plans and other activities.

The Leeds City Region Energy Strategy and Delivery Plan (ESDP) was adopted by the West Yorkshire Combined Authority in December 2018. The ESDP sets out how the ambition of the Strategic Economic Plan (SEP) for the City Region to become resilient, zero carbon economy underpinned by high-quality green and blue infrastructure could be achieved.

The report gave an update on the work being undertaken.

- Carbon reduction targets
- Communication Plans
- Other activities

**Resolved:**

- (i) That the contents of the report be noted.
- (ii) That feedback from the panel be noted.

## 11. Major Projects Update

The Panel considered a report on the progress against the Green Economy Panel's major projects and programmes

Energy Accelerator

Better Homes Yorkshire

Resource Efficiency Fund

REF2

Green and Blue Infrastructure (GBI) Strategy and Delivery Plan)

North East, Yorkshire and Humber Energy Hub

**Resolved:** That the Panel note the progress against the major projects and programmes.

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**Report to:** Green Economy Panel

**Date:** 22 October 2019

**Subject:** **Energy Strategy and Delivery Plan and Tackling the Climate Emergency**

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**Director(s):** Alan Reiss, Director Policy, Strategy and Communications

**Author(s):** Noel Collings and Jacqui Warren

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## **1. Purpose of this report**

- 1.1 To provide an update on the Energy Strategy and Delivery Plan with a focus on the recent Climate Declarations and initial next steps to become a net zero-carbon Leeds City Region.

## **2. Information**

- 2.1 The Combined Authority approved the Leeds City Region Energy Strategy and Delivery Plan (ESDP) in December 2018. It aims to dramatically reduce the City Region's carbon emissions. It will not be easy and will require coordinated action by local government, industry, business and people of all ages. This is a programme of work that will be delivered in a phased approach, with short term projects and longer term, whole system actions.
- 2.2 The Panel received a full update on the ESDP at their previous meeting. This paper focusses on the recent activities surrounding the City Region declaring a Climate Emergency.

### Activity - Initial phases

- 2.3 In line with most of the region's local authorities, the Combined Authority formally declared a climate emergency (27 June 2019) and, in consultation with partners, strengthened the city region's ambition to become net zero-carbon by 2038, with significant progress made by 2030<sup>1</sup>. The scale of the task ahead must not be underestimated with a 14.5 percent reduction in emissions required year-on-year and regional emissions halving every five years (Tyndall Centre 2019).

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<sup>1</sup> On 10 July a Media Call was held where the City Region announced its strengthened regional target to become a net zero-carbon City Region by 2038, with significant progress made by 2030. The event also launched the Leeds City Region Climate Change Coalition and Pledge. See [link](#).

- 2.4 The ESDP will be updated to reflect these recent changes and new strengthened target. It will be the delivery mechanism for the Combined Authority / LEPs Climate Emergency commitments. There will be some actions that need to happen in the short term, but these need to be balanced with longer term strategic thinking, planning and further research and enabling activity to ensure we can make significant progress to achieve net carbon zero by 2030.
- 2.5 To support the early phases of delivering the ESDP (and Climate Emergency), and as part of Combined Authority's planned communications on creating a net zero-carbon City Region, four sector-specific low-carbon workshops were run with stakeholders in early-summer. These workshops covered the power, buildings, industry, and transport sectors. Over 150 businesses and civic organisations attended the workshops.
- 2.6 The final report on the outputs of the workshops are attached in **Appendix 1**. A prioritisation exercise will be carried out and based on the results of a net zero-carbon pathways study. Where relevant, prioritised actions will be fed into a revised ESDP. See paragraph 2.12 for more details

#### Immediate opportunities

- 2.7 Eight of the nine Local Authorities across the City Region have declared climate emergencies, and some have strengthen / committed to local carbon reduction targets and the development of either council or area-wide action plans. There is great variation across the City Region in terms of targets and the level of fully developed action plans. See **Appendix 2** for a summary of the City Region's Declarations.
- 2.8 There is an immediate opportunity for all local authorities to align to, and work more closely with the Combined Authority to address their local climate emergencies through a range of current projects. See **Appendix 3** which includes a range of Combined Authority and externally supported projects and **Appendix 4** which includes Combined Authority specific projects.
- 2.9 A meeting of the Green Economy Officer Group (GEOG) was held on 12 September to explore how all the City Region's local authorities can begin to work more closely on the Climate Emergency. Initial, short term ideas included collaborating on regional housing related energy efficiency and fuel poverty programmes, zero carbon planning, procurement, zero emission fleets, decision making and carbon literacy training. This work will be explored in detail through small specific working groups. The West and North Yorkshire Business Rates Pool has also allocated £100,000 to support collaborative work to tackle the Climate Emergency.

#### West Yorkshire Combined Authority Corporate Approach

- 2.10 In addition to this city-regional work, the Combined Authority has been developing its initial corporate approach to embedding clean growth, including reducing carbon emissions and tackling climate change. This is how the Combined Authority will play its role in helping the City Region to deliver the

ESDP and address the Climate Emergency. It is also the mechanism for delivering the Combined Authority's Corporate Plan priority to support clean growth<sup>2</sup> ([Corporate Plan 2019/20](#)). It includes a new clean growth policy and set of principles for all staff to use and a detailed action plan outlining what the organisation will do to embed clean growth into its practices and decision-making processes over the next two years. See **Appendix 5 and 6**.

- 2.11 One immediate action taken is to strengthen how clean growth and climate change impacts are considered as part of all new schemes that come through the Combined Authority and its Assurance Framework. All Combined Authority reports now require a clean growth qualitative assessment and, over the next 6-12 months, a robust quantifiable methodology for assessing all new schemes predicted carbon emissions/wider clean growth impacts will also be implemented.

#### Next initial steps to become a net zero-carbon Leeds City Region

- 2.12 There is a need to now build on the initial activity and keep momentum going to galvanise support and commence and accelerate delivery against the ambitious regional target set out in the ESDP. Some actions need to happen in the short term, whilst a range of other work is also needed to aid longer term strategic thinking and including further research to understand how to decarbonise the city region in key sectors. Therefore there are some shorter term actions partners can begin to work together on whilst the City Region also lays the foundations for longer term success by 2030.
- 2.13 **Appendix 7** is a summary of the work packages planned by the Combined Authority to assist the City Region meet its targets. Including:
- **Communications and engagement:** ensure stakeholders and the wider City Region remain aware of the work that is taking place to work towards the strengthened regional target. Immediate updates will also be provided to City Region Leaders, Directors of Development, Green Economy Panel and wider LEP Board.
  - **Evidence base – net zero-carbon pathways:** commence further work to determine the contribution the different sectors (power, buildings, industry, transport, and land use) could make towards the City Region net zero-carbon target and the interventions that should be implemented. This will set out the scale of the challenge and the key interventions per sector that will contribute to achieving the overall target. This work aims to be completed by spring 2020.
  - **Project development and delivery:**
    - Deliver existing work through the ESDP including those projects that are being developed by the Energy Accelerator (11 projects), and Energy Hub (transport emission reduction pathways; financing models for domestic energy efficiency measures) and many others across the City Region. This work is ongoing.

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<sup>2</sup> Clean growth is growing the regional income whilst cutting greenhouse gases- including carbon dioxide.

- Update of City Region Energy Delivery Plan to reflect the outcomes (new actions) from the workshops (see paragraph 2.4) and from the net zero carbon pathways and commence development of a prioritised list of these actions to deliver with Coalition partners
- Once the net zero carbon pathways work has been completed and the workshops outcomes prioritised, the Energy Delivery Plan will be revised and presented to the GEP and LEP for endorsement and the Combined Authority for approval (including financial and staffing implications).
- Establish the Zero Emissions Transport Working Group and develop a programme of work that will enable transport to contribute fully to delivering the net zero-carbon target. The group comprises members from both the Transport Committee and Green Economy Panel, and met on 30 September 2019.
- **Financing and resourcing:** work has commenced to develop a Funding and Resources Plan including a review of the resources and funding needed to deliver the accelerated programme of projects within the work outlined above.
- **Local Authority support:** including the identification of joint opportunities to collaborate and work together in response to the climate emergency declarations - see paragraph 2.8.
- **Corporate Clean Growth Programme:** see 2.9 – 2.10 above.

### 3. Financial Implications

#### City Region

- 3.1 Given the scale of the projects identified in the ESDP there are likely to be financial implications for the Combined Authority and partners. Each project as it develops will be subject to a robust business case. Exploring and securing funding will also form a large part of this work.

#### Corporate Clean Growth Programme

- 3.2 Additional resources will be needed to allow the Combined Authority to deliver its Clean Growth Programme and elements it is responsible for. Additional resource asks are being addressed through the Combined Authority's business planning process for 2020/2021.

### 4. Legal Implications

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

### 5. Staffing Implications

- 5.1 Additional resources will be needed to allow the Combined Authority to deliver its Clean Growth Programme and elements it is responsible for in the ESDP. Additional resource asks are being identified through the Combined Authority's business planning process for 2020/2021.

## **6. External Consultees**

- 6.1 The Green Economy Officer Group and Green Economy Panel have been closely involved in the development of the ESDP and recent City Region Workshops.

## **7. Recommendations**

- 7.1 That the Panel notes and comments on the information provided.

## **8. Background Documents**

Links to relevant background documents are included in the report.

## **9. Appendices**

Appendix 1	Summary of the Towards Zero Carbon Workshops
Appendix 2	Summary of the City Region's Climate Declarations
Appendix 3	Climate change action in the Leeds City Region
Appendix 4	Current support available through the Combined Authority to help with the Climate Emergency
Appendix 5	Clean Growth Action Plan
Appendix 6	Clean Growth Action Plan - One Page Summary
Appendix 7	Summary of next steps to deliver the ESDP

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# Net Zero-Carbon Leeds City Region

## Sector-Specific Low-Carbon Workshops – Summary Report

SE<sup>2</sup> – August 2019

## 1. Introduction

The Leeds City Region is committed to becoming net zero-carbon by 2038 and to have shown significant progress by 2030. Achieving the ambition will require transformational change across all parts of the economy. Collaboration and collective action across businesses, industry, academia, government and civic society is necessary if the commitment is to be delivered.

The [Leeds City Region Energy Strategy and Delivery Plan](#) (ESDP) adopted in 2018 started the process of identifying how the Leeds City Region could begin to work towards becoming net zero-carbon. To build on this and to begin the process of establishing the partnerships and collaborations that will develop and deliver the required scale of change, a series of four sector-specific low-carbon workshops were convened by the West Yorkshire Combined Authority (the Combined Authority) over a two week period in June and July 2019, covering power, buildings, industry and transport.

This report summarises the key themes emerging across the workshops and has been written by the independent workshop facilitator, Rachael Mills of SE<sup>2</sup>. More detailed reports for each workshop are separately available: summaries of the action plans for each session are provided in **Appendix 1**.

## 2. Strategic support for net zero-carbon

The workshops demonstrated the wide and strong support for the Combined Authority's work in this area and the urgent need to act on climate change. Over 150 stakeholders attended the workshops and not one of them questioned the need for action. The presentation given by the Tyndall Centre for Climate Change (Tyndall Centre) at each of the workshops emphasised the scope of the task ahead and pace at which we must work. The scale of the task ahead must not be underestimated: to meet their targets, the City Region must reduce carbon by 14.5 percent a year, every year, with immediate effect.

It was also clear however that the net zero-carbon targets cannot be delivered with the current resources available, both at local and regional levels. Political leaders and senior officials must be prepared to commit the necessary resources, be it capital funding or additional staff. The action plans from the workshops provide multiple suggestions for next steps: these will need to be prioritised, with the Combined Authority and Leeds City Region Enterprise Partnership (the LEP) acting as a facilitator to move the agenda forward.

It is vital that the momentum gained from these workshops is not lost. Ongoing communications will be needed so stakeholders can see that progress is being made, understand how they can continue to be involved and what their responsibilities are. Linked to this, a governance structure will be needed to track achievements across all strands of the ESDP.

## 3. The need for collaboration

Collaboration from a wide-range of stakeholders will be necessary to deliver on the net zero-carbon commitments. All of the workshop participants understood that the Combined



Authority and the LEP cannot deliver the work programme alone and many made personal commitments to get involved with the work going forwards.

It was also recognised, however, that more stakeholders need to be brought into the process, to further strengthen the delivery of the City Region targets. These included:

- The investment community for large-scale projects;
- Influential industrialists, to show thought leadership at a regional level;
- Large employers, for example to encourage modal shift of staff and home working;
- National experts and trade bodies who can help support the City Region;
- Distribution Network / System Operators, to assess grid constraints and readiness for growth in local power generation;
- House builders, both large and small;
- Training organisations to upskill the supply chain;
- Cross-regional engagement e.g. Metro Mayors; and
- Other successful project to learn lessons.

Collaboration also needs to be fostered between current stakeholders to enable projects to be taken forwards, for example:

- Connect potential renewable energy hosts with local demand customers; and
- Engage local communities in local energy schemes and neighbourhood level planning.

## 4. Building the evidence base

For many of the themes that emerged from the workshops, further intelligence gathering is required, from scoping and mapping to fact finding research. These need to be prioritised and commissioned, working collaboratively and smartly wherever possible. As part of this, critical decision pathways also need to be developed so as to ensure that carbon reduction opportunities are not missed when it comes to investment and policy decisions, and are able to be delivered at pace.

Different types of evidence building were identified within the workshops and included:

- Exploring the potential
  - Public estate retrofit and renewable energy programmes;
  - Large-scale and building-mounted PV and battery storage;
  - Community energy schemes;
  - Different waste stream collections to facilitate energy from waste plants;
  - Onshore wind through local planning;
  - Increased cooling demand;
  - Owner occupier and private rented sector retrofit schemes;
  - Transport hyperhubs;
  - Single multi-modal ticketing;
  - Trading for personal emissions; and
  - Travel planning app to include carbon cost of journey choices.
- Mapping

- Pipeline for potential public estate renewable energy installations;
- Where intensive energy users are who could benefit from demand side response (DSR);
- Possible sites for hydrogen trials;
- Alignment of planning requirements across the City Region;
- Industrial sector across the City Region – size, scope, drivers, and barriers;
- Regulations and standards affecting different stakeholders;
- Fuelling infrastructure for hydrogen and electric vehicles;
- Demand for electric vehicles, both now and in the future; and
- Policy-maker mapping at local, regional, national, and international levels.
- Develop case studies and business cases for all the above as well as demand side response and community energy schemes.

## 5. An influencing role for the Combined Authority and the LEP

In many of the areas discussed in the workshops, there was a call for influencing of central Government to provide policy certainty. There is an opportunity for the City Region to show leadership at a national level by having a clear, well-understood and strategic set of 'asks'. This will require the development of an influencing strategy to prioritise which topics the Combined Authority will pursue and which will be shared or delegated with other partners and stakeholders.

The ideas put forward to the Combined Authority and the LEP to influence included:

- Power
  - Onshore wind;
  - National electric vehicle charging framework, also included in Local Plans;
  - Regulator needs to make local supply agreements easier; and
  - Decision required on Carbon Capture, Utilisation and Storage (CCUS).
- Buildings
  - More resource needed e.g. enforcement for private rented sector;
  - Strengthening of the Minimum Energy Efficiency Standards (MEES);
  - Green mortgages and stamp duty / tax breaks for efficient buildings;
  - Stronger standards for builders; and
  - Expand Building Regulations to include a wider range of materials.
- Industry
  - Need for strong political direction; and
  - Opportunity to influence UK Government post-Brexit.
- Transport
  - Proper long-term plan for transport (e.g. capacity), possibly at a regional level;
  - Proper funding and powers for Transport for the North (TfN);
  - Specifically include wording on hydrogen in Clean Air Zones, but must be low carbon;
  - Mandate action on HGVs (only standard currently is EuroVI);
  - Standardisation of charge points; and
  - National campaign for behaviour change in transport.

## Appendix 1. Summary of workshop proposals

### Power

#### Generation

Public estate renewable energy programme (power)	<ul style="list-style-type: none"> <li>• Scope the potential for renewables in the public estate and map the pipeline of potential projects. Revisit regional heat map.</li> <li>• Connect possible hosts with local demand (e.g. local authorities, NHS, Universities, major employers, SMEs)</li> </ul>
Community energy schemes (power)	<ul style="list-style-type: none"> <li>• Audit of potential community energy schemes.</li> <li>• Engage communities.</li> <li>• Neighbourhood planning.</li> </ul>
Energy from waste	<ul style="list-style-type: none"> <li>• Model optimised waste energy generation.</li> <li>• Explore waste stream collections – green, buildings and schools.</li> <li>• Introduce food waste collections – domestic, industry and commercial – what can be done at a regional level?</li> </ul>
Onshore wind	<ul style="list-style-type: none"> <li>• Audit of Local Plans to assess what is permitted where.</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Technology improvements needed to reduce inefficiencies in the distribution network at a building level.</li> <li>• Higher building standards required to reduce demand.</li> </ul>

## Storage

Energy storage for council housing mounted solar photovoltaic panels	<ul style="list-style-type: none"> <li>• Understand the potential – existing and new PV and heat pumps.</li> <li>• Explore institutional investors who would be interested in aggregation / scale and develop offer. Could also run green financing workshops for industry / private sector so they understand the options.</li> <li>• Engage with Distribution Network / System Operator to assess readiness.</li> <li>• Undergo process for PV / battery procurement.</li> </ul>
Large-scale PV with batteries	<ul style="list-style-type: none"> <li>• Map potential sites and grid constraints – need to understand local demand and infrastructure.</li> <li>• Learn from other regions who have invested (e.g. Warrington).</li> </ul>
Solar carports	<ul style="list-style-type: none"> <li>• Scope potential sites, especially park and ride sites, but also non-local authority sites (e.g. supermarkets, NHS, National Trust)</li> </ul>
Incentives for charging electric vehicles at different times	<ul style="list-style-type: none"> <li>• Leeds pilot – vehicle to grid and vehicle to building</li> </ul>

## Demand Side Response

Build the evidence base	<ul style="list-style-type: none"> <li>• Map where the intensive users are and what's already viable.</li> <li>• Develop case studies.</li> <li>• Develop business case scenarios (e.g. revenue streams for different levels of aggregated demand).</li> <li>• Engage with potential private and public sector participants.</li> <li>• Bring together national expertise and encourage collaboration.</li> </ul>
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## Buildings

### Low Carbon Heat

H21 implementation, skills and supply chain	<ul style="list-style-type: none"> <li>Identify public sector sites for trials.</li> <li>Ongoing work required on public acceptance.</li> </ul>
Public estate renewable energy programme (heat)	<ul style="list-style-type: none"> <li>Identify clusters / zones to scale-up heat pumps.</li> <li>Investigate growing demand for cooling.</li> </ul>
Community energy programmes (heat)	<ul style="list-style-type: none"> <li>Support community groups and help build the business case (e.g. planning tools, networks, crowd funding).</li> </ul>
Whole energy systems pilot	<ul style="list-style-type: none"> <li>Scope local pilot area (e.g. social housing) and secure funding.</li> </ul>
Other	<ul style="list-style-type: none"> <li>Learn from 'heat as a service' trials.</li> <li>Investigate green gas and waste heat opportunities.</li> </ul>

### Retrofitting

Public sector retrofitting	<ul style="list-style-type: none"> <li>Map public sector asset base regionally.</li> </ul>
Scale up Better Homes Yorkshire	<ul style="list-style-type: none"> <li>Review programme to understand how domestic energy efficiency measures can be rolled out at pace and scale.</li> <li>Encourage whole street approach e.g. through competitions.</li> <li>Develop programme for shared benefits for tenant / landlord.</li> </ul>
Standards and legislation	<ul style="list-style-type: none"> <li>Develop partnerships with training organisations to support the</li> </ul>

	<p>required skills growth (e.g. to meet Trust Mark standards).</p> <ul style="list-style-type: none"> <li>• Gather evidence on Building Regulations</li> </ul>
Private rented sector	<ul style="list-style-type: none"> <li>• Understand current situation e.g. high-level database.</li> <li>• Develop landlords register e.g. linked to licensing.</li> <li>• Training of enforcement officers – though capacity is an issue.</li> <li>• Develop a fuel poverty programme.</li> </ul>
Owner occupiers	<ul style="list-style-type: none"> <li>• Develop owner occupier scheme: understand viability and impact / benefits – not just domestic sector.</li> <li>• Explore linking of retrofitting to planning permission.</li> <li>• Promotion campaigns e.g. health benefits, smart technology.</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Develop support for micro-SMEs.</li> <li>• Widen the market for technology suppliers / new solutions.</li> <li>• Explore 'mini grid' trials for heat / efficiency measures.</li> <li>• Understand how we get the right data to support decision making.</li> </ul>

## New Build

Improve Local Plan housing policies	<ul style="list-style-type: none"> <li>• Directors of Development to agree common approach to low carbon planning policies: link into devolution asks.</li> <li>• Better align different supplementary requirements: prioritisation.</li> <li>• Make sure current standards are met.</li> <li>• Make Section 106 agreements mandatory.</li> </ul>
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Promote sustainable design and construction	<ul style="list-style-type: none"> <li>• Re-examine mandatory tests before building handover to check they're performing as designed. What is the enforcement action?</li> <li>• Ensure procurement briefs are tight from an energy efficiency perspective, especially in the public sector.</li> <li>• Engage with large house builders / SMEs.</li> <li>• Conditional leasing of land for better standards.</li> <li>• Lifecycle analysis for new build and cost of living in the new home.</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Need consistent metrics.</li> <li>• How can we separate sustainable assets from homes themselves?</li> <li>• Change standard contracts to include sustainable standards.</li> <li>• Prove new technologies work to encourage builder confidence.</li> </ul>

## Industry

## Funding

Vision	<ul style="list-style-type: none"> <li>• Develop a vision for industrial decarbonisation.</li> <li>• Analysis required of industrial sector in the City Region: size, UK vs international business, drivers, barriers.</li> </ul>
Engagement	<ul style="list-style-type: none"> <li>• Engage with trade bodies.</li> <li>• Cross-regional engagement e.g. Metro Mayors.</li> <li>• Engage with investment community: what information do they need, when?</li> <li>• Identify case studies e.g. CCUS to help us understand how to engage e.g. with BEIS.</li> </ul>

Scope funding opportunities	<ul style="list-style-type: none"> <li>• Timeline and decision-making points, mapped against business decision-making points.</li> <li>• Incentive schemes for bigger ideas e.g. CCUS without crippling the Government.</li> <li>• Promote existing climate funds (including DSR) and explore how savings can be recycled back into carbon / sustainability budgets.</li> <li>• Innovative business models to accelerate decarbonisation process: widen scope for revenue generation beyond silos.</li> <li>• Facilitate collaboration to apply for funding and provide route to impartial investment advice.</li> </ul>
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## Technical

Gather evidence	<ul style="list-style-type: none"> <li>• Understand the barriers, funding streams.</li> <li>• What's happening in the public sector? Can we replicate?</li> <li>• Map the sector e.g. large / medium / SME businesses, largest emitters.</li> </ul>
Collaboration	<ul style="list-style-type: none"> <li>• Combined Authority role to lead collaboration.</li> <li>• Information / expertise / tools not available locally.</li> </ul>

## Standards

Review	<ul style="list-style-type: none"> <li>• Review current fleet of regulation / standards, including planning</li> <li>• Explore how we can improve e.g. to make less administratively onerous.</li> </ul>
Engagement	<ul style="list-style-type: none"> <li>• Engage with influential industrialists: opportunity for thought leadership.</li> </ul>



## Transport

### Hydrogen Vehicles

Fuelling infrastructure and map	<ul style="list-style-type: none"> <li>• Map who's doing what already.</li> <li>• Get involved with showcase projects.</li> <li>• Cost analysis for hydrogen fleets to help investment decisions.</li> </ul>
Support hydrogen vehicle use	<ul style="list-style-type: none"> <li>• Gather evidence from pilot schemes elsewhere.</li> <li>• Support smaller local authorities with decision making for fleet.</li> <li>• Develop business case for hydrogen trains.</li> </ul>
Policy certainty / direction	<ul style="list-style-type: none"> <li>• Understand policy-maker map: locally, nationally and internationally.</li> <li>• Align our language with national policy makers e.g. HMT.</li> <li>• Opportunity for hydrogen leadership regionally e.g. with H21.</li> <li>• Get on and do projects: builds evidence base and momentum.</li> </ul>

### Electrification

EV charging and infrastructure	<ul style="list-style-type: none"> <li>• Understand who needs to charge, when and where.</li> <li>• Map demand, both now and in the future.</li> <li>• Look beyond public or city centre spaces. Learn from others.</li> <li>• Embrace innovation e.g. road surface charging, hybrid HGVs, vehicle to grid opportunities.</li> </ul>
Hyperhubs	<ul style="list-style-type: none"> <li>• Understand commercial viability.</li> <li>• Consolidation hubs e.g. for last mile deliveries, nodal yards for rail connections.</li> </ul>

	<ul style="list-style-type: none"> <li>• Explore low carbon taxi options e.g. cheaper fares for EVs.</li> </ul>
Public engagement	<ul style="list-style-type: none"> <li>• Awareness of where charge points are and how to drive smart.</li> <li>• Share existing MOSAIC segmentation work.</li> <li>• Change perceptions of technology, range, charging.</li> </ul>
Fleet manager engagement	<ul style="list-style-type: none"> <li>• Segmentation: public sector, public transport and commercial.</li> <li>• Understand use, demand, fleet renewal cycle, availability, etc.</li> </ul>

### Behaviour change / modal shift

Spatial policy	<ul style="list-style-type: none"> <li>• Review spatial frameworks in light of densification of cities.</li> <li>• Enable freight vehicles to use bus lanes at night.</li> <li>• Look at barriers of shifting freight to rail e.g. air quality planning.</li> <li>• Ensure green infrastructure is considered in all projects.</li> </ul>
Behaviour change schemes	<ul style="list-style-type: none"> <li>• Communication, e.g. on air quality, impact of trips, anti-idling, etc.</li> <li>• Develop real time displays showing air quality.</li> <li>• Engage with big employers and support staff programmes.</li> <li>• Enable people to trial new technologies through work e.g. EVs, hydrogen, electric bikes.</li> <li>• Encourage school walking / cycling programmes.</li> <li>• Credits for making trips in a sustainable way.</li> </ul>
Regulation / policy change	<ul style="list-style-type: none"> <li>• Develop a regional parking plan and strategy to reduce it.</li> </ul>

	<ul style="list-style-type: none"> <li>• Consistent workplace charging across the City Region.</li> <li>• Make public transport cheaper e.g. target certain groups.</li> <li>• Make stronger links with public health.</li> </ul>
Single multi-modal ticketing	<ul style="list-style-type: none"> <li>• Map what single multi-modal ticketing could mean and how it could work.</li> <li>• Learn from other regions e.g. Greater Manchester.</li> <li>• Explore what more we can do to incentivise e.g. mobility credits.</li> <li>• Stipulate open data within contracts across public transport.</li> </ul>
Active travel infrastructure	<ul style="list-style-type: none"> <li>• Ensure that major infrastructure investment e.g. rail is linked with walking and cycling.</li> <li>• Connectivity strategy: modal targets for local authorities.</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Offer incentives to businesses to allow homeworking and link with good value ticketing e.g. season tickets.</li> <li>• Prescription / discount schemes for GPs to prescribe electric bikes.</li> <li>• Explore better solutions for accessible transport out of hours.</li> <li>• Ensure green vehicle consistency across Park and Rides.</li> </ul>

## Future Mobility

Planning and development	<ul style="list-style-type: none"> <li>• Allocate carbon ratings to new development sites.</li> <li>• Develop understanding of carbon impact of planning decisions.</li> <li>• Develop methodology for assessing carbon in planning terms.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Encourage public transport-led development models.</li> </ul>
New technology	<ul style="list-style-type: none"> <li>• Develop cycling infrastructure to support uptake of e-bikes.</li> <li>• Work with employers to embrace smart working and webinars.</li> <li>• Carry out carbon analysis of working from home.</li> <li>• Develop e-taxi and e-bus models.</li> <li>• Understand potential and impacts of autonomous vehicles.</li> <li>• Promote smart parking and smart programmes for sustainable travel. Link to carbon credits or reward systems.</li> <li>• Have no car days across city or town centres.</li> <li>• Explore congestion charge or workplace levy for employers.</li> <li>• Explore modifying options for demand e.g. changing start / finish times of working hours.</li> <li>• Review night-time delivery options for freight.</li> </ul>
Carbon credits	<ul style="list-style-type: none"> <li>• Work with employers on sustainable travel rewards.</li> <li>• Explore trading for personal emissions e.g. to include air travel.</li> </ul>
Shared mobility	<ul style="list-style-type: none"> <li>• Identify possible organisations for trials.</li> <li>• Review areas of parking pressure as trial possibilities.</li> <li>• Identify local car clubs or rural groups who may participate.</li> <li>• Bring in community transport providers.</li> <li>• Take best practice ideas from where it's working elsewhere.</li> </ul>

Journey planning	<ul style="list-style-type: none"> <li>• Develop an app to link to journey planning: explore funding options, focus on public transport first.</li> <li>• Discuss trial with Google: car as minor option and cost is shown.</li> </ul>
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## Appendix 2 Leeds City Region Climate Emergency

*The table below outlines the Local Authorities within the Leeds City Regions that have declared a Climate Emergency and a high-level summary of activity.*

Local Authority	Climate Emergency Details	Current Activity <sup>1</sup>
Bradford	Climate emergency declared but with no area target.  Likely to adopt a 2038 target in line with the Combined Authority.	Activity is focussed around five projects: District Heat; LED street lighting; Renewables on the Council estate; Electric vehicle charging infrastructure; H21.
Calderdale	Climate emergency declared but with no area target.  Likely to adopt a 2038 target in line with the Combined Authority.	Activity is focussed around: District Heat; Environmental Management Systems; Integration of environmental and health into Cabinet reports.
Craven	Climate emergency declared but with no area target.	Activity is focussed around the development of a Climate Strategy.
Harrogate	Climate emergency declared.  Existing area target in line with national 2050 target.  Likely to strengthen the area target to 2038 in line with the Combined Authority.	Activity is focussed around: Buildings and estate; Developing a coalition locally; Embedding into Council processes; ULEV Strategy
Kirklees	Climate emergency declared but with no area target.  Likely to adopt a 2038 target in line with the Combined Authority.	Activity is focussed around: Developing action plan; Establishing cross-party working group to take action forward.

<sup>1</sup> Please note this is a high-level overview only and does not represent all the planned work to be undertaken

Leeds	Climate emergency declared with a carbon neutral target of 2030.	Activity is focussed around: District Heat; Domestic energy efficiency; Crowd funding support; Climate Commission; Citizen Jury; BEIS Council tax / business rate incentives pilot.
Selby	Have not declared a climate emergency	Activity is focussed around determining whether to declare a climate emergency.
Wakefield	Climate emergency declared with a target for the organisation to be zero-carbon by 2030.	Activity is focussed around: Developing their action plan with Engie; Establishing a climate champion.
York	Climate emergency declared with a carbon neutral target of 2030.	Activity is focussed around: Developing their climate change strategy and action plan; Embedding clean growth into major development opportunities in the city; Northern Forest.



## Appendix 3 Climate Change Action

### Recent combined Authority and externally supported activity

Activity	Description
Declaration of climate emergency	Combined Authority formally declared a climate emergency (27 June) bringing it in line with nine of the ten local authorities in the Leeds City Region.
Leeds City Region emission reduction target	Strengthened the City Region ambition to become net zero-carbon by 2038, with significant progress made by 2030.
Sector-specific low-carbon workshops	<p>Identification of transformational actions that could enable the City Region to meet its net zero-carbon ambition.</p> <p>Over 150 individuals from across the public, private and third sector attended four workshops in late June / early July.</p>
Media call	<p>Launched (10 July) the strengthened City Region target and Leeds City Region Climate Change Coalition and Pledge.</p> <p>The purpose of the Coalition is to act as a combined, powerful collective working together to create a net zero-carbon City Region.</p>
CityConnect programme	£60 million investment by 2020 in cycling and walking schemes across West Yorkshire and York since 2015.
Cycling and walking improvements	<p>£69 million investment through Local Growth Fund on cycling and walking improvements within the Combined Authorities wider delivery programme up to March 2021.</p> <p>Through this investment increases in usage has already been seen. For example a 26 percent increase has been recorded in people using the Cycle Superhighway and an extra 1,000 daily trips have been made across Scarborough Bridge, York.</p>
ULEV charging points	Installing 88 ultra-low emission vehicle charging points for taxis and cars. Target is for just over 5 percent of the region's taxis to be ULEV by 2020.
Better Homes Yorkshire	Energy efficiency measures and new heating systems have been installed in over 4,000 properties helping to reduce bills and alleviate fuel poverty.
Energy Accelerator / District Heat Networks	<p>City Region Energy Accelerator is helping to deliver several district heat networks including:</p> <ul style="list-style-type: none"> <li>Leeds PIPES (phases 2 and 3)</li> <li>Barnsley Civic Quarter</li> </ul>

Activity	Description
	<ul style="list-style-type: none"> <li>Bradford City Centre</li> <li>Halifax Town Centre</li> </ul>
Energy Accelerator - Non-domestic energy efficiency improvements	<p>Through the Energy Accelerator the Beckfoot Academy Trust is improving the energy efficiency of its schools and installing renewable energy systems.</p> <p>In addition, Leeds Teaching Hospital is upgrading its lighting through the Energy Accelerator.</p>
Streetlighting upgrades	Bradford Council with support from the Energy Accelerator is upgrading street lighting across the City.
Natural flood management	£1.7 million investment in natural flood management projects across Calderdale and Kirklees which will help to protect around 3,000 homes and more than 1,000 businesses.
Domestic Energy Efficiency Financing Models	Through the North East, Yorkshire and Humber Energy Hub commissioning consultant support to identify the financial models that will enable domestic energy efficiency activity to be scaled up and delivered at pace (city-regional scale).
Transport Emissions Reduction Pathways	Through the North East, Yorkshire and Humber Energy Hub commissioning consultant support to identify the different emissions reduction pathways that the transport system could take to contribute to achieving the City Region net zero-carbon target.
Clean Growth Audit	Deep dive into the clean growth sector within the City Region to identify potential clustering opportunities.

Planned / emerging activity to be explore with Partners. Please note more actions will follow once the outputs from the regional workshops are finalised.

Activity	Description
Emissions reduction pathways	Building on the work of the transport emissions reduction pathways being developed through the North East, Yorkshire and Humber Energy Hub. Aims to identify the pathways the power, buildings, industry and land use sectors could make towards the City Region net zero-carbon target.
Climate Resilience Study	Explore funding a study utilising UK Climate Projections 18 (UKCP18) to determine the economic risks and opportunities that will occur with a warming climate.

Activity	Description
Natural capital evidence base	Developing an understanding of the monetary value of the natural capital of West and North Yorkshire. Informs the development of the Local Industrial Strategy.
REF2	Building on the original Resource Efficiency Programme to provide further support to SMEs. Looking to include a circular economy pilot.
H21	Continued support for the development and delivery of the H21 project, led by Northern Gas Networks.
Emerging ideas from the workshops	
Domestic Energy Efficiency (Retrofit)	Building on the Hub funded work above, develop domestic energy efficiency retrofit programmes to be scaled up and delivered at pace
Low carbon Planning	Explore how the City Region can strength and create strong zero carbon planning policy and requirements for all future developments. This could include reviewing current planning requirements across the City Region, reviewing current local planning powers, sharing best practice, developing supplementary guidance and aligning with national initiatives to strengthen the role planning can play in creating net zero carbon City Region.
Local Authorities as market makers	Explore the opportunities of the public estate and assets such fleets to lead the zero carbon transition.
Public sector renewable and retrofit	Explore the opportunities of the public estate to lead the zero carbon transition.
Demand side response	Explore a programme of support for new developments that may have electricity grid constraints that could be alleviated through smart energy reduction technologies or renewable energy.
Funding for industry support	Explore a programme of support for the City Region's carbon and energy intensive industries and businesses.
<i>Please note – The above is some emerging areas. These are to be confirmed once the outputs of the 4 regional workshops is complete and the Emissions reduction pathways work is complete.</i>	

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## Appendix 4

### Current support available through the Combined Authority to help with the Climate Emergency

#### Energy Accelerator

The Energy Accelerator (Accelerator) is a key initiative under priority three of the Strategic Economic Plan (SEP) which aims to create a zero carbon energy economy. It is a new innovative programme. The Energy Accelerator is a team of expert advisors that are supporting the development of low carbon projects. The Accelerator offers free support to the commercial and public sector in the following areas:

- Energy efficiency and renewable energy (new and retrofitted)
- District heat networks
- Street lighting

Contact: [Jelena.Covic@westyorks-ca.gov.uk](mailto:Jelena.Covic@westyorks-ca.gov.uk)

#### Resource Efficiency Fund

The Resource Efficiency Fund (REF) offers free expert advice and business support to small and medium sized enterprises (SMEs) to help them to implement energy and water efficiency and waste reduction measures.

For more details visit [here](#)

#### Better Homes Yorkshire

This is a City Region wide programme delivering energy efficiency and heating improvements across the City Region's homes.

Contact [Vicky.Dumbrell@westyorks-ca.gov.uk](mailto:Vicky.Dumbrell@westyorks-ca.gov.uk)

#### North East, Yorkshire and Humber Local Energy Hub.

The Hub provides capacity to LEPs and local authorities to undertake the initial stages of development for priority local and regional energy projects and programmes up to a point where investment can be secured. A collaborative and coordinated approach across multiple LEP areas is encouraged through the Hub.

Contact [Kiran.Parmar@westyorks-ca.gov.uk](mailto:Kiran.Parmar@westyorks-ca.gov.uk)

#### Rural Communities Energy Fund

The Rural Community Energy Fund (RCEF) is a £10 million programme which supports rural communities in England to develop renewable energy projects. RCEF is being run by 5 regional Local Energy Hubs and provides support to rural communities in two stages

- Stage 1 grants of up to £40,000 for a feasibility study for a renewable energy project
- Stage 2; grants of up to £100,000 for business development and planning of feasible schemes.

For further information and application forms please contact [rcef@teesvalley-ca.gov.uk](mailto:rcef@teesvalley-ca.gov.uk)

# Clean Growth Action Plan

Supporting clean growth across our  
organisation

September 2019

## Background

The West Yorkshire Combined Authority brings together local councils and businesses to ensure everyone in our region benefits from a strong, successful economy and a modern, accessible transport network. By harnessing our combined efforts, our vision is to make the Leeds City Region known globally as a place where everyone can build great businesses, careers and lives, supported by world-class transport, housing and digital connections.

To achieve this vision, we have four corporate priorities:

1. Boosting productivity
2. Enabling inclusive growth
3. Delivering 21st Century transport
4. Supporting clean growth

## Why do we need a Clean Growth Action Plan?

Our Action Plan sets out how we will achieve our fourth priority – supporting clean growth – by growing our regional economy whilst also cutting greenhouse gas emissions, including carbon dioxide. This plan also sets out how we will respond to the climate emergency which was formally declared by the Combined Authority and its partner councils in June 2019. Additionally, clean growth is one of the grand challenges within the Government's Industrial Strategy plans and must be addressed through all Local Industrial Strategies. Our Strategic Economic Plan and Energy Strategy and Delivery Plan committed the City Region to achieving a net zero carbon economy by 2038 at the latest, with significant progress by 2030.

The Action Plan aims to:

- Enable the Combined Authority to lead by example and reduce its environmental impacts, tackle the climate emergency and create clean growth.
- Ensure that all staff and members are fully aware of what clean growth means and what we plan to deliver.
- Empower staff to play a vital part in delivering clean growth.
- Help the Combined Authority to save money by understanding the energy and natural resources it uses and how to use them more efficiently.
- Establish short term actions to work on for the next two years.

## Scope

- Functions related to the West Yorkshire Combined Authority and Leeds City Region Local Enterprise Partnership are covered by this plan.
- It covers activities in our operational control including our offices and bus stations that enable us to operate and deliver our services.
- It also applies to externally facing services, policies, projects and programmes within our financial control and governance of the Combined Authority<sup>1</sup>.

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<sup>1</sup> Financial control boundary. See p6 of

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/206392/pb13944-env-reporting-guidance.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/206392/pb13944-env-reporting-guidance.pdf)



## Clean growth principles

To enable clean growth across our organisation, the Combined Authority will:



### 1. Reduce energy and carbon emissions

We will minimise energy use and reduce carbon dioxide emissions arising from the Combined Authority's estate through the introduction of energy efficient measures, renewable and clean energy generation (where possible) and staff behavioural initiatives.



### 2. Minimise waste and water consumption

We will minimise operational waste that arises across the Combined Authority's estate through waste reduction, reuse, recycling and staff behavioural change initiatives.



### 3. Tackle air quality and improve health

We will improve local air quality and cut harmful pollutants and carbon emissions by supporting healthier and more sustainable modes of business travel and by influencing low emission transport across the region



### 4. Use sustainable resources

We will reduce the environmental impact of our services, projects and programmes through making sustainable choices on the goods and services we procure.



### 5. Enhance our natural environment

We will integrate green and blue infrastructure and climate resilience into our estate and work where practically possible.

### 6. Integrate clean growth decision making

Through the Assurance Framework and other internal decision-making procedures, we will review, advocate and embed clean growth considerations into our activities wherever possible.



## 7. Measure and report our performance

We will monitor, benchmark and report annually on energy, water, waste consumption and carbon emissions to ensure we are meeting our targets

## What we have already achieved

### What are we doing operationally?

- We are refurbishing our main office, Wellington House, to make it more energy efficient and fit-for-purpose by installing solar panels, low-energy lighting and other carbon cutting measures.
- We're looking at all our internal processes to find new ways to be more resource efficient such as going paper-free and introducing more flexible working options.
- We have a staff policy which ensures that people use public or active transport where possible.
- Our Assurance Framework is being strengthened to explicitly consider clean growth impacts of all proposed projects.
- Our reports will all contain climate change implications from October 2019.
- We have reduced our electricity consumption by 34%
- We support our staff to travel to work by sustainable means of transport.
- Our plastic cups in all meeting rooms are biodegradable.

### What are we doing externally?

Here are some highlights:



We've taken over 9,000 cars a week out of Leeds City Centre as a result of our Park and Ride services helping to improve air quality and cut congestion.



We've saved 117,000 tonnes of carbon through our Better Homes Yorkshire scheme – warming homes and helping residents save money on their bills.



We've saved enough energy to make 72 million cups of tea through our Resource Efficiency Fund.



We've sowed seven million seeds to create a living wall that will improve air quality in Calderdale.

And.....

- Growing the region's green economy has been a focus of City Region partners for the past decade. Becoming a zero carbon City Region has been part of our ambition since we published our Strategic Economic Plan in 2014.
- Initiatives led by the LEP and Combined Authority have contributed to an overall 38% reduction in carbon emissions in the City Region since 2005, compared to 27% nationally.
- As part of the Leeds City Region Energy Strategy, adopted in December 2018, we are developing initiatives and exploring opportunities such as energy efficient street lighting schemes, the development of hydrogen buses and refuelling stations, and carbon capture storage.

### **Transport**

- By 2020, the Combined Authority, through our City Connect programme, will have invested £60 million in cycling and walking schemes across West Yorkshire and York since 2015.
- An estimated £69 million from the Local Growth Fund will be spent on walking and cycling improvements within our wider delivery programme up to March 2021.
- A 26% increase has been recorded in people using the Cycle Superhighway between May and July 2018, compared to the same period in the previous year. Most recently, the £3 million improvements to create a fully accessible crossing as part of Scarborough Bridge in York has seen an extra 1,000 daily trips made by people on bike or on foot.
- Our Travel Plan Network provides sustainable travel advice to businesses to help more people walk, cycle or use public transport to get to work. This year we will be working with an additional 96 employers.
- We're contributing to cleaner air by installing 88 ultra-low emission vehicle (ULEV) charging points for taxis and cars with a goal of making 5.1% of our region's taxis ULEV by 2020.
- In addition, we are currently developing business cases to unlock a further £12 million from the Local Growth Fund to deliver further improvements to enable more people to travel by bike or on foot.

### **Buildings**

- This year the Combined Authority will enable 750 households to be warmer, save money and become more energy efficient through our Better Homes Yorkshire programme.
- We're supporting a further 88 businesses to save money on their energy bills and use less water and waste through resource efficiency funding and advice.
- The Leeds PIPES district heat network, which has received £4 million Leeds City Region Growth Deal funding, will bring low carbon, lower cost heating and hot water to homes and buildings in the city centre, while also cutting 22,000 tonnes of carbon emissions every year.

- The LEP's Energy Accelerator is the only programme of its kind of the UK and will enable £60 million worth of capital investment in low carbon and energy efficient projects which otherwise may not have been completed due to a lack of capacity, expertise and funding.

### Flooding

- The Combined Authority's Green and Blue Infrastructure Strategy sets out how City Region partners can use natural assets to help the economy prosper, improve quality of life for residents, reduce carbon emissions and make the region more resilient to climate change.
- The LEP is investing £1.7 million in natural flood management projects in Calderdale and Kirklees which will reduce the risk of flooding to around 3,000 homes and more than 1,000 businesses and support biodiversity.

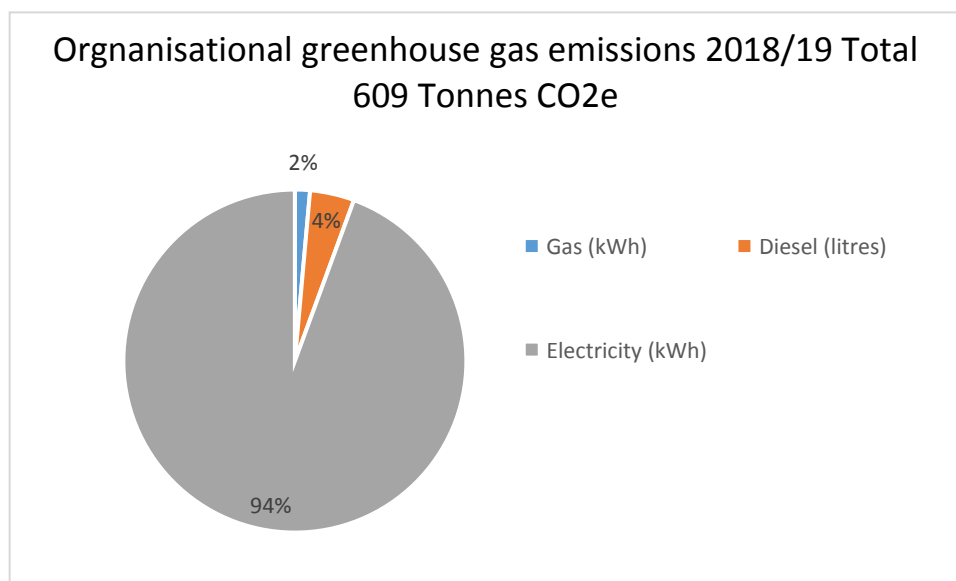
## What is our current impact on the environment?

To function, our organisation needs to consume energy to light our buildings, power our equipment and heat our buildings. We also have to travel for business purposes, we generate waste and use water. All of these actions can have a negative impact on our natural environment. Some actions also create carbon and other harmful emissions that are contributing towards global warming and climate change and poor local air quality.

The Combined Authority declared a Climate Emergency in June 2019 and the City Region is committed to becoming a net zero carbon economy by 2038 at the latest, and to make significant progress by 2030. To enable the Combined Authority to play its part in helping the region tackle the climate emergency we need to understand and reduce our own carbon dioxide emissions and environmental impacts.

## What natural resources do we use and what is our carbon footprint?

We have calculated the carbon emissions (or carbon dioxide equivalents<sup>2</sup>) we are responsible for emitting from our own buildings (excluding tenants) and business travel, based on electricity, gas and fuel consumed between April 2018 and March 2019. We call this our carbon footprint. In 2018/19 our actions were responsible for emitting just over 600 tonnes of carbon dioxide equivalents.



<sup>2</sup> is a metric measure used to compare the emissions from various [greenhouse gases](#) on the basis of their [global-warming potential \(GWP\)](#), by converting amounts of other gases to the equivalent amount of carbon dioxide with the same global warming potential.

The amount of waste, water and paper consumption have also been collated to create a comprehensive picture of the natural resources we use. This creates an accurate baseline for us to begin to manage and improve. See below:

<b>Emissions/ Natural Resource Consumption</b>	<b>Values</b>
CO2 emissions (annual)	609 tonnes CO2e
Water consumption (annual)	26,500 cubic meters
Waste (annual)	240 tonnes
Recycling rate	8 – 12%
Paper consumption (annual)	3 million sheets

The next steps are to compare the data against suitable benchmarks for similar organisations. To negate varying scale effects, this could be done on a per employee basis or the number of passengers using transport facilities.

Over the next two years more work is needed to create a robust carbon footprint that includes waste, water and business travel emissions.

## The Clean Growth Action Plan

In order to tackle the climate emergency and ensure we play our part in the making the Leeds City Region a net zero carbon economy it is vital we embed clean growth across the all areas of the Combined Authority.

### Operational activities

#### Reducing our operational energy and carbon emissions

We will minimise energy use and reduce carbon dioxide emissions arising from the Combined Authority's offices and bus stations through the introduction of energy efficient measures, renewable and clean energy generation (where possible) and staff behavioural initiatives.

Over the coming two years we will:

- Embed clean growth principles into the refurbishment of Wellington House including the inclusion of a 25 kilowatt solar panel array, high efficiency LED lighting, daylight sensing and presence/absence controls, designed to aspire to BREEAM very good, retention of the two high efficiency condensing boilers, window improvement works, external envelope insulation, roof insulation, optimised energy and thermal, reusing and recycling integrated into design, EV charging for two cars and aspiring to achieve an EPC rating of B for the building.
- Save energy and carbon emissions through reducing the number of servers we use and moving to Microsoft's Cloud.
- Save energy and carbon emissions by the introduction of the new IT technology being deployed across the authority
- Promote clean growth behaviours as part of the roll-out of our new IT equipment, including how all staff can save saving energy and go paperless.
- Build on a reduction in energy consumption of 34 percent over the past +5 years, develop a Corporate Asset Management Plan (AMP) that embeds clean growth principles and explore higher standards of energy efficiency / renewable energy across the estate.
- Explore creating zero carbon bus stations. Including a pilot at Brighouse Bus Station.

## Minimising our waste and water consumption

We will minimise waste that arises across the Combined Authority's offices and bus stations through waste reduction, reuse, recycling and staff behavioural change initiatives.

Over the coming two years we will:

- Introduce new signage and staff communications on recycling
- Ensure 100% of all our redundant office ICT equipment and office furniture will be diverted from landfill via reuse or recycling.
- Phase out all single use plastic in all meeting rooms.
- Explore maximising recycling in Wellington House and our bus stations by introducing a new policy statement, new recycling provisions and explore solutions such as the #LeedsByExample programme in all bus stations.

## Tackling air quality and improve health

We will improve local air quality and cut harmful pollutants and carbon emissions by supporting healthier and more sustainable modes of business travel and by influencing low emission transport across the region.

Over the coming two years we will:

- Adopt a new Combined Authority Travel Policy and guidance on how to make sustainable travel choices for business use.
- Replace all our operational vans with electric alternatives.
- Use the City Car Club for all our car related business journeys (and only when sustainable means are not feasible).
- Explore increasing the number of pool bikes (traditional and electric).
- Utilise the Travel Plan Network and City Connect to support our business travel options.

## Sustainable resources

We will reduce the environmental impact of our services, projects and programmes through making sustainable choices on the goods and services we procure.

Over the coming two years we will:

- Replace existing cleaning products with sustainable and eco-friendly versions.
- All printing paper will be sourced from sustainable sources and recycled.
- Hold clean growth workshops for all procurement staff to ensure
- Source all our energy from 100 percent renewable sources.
- Embed the principles of clean growth in to the refreshed Procurement Strategy.
- Sustainable procurement models / frameworks to establish a programme of improvement which will embed clean growth into the procurement processes.

## Enhance our natural environment

We will integrate green and blue infrastructure and climate resilience into our work where practically possible.

Over the coming two years we will:

- Map out where new trees could be planted on our land by staff volunteers.

## Integrated clean growth decision making

Through the Assurance Framework and other internal decision-making procedures, we will review and embed clean growth considerations into our activities.

Over the coming two years we will:

- Build on the recent work to strengthen how clean growth and climate change impacts are considered as part of all new schemes that come through the Combined Authority's Assurance Framework (Decision point 1 (Strategic Assessment and 2 (Strategic Outline Case)) and we will review decision point 2 onwards and continue to strengthen clean growth considerations, including climate change impacts.
- Develop a robust quantifiable methodology for assessing all new schemes predicted carbon emissions and wider clean growth impacts. This will include a review of all existing Combined Authority schemes and additional resource to support the development and implementation of the new assessments.
- Ensure all Combined Authority reports will include clean growth, including climate change impact assessments/considerations.

## Measuring and reporting performance

We will monitor, benchmark and report annually on energy, water, waste consumption and carbon emissions.

Over the coming two years we will:

- Create the Combined Authority's Carbon Footprint for the following: carbon emissions, energy, water and waste consumption (and aligned to the emerging Asset Development Plan)
- Annually publish our performance and consumption for the following: carbon emissions, energy, water and waste consumption.
- Set year-on year-carbon reduction targets in line with the City Regional net zero carbon target once the refurbishment of Wellington House is complete.

## Externally facing activities

**We will also embed clean growth into our services and the support we offer across the City Region.**

We will also embed clean growth into our services and the support we offer across the City Region.

## Reduce energy, waste and water and carbon emissions and enhance our natural environment

Over the coming two years we will:



- Coordinate and accelerate delivery of the Leeds City Region's Energy Strategy and Delivery Plan.
- Explore how to develop new energy efficiency schemes in the domestic sector and nine other zero carbon projects by March 2020.
- Build the Leeds City Region's Climate Coalition and work with partners to ensure the City Region's ambition to be a Net Zero Carbon City region by 2038, with significant progress made by 2030.
- Lead delivery of the Leeds City Region's Green and Blue Infrastructure Strategy and Delivery Plan.
- Secure funding and deliver Re-Biz (formerly Resource Efficiency Fund) and support SME's to become resource efficient through saving energy, water, waste and carbon and support businesses to understand and implement circular economy practices and principles.

## Tackle air quality and improve health

Over the coming two years we will:

- Commission a City Region Low Carbon Transport Pathway Study to determine how the Transport Sector in the Leeds City Region can decarbonise in line with the Region's net zero carbon target.
- Use the findings of the City Region Low Carbon Transport Pathway Study to help inform the development of the Connectivity Strategy (and other transport strategies) and support the new Zero Emission Transport Working Group.
- Complete the West Yorkshire Zero Carbon Bus Roadmap and working with the Bus Alliance to develop an action plan.

## Integrated clean growth decision making

Over the coming two years we will:

- Build on the recent work to strengthen how clean growth and climate change impacts are considered as part of all new schemes that come through the Combined Authority's Assurance Framework (Decision point 1 and 2) and we will review decision point 2 onwards and continue to strengthen clean growth considerations, including climate change impacts. This will include a review of all existing Combined Authority schemes and additional resource to support the development and implementation of the new assessments.
- Develop a robust quantifiable methodology for assessing all new schemes and grant award's predicted carbon emissions/and wider clean growth impacts – see above.
- All Combined Authority reports will include clean growth, including climate change impact assessments/considerations.
- Explore the inclusion of clean growth principles in all Combined Authority funding agreements.
- Explore clean growth opportunities within our future grants and loan funding programmes.
- Embed clean growth into the City Region's Industrial Strategy and maximise economic opportunities.
- Complete the Clean Growth Audit and highlight unique clean growth opportunities for the Industrial Strategy.
- Embed clean growth into a range of other areas:
  - Our advice to the LEP Panels and the wider businesses community
  - Skill Commission and carry out detailed forecasting of future clean growth job opportunities
  - UK Shared Prosperity Fund



- Transforming Cities Fund
- 4-5 large trade and investment priorities

## **We will also communicate our clean growth principles and actions through:**

- The internal clean growth staff awareness campaign.
- Our Clean Growth Champions, Clean Growth Team and Clean Growth Director Champion - Alan Reiss.
- Embedding clean growth into our Induction Programme and Human Focus.
- In City Exchange, Economic Services have set up a Green Team who each month are taking practical actions and promoting sustainable, clean growth actions across the office. Actions include energy saving, reducing printing, veganism, upcycling for Christmas and clothes and gift exchange.

## **Measure and report performance**

Over the coming two years we will:

- Annually update the carbon footprint for the organisation.
- Annually disclose our performance and consumption for the following: Carbon Emissions, Energy, Water and Waste Consumption.
- Celebrate and promote our clean growth work across the region, and wider.
- Post the refurbishment of Wellington House, set year on year reduction targets for the following: Carbon Emissions, Energy, Water and Waste Consumption (and build these into the Asset Development Plan). These should be aligned to regional net zero carbon target by 2038.

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## Clean Growth Action Plan - Plan on a page

This Action Plan sets out how we will achieve our fourth corporate priority – supporting clean growth – by growing our regional economy in an inclusive and sustainable way whilst also cutting greenhouse emissions, including carbon dioxide, and how we will lead the way as an organisation. It also outlines how we are responding to the climate emergency and how we will achieve our goal of becoming a net zero carbon City Region by 2038 at the latest.

In 2018-2019, our corporate activities were responsible for emitting just over 600 tonnes of carbon dioxide. Over the past five years we have reduced our energy consumption by 34% - now we need to go further and faster to play our role in addressing the Climate Emergency.

### Our clean growth principles:



**1. Reduce our energy and carbon emissions** - installing efficiency measures, renewable energy sources and changing the ways we work in our offices and bus stations.



**2. Minimise waste and water consumption** - phasing out single use plastic, diverting all redundant office equipment from landfill and encouraging staff and customers to recycle even more.



**3. Tackle air quality and improve health** - replacing our operational vans with electric alternatives, adopting a new sustainable travel policy and increasing the number of pool bikes for staff.



**4. Use sustainable resources** – sourcing all our energy from 100% renewable sources, using only eco-friendly cleaning products and ensuring all paper is from sustainable sources.



**5. Enhance our natural environment** – integrating climate resilience into our work where possible and mapping out where new trees can be planted on our land by staff volunteers.



**6. Integrate clean growth decision making** – strengthening our Assurance Framework and other decision making processes in regards to climate impacts and developing a robust methodology for assessing future carbon emissions.



**7. Measure and report our performance** – creating a Combined Authority Carbon Footprint, publishing our performance annually and setting year-on-year carbon reduction targets.

### The difference we will make

Delivering on our clean growth principles will enable us to:

- Lead by example and reduce our environmental impacts, tackle the climate emergency and create clean growth.
- Ensure staff and members are fully aware of what clean growth means and what we plan to deliver.
- Help to save money by understanding the energy and natural resources we use and how to use them more efficiently.
- Establish short term actions for the next two years.

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COMMUNICATION & ENGAGEMENT	EVIDENCE BASE	PROJECT DEVELOPMENT & DELIVERY	FINANCING & RESOURCING	CLEAN GROWTH PROGRAMME	LOCAL AUTHORITIES	MANAGEMENT & MONITORING
Climate Change Coalition	Sector-Specific Low-Carbon Workshop Report(s)	<i>Energy Strategy &amp; Delivery Plan Projects</i>	Resourcing & Funding Plan	Clean Growth Policy	Joint Opportunities Identification	Coordination & Reporting
Influencing Strategy	Emission Reduction Pathways	REF2	Green Blue Infrastructure Coordinator	Clean Growth Action Plan	Shared Evidence Base & Standardisation	Monitoring Plan
Summit 2020	Clean Growth Audit	District Heat Networks	Devolution Asks	Clean Growth Embedding (e.g. Strategic Outline Bus. Case)	LA / CA Resourcing & Funding Plan	Annual Progress Report
Stakeholder Engagement	Natural Capital Evidence Base	H21	+ Business Case Development (x?)	Sustainability Impact Assessment Framework	Joint Delivery Plan & Timeline	
Relationship development	Climate Resilience Study	EV Charging & Infrastructure		Staff Training	Differentiation of Roles & Responsibilities	
Communications Plan	Green Blue Infrastructure / Natural Capital Sector Analysis	Smart Park & Ride		Internal Communications Plan		
51	+ Research ID'd from Workshops	<i>Energy Hub Projects</i>		Staff Behaviour Change Campaign		
		Domestic Energy Efficiency Financing Models				
		Transport Emissions Reduction Pathways				
		<i>GBI Strategy &amp; Delivery Plan Projects</i>				
		Natural Flood Management Programme				
		Network of Off-Road, Safe Cycling & Walking Routes				
		White Rose Forest Plan				
		Peatland Restoration Programme				
		Post-Brexit Agricultural & Environmental Policy				
		+ Projects ID'd from Workshops				

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**Report to:** Green Economy Panel

**Date:** 22 October 2019

**Subject:** Energy Accelerator

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**Director(s):** Marc Cole, Interim Director of Delivery  
Alan Reiss, Director of Policy, Strategy and Communications

**Author(s):** Jelena Covic – Project Manager

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## 1. Purpose of this report

- 1.1. To update the Green Economy Panel on the Energy Accelerator (EA) programme including progress on development of the pipeline.

## 2. Information

- 2.1. The EA is a key initiative under Priority 3 of the Strategic Economic Plan (Clean Energy & Environmental Resilience). A shortage of project development funding and expertise were identified as preventing investment in low carbon capital projects in the Leeds City Region. The EA programme is providing a new project development support service that will remove these barriers by bridging the current market failure and by providing robust technical and commercial advice that will enable projects to develop and proceed to implementation.
- 2.2. The EA will provide a service to the public, private, academic and community sectors to develop projects around three key themes:
- Energy efficiency and renewable energy (new and retrofitted)
  - District heat networks
  - Street lighting
- 2.3. The EA will not in itself deliver capital programmes, instead it will enable ~£128M of capital investment in low carbon projects to progress across the Leeds City Region.
- 2.4. As reported in October 2018, the Contract for Funding with the European Investment Bank was signed in July 2018 and came into force on 1 August 2018 for a period of 3 years delivery (until 31 July 2021). The value of the ELENA funding is EUR 3.513 million.

2.5. Following an in-depth review of the initial pipeline of projects and active engagement with potential Project Sponsors to further develop this, the refreshed pipeline currently contains 13 projects. The total forecasted capital investment leveraged is £128.197 million.

2.6. The projects on the refreshed pipeline are expected to result in the following outcomes:

Expected outcomes	
Estimated annual final energy saved for EE projects [in GWh] <sup>1</sup>	21.3
Estimated annual final energy production by RES [in GWh]	7.3
Estimated annual reduction of CO <sub>2</sub> eq <sup>2</sup> [in tonnes]	14,481
Estimated employment	373

2.7. The Energy Accelerator is a flagship programme that supports Leeds City Region's ambition to become a zero carbon city region by 2038 and will contribute an estimated annual reduction of 14,481 tonnes of CO<sub>2</sub> equivalent.

2.8. Appendix 1, 2 & 3 outlines case studies of projects currently being supported by the Energy Accelerator Programme.

2.9. Since the last report there have been slight adjustments in the way the time of the Sector Leads<sup>3</sup> is allocated to the EA programme. Many street lighting projects have been procured or delivered prior to the launch of the EA programme and there is limited demand now for street lighting across the region. As a way to develop the pipeline and increase the number of successful projects through the EA, additional technical resources have been brought to the Programme Delivery Team to increase focus on potential domestic and commercial retrofit projects.

2.10. The Project Manager is monitoring spend to ensure the adjustment in resources will not negatively impact on the overall spend for the project development services outlined in the Contract with the European Investment Bank. The change is driven by both strategic need as well as assisting with contractual European Investment Bank targets.

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<sup>1</sup> Gigawatt hours, abbreviated as GWh, is a unit of energy representing one billion (1 000 000 000) watt hours and is equivalent to one million kilowatt hours.

<sup>2</sup> Carbon dioxide equivalent (CO<sub>2</sub>eq) stands for a unit based on the global warming potential (GWP) of different greenhouse gases. The CO<sub>2</sub>eq unit measures the environmental impact of one tonne of these greenhouse gases in comparison to the impact of one tonne of CO<sub>2</sub>.

<sup>3</sup> External expert advisors who are procured through OJEU procurement and are a part of the Programme Delivery Team



Sector	Estimated Investment Programme (£)	Estimated Investment Programme (€)*	EIB Target (€)*	Variance
Commercial & Domestic Retrofit	£9,925,000	€ 11,139,820	€ 49,200,000	-€ 38,060,180
PV and renewables in Buildings	£250,000	€ 280,600	€ 3,600,000	-€ 3,319,400
Street lighting & UTM	£45,000,000	€ 50,508,000	€ 37,500,000	€ 13,008,000
District Heat Programme	£73,022,025	€ 81,959,921	€ 24,800,000	€ 57,159,921
<b>Total</b>	<b>£128,197,025</b>	<b>€ 143,888,341</b>	<b>€ 115,100,000</b>	<b>€ 28,788,341</b>
<i>Interim report (month 18 KPI)</i>	<i>£ 1,240,168</i>	<i>€ 1,391,965</i>	<i>€ 983,877</i>	<i>€ 408,088</i>

Fig. 1 Total planned investment programme

\* ECB Exchange rate of 13.09.2019 (1 GBP =1.1224 EUR)

2.11. From the start of the programme ten projects have passed the Gateway 1 stage i.e. the project appraisal was undertaken and the project was recommended to move into the EA programme:

- 3 retrofit projects;
- 6 district heat projects;
- 1 street lighting project.

2.12. Out of 10 projects that passed Gateway 1, five projects have passed Gateway 2 stage i.e. projects have been accepted and have signed Project Sponsor Agreements with the Combined Authority to confirm their commitment to delivery:

- 1 retrofit project;
- 3 district heat projects;
- 1 street lighting project.

2.13. The remaining 5 projects are in various stages of engagement and are working towards submitting Gateway 1 documentation in the forthcoming period.

### 3. Financial Implications

3.1. The EA programme funding is estimated at £3.950m funded by:

- EUR 3.513m (£3.131m) European Investment Bank ELENA funding.<sup>4</sup>
- £0.820m Local Growth Fund (of which some is allocated as match funding towards the ELENA grant).

3.2. Under the terms of the Contract with the European Investment Bank, the programme is required to spend no less than 70% of in the initial payment in the

<sup>4</sup> At the point of Combined Authority's approval of the project the value of the ELENA funding was £2.997m (1 GBP = EUR 1.17261; Info Euro exchange rate March 2017). The value of the contract was updated as European Central Bank exchange rate of 13.09.2019 (1 GBP =1.1224 EUR).

first 18 months i.e. by 31 January 2020. The costs of project development services estimated on the value of refreshed pipeline of projects is predicted to satisfy the requirements of the Contract for Funding with the European Investment Bank and allow for the changes in the exchange rate.

- 3.3. This Programme's funding is also exposed to the risk of the changes in the currency exchange rate and any weakening of the GBP could negatively impact the project and forecasting of the 18 month spend target.
- 3.4. The relevant foreign exchange rates applied by the European Central Bank is used for continuous tracking of the impact of the exchange rate on the overall spend, and the spend of the first 18 months, in order to flag any early warning indicators.

#### **4. Legal Implications**

- 4.1. There are no implications associated with this paper.

#### **5. Staffing Implications**

- 5.1. There are no implications associated with this paper.

#### **6. External Consultees**

- 6.1. There are no implications associated with this paper.

#### **7. Recommendations**

- 7.1. The Panel is asked to note the progress being made to deliver the Energy Accelerator Programme and provide any comments.

#### **8. Background Documents**

- 8.1. None

#### **9. Appendices**

**Appendix 1 – Case Study of a District Heat Network Project**

**Appendix 2 – Case Study of Photo Voltaic Project**

**Appendix 3 – Case Study of Street Lighting Project**

## Appendix 1

### Case study: Bradford City Centre Heat Network

Level of capital investment (£)	Phase 1 of the heat network: £6,935,170 Total (Phases 1 & 2 of the network): £13,054,282
Leverage	Leverage achieved will be at least 1:37 (Phase 1), with the potential to rise to 1:70 (Phases 1 & 2) depending on the approach to procurement.
Delivery date	Contract notice – Q2 2021
Current status	In delivery

### Project description

Bradford Council's plans for heat networks stem from a range of objectives to:

- reduce the cost of energy for council buildings;
- minimise carbon emissions from heating;
- create a vehicle to generate income for the council and contribute towards regeneration in the city; and
- provide competitively priced energy, thereby encouraging businesses to locate in the city.

The Bradford Civic Quarter heat network will use a mix of heat from a biomass boiler and gas CHP, together with thermal storage, to supply heat and electricity to a range of buildings in the city centre.

The first phase of the heat network, which will supply 6GWh of heat per annum through 1,361m of trench is focussed on supplying public sector buildings, most of which are owned by Bradford Council. As part of this £6.9m initial phase, it is proposed to connect seven buildings including City Hall, the Magistrate's Court, Alhambra Theatre, Margaret McMillan Tower, Sir Henry Mitchell House and Nelson Street Police Station.

The £6.2m Phase 2, which will supply an additional 8.5GWh of heat per annum, will see additional public sector buildings connected including the planned Public Service Hub (Phases 1 and 2) and Combined Courts Building, as well as other major new developments e.g. Odeon, One City Park (see figure 2 below). In addition, major private sector buildings such as the Jury's Inn, Provident Buildings West and the Yorkshire Pension Fund building will all be targeted for connection.

### Scope of Energy Accelerator support

#### STAGE 1

Stage 1 of the support required is to undertake Detailed Project Development, culminating in the sign off of an Outline Business Case (OBC) for the heat network, allowing an application to the Heat Network Investment Project (HNIP) funding.

The scope of works to be undertaken as part of the Energy Accelerator support will be focussed on developing the five individual cases of the OBC, as required by the Treasury Green Book:

1. Strategic Case
2. Economic Case
3. Commercial Case
4. Financial Case
5. Management Case

Working closely with the Council and the external Project Manager, the Energy Accelerator will support Bradford Council in obtaining approval for the OBC from the Council's cabinet in Q1 2020.

## **STAGE 2**

Stage 2 of the support required is the Commercialisation of the project in order to bring it to the 'Point of Delivery'. The exact nature of this support will be determined as part of the OBC; however, it is envisaged that this could include commercial support to agree the final commercial arrangements with stakeholders (e.g. heat customers), as well detailed engineering design, further legal and procurement advice and the development of contract documentation.

### **Expected outcomes**

Phase 1 of the project is expected to deliver:

- CO<sub>2</sub> reduction: 925 tonnes per annum
- 11.55 temporary jobs
- 1.60 permanent jobs

The Overall Project (Phases 1 & 2 combined) are expected to deliver:

- CO<sub>2</sub> reduction: 2,059 tonnes per annum
- 21.75 temporary jobs
- 3.07 permanent jobs

Given the scheme will be using a mixture of renewable and low carbon sources, the exact proportions of heat from each technology are yet to be finalised. But current estimates are that at least 10% of the heat generated across Phase 1 & 2, or 1.46 GWh will be from biomass.

## Appendix 2

### Case study: Beckfoot Multi-Academy Trust

<b>Level of capital investment (£)</b>	£825,000
<b>Leverage</b>	1:22
<b>Delivery data</b>	Contract award – November 2019
<b>Current status</b>	Approved 2 <sup>nd</sup> July 2019

### Project description

Beckfoot Multi-Academy Trust plans to implement a range of energy conservation measures across its estate. This includes (but is not limited to):

- Lighting upgrades and controls
- Heating upgrades and controls
- Renewables

Initially, eight schools have been identified for inclusion in a first phase of works. Benchmarking completed by the Energy Accelerator has identified the following project scope:

- Estimated capital investment: £825,000
- Maximum payback: 8.7 years
- Estimated savings;
  - Cost: £95,000
  - Energy: 1.3 million kWh (16%)
  - Carbon dioxide: 300 tCO<sub>2</sub>

### Scope of Energy Accelerator support

The Energy Accelerator will provide expert commercial support with the appointment of a Service Provider from the RE:FIT Framework, without which the Trust would not have the staff resources or expertise available to complete the project. The advantage of this Framework is that the appointed Service Provider guarantees the level of energy savings, thus offering a secure financial saving over the period of the agreement.

Support includes:

- Compilation of tender documentation and associated data
- Completion of the RE:FIT mini-competition procurement process
- Evaluation and selection a RE:FIT Service Provider

From our discussions with Beckfoot Trust, the Energy Accelerator's previous experience of the RE:FIT Framework will provide added value to support a successful project.

### Expected outcomes

- Energy saved: 1.38 GWh
- CO<sub>2</sub> reduction: 300 t CO<sub>2</sub>
- Floor space retrofitted: 46,168m<sup>2</sup>
- Energy produced from renewable sources: TBC

- 17 temporary jobs (dependent on investment)
- 0 permanent jobs

## Appendix 3

### Case study: Bradford City Council Street Lighting

Level of capital investment (£)	£45,000,000
Leverage	1:284
Delivery data	Contract award – December
Current status	Approved 16 July 2019

### Project description

This project is an upgrade of the district's aging street lights to new smartLED technology which will deliver significant, much needed energy, environmental and financial benefits. The project will deliver the replacement of over 59,000 lights and replacement of 17,000 lampposts. This will reduce the requirement for continual maintenance and will improve the health and safety implications of frequent work at height.

The Energy Accelerator has identified the following project scope:

- Estimated capital investment: £45,000,000
- Estimated annual savings:
  - Cost: £2,000,000
  - Energy: 16.8 million kWh (65% saving per annum)
  - Carbon dioxide: 4,730 t CO<sub>2</sub> eq.

### Scope of Energy Accelerator support

The City of Bradford Metropolitan District Council, Technical and Commercial Teams are working on the overall procurement and delivery. They need the Energy Accelerator to provide specialist Contracts, Technical and Commercial support. The Energy Accelerator is able to provide support to enable Bradford City Council to deliver valid tender documentation and engage the winning contractor with a greater degree of confidence.

Support includes:

- Compilation of tender documentation and associated data
- Contract review of the Tender documentation.
- Technical review of the Tender documentation.
- Commercial and Contracts support in development of the Tender documentation.
- Specialist Technical Advisory services in support of the Tender documentation.
- Salix Commercial Review.
- Tender period support at mid-tender review meetings.
- Tender evaluation support.

### Expected outcomes

- Energy saved: 16.71 GWh per annum
- CO<sub>2</sub> reduction: 4,730 t CO<sub>2</sub> per annum
- Lighting Luminaires improved: 59,000 nr

- 60 temporary jobs (dependent on investment)
- 13 permanent jobs



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**Report to:** Green Economy Panel

**Date:** 22 October 2019

**Subject:** **North East Yorkshire and Humber Energy Hub**

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**Director(s):** Alan Reiss, Director of Policy, Strategy and Communications

**Author(s):** Kiran Parmar / Jacqui Warren

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## **1. Purpose of this report**

- 1.1 To provide the Green Economy Panel with an update on the North East, Yorkshire and Humber (NEYH) Energy Hub programme.

## **2 Information**

### BEIS Local Energy Hub Programme Recap

- 2.1 In 2017 the Department of Business, Energy and Industrial Strategy (BEIS) funded Local Enterprise Partnerships (LEPs) in England to develop and progress their local energy strategies. BEIS developed its Local Energy Programme and asked LEPs to work together to create a series of Local Energy Hubs to deliver local low carbon energy priorities, as set out in local energy strategies.
- 2.2 The objectives of the Local Energy Hubs are to:
- Increase the number, quality and scale of local energy projects.
  - Provide LEPs and local authorities with additional resources and capacity.
  - Raise awareness and enable local areas to attract private and/or public finance for energy projects.

Figure 1 illustrates the five regional Energy Hubs established:



Figure 1 - Local Energy Hub programme regional areas in England.

- 2.3 On 13 June 2018 the Leeds City Region (LCR) LEP Board endorsed the establishment of the NEYH Energy Hub which covers the following LEP areas:
- Humber
  - Leeds City Region (West Yorkshire Combined Authority)
  - North East
  - Sheffield
  - Tees Valley Combined Authority (lead accountable body)
  - York, North Yorkshire and East Riding
- 2.4 The NEYH Energy Hub has just under £750,000 from BEIS to deliver its objectives above over a 2 year period. Of this:
- £100,000 is allocated to each LEP for individual project development support, staffing and technical assistance.
  - Just under £150,000 is allocated to for pan-LEP / collaborative project development support.
  - To date the NEYH Hub has recruited six local Project Managers, finalised six Energy Strategies and begun to explore potential collaborative projects. They are also responsible for the new Rural Community Energy Fund (RECF) (see below).
- 2.5 The Combined Authority holds the LCR LEP's £100,000 budget allocation. See section 3.1 for more details.

## Recent City Region Activity – Project Development Support

2.6 Two projects are currently being developed with key stakeholders:

- **Domestic Energy Efficiency Funding Models Study:** identifying new financial models to scale-up the delivery of energy efficiency measures (and energy generation and storage) for ‘able to pay’ market, private rented and social housing properties in the City Region. It will also build on the success of Better Homes Yorkshire Programmes. This commission will cost £10-15k
- **Zero Carbon Transport Roadmap Study:** The purpose of this project is to provide a clear understanding as to how the City Region will decarbonise its transport sector in order to meet carbon dioxide emission reduction ambitions. This will be done by; reviewing existing strategies; assessment of the opportunities and barriers of low carbon initiatives and technological solutions; development of a number of interventions through transport scenarios; a roadmap with milestones and high levels costings; providing a set of recommendations, roles and responsibilities and a clear communications and engagement approach. It is envisaged that this will be procured as part of a wider carbon abatement study that will provide a clear understanding as to how the City Region will decarbonise its power, industry, buildings and land-use sectors (value ~£50-60k).

2.7 Both studies aim to be completed by spring 2020.

### Next Steps

2.8 Incorporate prioritised projects identified from the regional Towards Zero Carbon Workshops held in June / July 2019 (see item 7) into the ESDP.

2.9 These projects will also be assessed for their suitability for energy hub project development support and a paper summarising these proposals and how to spend the remaining LCR budget allocation by September 2020 will be bought back to the Panel for consideration.

### Other Activities - Rural Community Energy Fund (RECF)

2.10 The Rural Community Energy Fund (RECF) is a £10 million programme supporting rural communities in England to develop renewable energy projects that provide economic and social benefits to the community.

2.11 RCEF has been operational for a number of years and was run by WRAP (Waste and Resources Action Programme) for DEFRA (Department for Environment, Food and Rural Affairs). It is now being delivered by the five Local Energy Hubs in England on behalf BEIS and DEFRA.

2.12 The support offered is in two stages.

- **STAGE 1 – Feasibility Grant:** Offers grants of up to a maximum of £40,000 to cover consultancy and professional costs for an initial investigation into the feasibility of a renewable energy project.

- **STAGE 2 – Business Development Grant:** Offers up to £100, 000 to support planning applications and develop a robust business case to attract further investment.
- 2.13 The NEYH Energy Hub will issue calls for on a quarterly basis. The next deadline dates for applications are 1 November 2019 followed by 1 February 2020. More details on the funding and eligibility can be found [here](#).
- 3. Financial Implications**
- 3.1 The Combined Authority holds the LCR LEP's £100,000 Energy Hub budget allocation. The anticipated spend profile for this 2 year allocation is as follows:
- Approximately £40,000 to fund a part-time Energy Hub Project Manager.
  - Approximately £60,000 to support the development of low carbon projects in the LCR's Energy Strategy and Delivery Plan.
- 3.2 The two proposed studies will be funded from the £60,000 project development support element of the £100,000 allocation.
- 4. Legal Implications**
- 4.1 There are no implications associated with this paper.
- 5. Staffing Implications**
- 5.1 There are no implications associated with this paper.
- 6. External Consultees**
- 6.1 No external consultations have been undertaken.
- 7. Recommendations**
- 7.1 That the Panel note the progress against the major projects and programmes.
- 8. Background Documents**
- 8.1 None.
- 9. Appendices**
- None.

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**Report to:** Green Economy Panel

**Date:** 22 October 2019

**Subject:** Major Projects Update

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**Director(s):** Alan Reiss, Director of Policy, Strategy and Communications

**Author(s):** Jacqui Warren

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## 1. Purpose of this report

- 1.1 To give an update on the progress against the Green Economy Panel's major projects and programmes.

## 2 Information

### Energy Accelerator

- 2.1 The Energy Accelerator (Accelerator) is a key initiative under priority three of the Strategic Economic Plan (SEP) which aims to create a zero carbon energy economy by 2036. It is a new innovative programme. The Energy Accelerator is a team of expert advisors that are supporting the development of low carbon projects. The Accelerator offers free support to the commercial and public sector in the following areas:

- Energy efficiency and renewable energy (new and retrofitted)
- District heat networks
- Street lighting

- 2.2 See item 7 for a full update on the programme.

### Better Homes Yorkshire

- 2.3 Various Council's within the City Region continue to deliver locally-led energy efficiency and fuel poverty programmes including Warm Homes Funded projects. To date 294 properties have received measures during 2019/20, against the target of 1,200. This brings the total number of homes improved through the programme to 4,967. See Item 6 on the planned future work to accelerate city-region scale energy efficiency programmes.

### Resource Efficiency Fund

- 2.4 The Resource Efficiency Fund (REF) offers free expert advice and business support to small and medium sized enterprises (SMEs) to help them to implement energy and water efficiency and waste reduction measures.
- 2.5 Table 1 summarises the most up to date key progress indicators for the Resource Efficiency Fund.

<b>Table 1: Progress as at 31 August 2019</b>			
	Last Update (31/05/19)	Current	Programme Target (31/10/19)
Total Business Contacts	642	686	501
Assessments Commissioned	342	356	321
Businesses Supported	240	254	303
Businesses receiving non-financial support	208	220	200
Businesses receiving information, diagnostic and brokerage support	83	83	75
Grants Completed	123	137	133

- 2.6 Overall, businesses supported are at 87 percent of target, which is a drop since the last report as summer activity has been slow. There are currently at least 24 additional pipeline outputs which would achieve 92% of programme target overall, with work ongoing
- 2.7 The ERDF managing authority has recently approved a short project extension to allow activity to continue until 31 December 2019, which should enable a smooth handover to the follow-on programme RE-Biz.

### RE-Biz (formerly REF2)

- 2.8 RE-Biz is a new programme that will build on and enhances the current Resource Efficiency Fund delivered by the Combined Authority. This project will increase energy efficiency and environmental resource efficiency (ERE), covering energy, energy efficiency water and waste, in SMEs through:
- Providing advice and support to deliver best practice in ERE in SMEs
  - Over 170 grants (including small grants <£8000 and new large grants £8000 – £40,000) to support SMEs to implement tailored action plans
  - Investment in ERE and low carbon technologies.
  - Piloting a range of bespoke circular economy <sup>1</sup>support packages.

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<sup>1</sup> A circular economy is an alternative to a traditional linear economy (make, use, dispose) in which we keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate products and materials at the end of each service life. In practical terms this means reducing use of finite virgin materials, designing products to last longer.

- 2.9 The Combined Authority has applied for ERDF funding to deliver RE-Biz across West and North Yorkshire. The decision is still pending and anticipated by December 2019.

#### District Heat Network (DHN) Programme

- 2.10 The Programme continues to support the development of several active heat network projects in the City Region.
- 2.11 Since the last Panel meeting the four projects reported as being developed through the Energy Accelerator continue to be progressed. In summary:
- **Barnsley:** Work is ongoing to update the previous feasibility study to ensure renewable energy sources are sufficiently considered and develop the outline business case, specifically the strategic case. In addition consultants are being procured to oversee the project management of the project.
  - **Bradford:** Work is ongoing to develop the outline business case with a focus on the development of the strategic case, tweaking of the techno-economic model and development of the financial model. In addition a consultant is being procured to undertake ground penetrating radar surveys.
  - **Halifax:** Work is ongoing to scope out the project in advance of being submitted to Gateway 2. Although the exact scope is to be determined it is likely to cover an update to the outline business case with a specific focus on renewable solutions and pre-procurement work to de-risk investment.
  - **Leeds:** Energy Accelerator support for Phase 2 (the connection of city centre buildings to Phase 1 of Leeds PIPES) is ending with outstanding work focussed on establishing the Special Purpose Vehicle (SPV). Phase 2 has been successful in gaining grant funding from HNIP. Preparatory work on Phase 3 (Southbank) to clear Gateway 2 is underway and will focus on the development of a feasibility study.
- 2.12 The Leeds PIPES construction programme is progressing well and all underground construction work is complete, with the steam supply from the RERF now being commissioned. The heat sales agreement with the Leeds Playhouse is in place, with heat supplied since July. Work to connect almost 2,000 homes (multi storey flats at Lincoln Green, Ebor Gardens and Saxton Gardens) is on schedule, with around 500 homes now being supplied with heat. A launch of the scheme is expected in late autumn 2019.

#### Green and Blue Infrastructure (GBI) Strategy and Delivery Plan

- 2.13 The GBI Strategy and Delivery Plan was adopted by the Combined Authority in December 2018 and sets out how GBI can contribute to achieving a zero-carbon energy economy to be underpinned by high-quality GBI.
- 2.14 Work continues across a wide range of stakeholders to develop and deliver against the 12 key projects and actions.

- 2.15 The availability of resources to assist in the delivery of the Strategy and Delivery Plan continues to be an issue, slowing down delivery.
- 2.16 Good progress has been made in developing the role profile and partnership agreement for the post of GBI Delivery Officer and have to date helped secure over £83,000 over three years from partners and the Combined Authority to fund the post. However, there remains a shortfall of just over £62,000 that needs to be secured in order to progress with the recruitment of the post.
- 2.17 Options are currently being investigated within the Combined Authority as to how the shortfall could be made up.

#### Energy Strategy and Delivery Plan (ESDP)

- 2.18 See Item 7.

#### North East, Yorkshire and Humber Energy Hub

- 2.19 See item 8.

#### Other Panel updates

- 2.20 The following is a summary of recent items discussed at [Transport Committee](#).
- An update on funding proposals for the £3.5 billion National Roads Fund which aims to drive investment in the major roads network. Two schemes have been prioritised in West Yorkshire costing £40 million. Work is being led by Transport for the North, who are committed to deliver measures which contribute towards meeting the Government's carbon reduction targets and are consistent with local climate emergency declarations.
  - The Combined Authority's funding bid to the £1.2 billion Transforming Cities Fund which aims to drive productivity through improved connections between urban centres and suburbs.
  - Work to develop a Connectivity Strategy focussing on improving the connectivity between our places. This work will inform a new spatial pipeline for transport interventions across the region up to 2040. Key focus will be on mass transit and an Urban Transit Strategic Outline Business Case is currently being developed, supported by market testing of advanced urban transit technologies.
  - The Combined Authority's funding bid to the £90 million Transforming Cities Fund Future Mobility Zone. This work aims to understand both the key drivers that will determine future trends in transport use and also to examine the advances in vehicles, apps, and other technologies that are set to transform the way in which we currently plan, book and pay for travel. £26.76 million is being asked for as part of the bid.



**3. Financial Implications**

3.1 There are no implications associated with this paper.

**4. Legal Implications**

4.1 There are no implications associated with this paper.

**5. Staffing Implications**

5.1 There are no implications associated with this paper.

**6. External Consultees**

6.1 No external consultations have been undertaken.

**7. Recommendations**

7.1 That the Panel note the progress against the major projects and programmes.

**8. Background Documents**

8.1 None.

**9. Appendices**

None.

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