

Report of the Director of Corporate Resources to the meeting of Regeneration and Environment Overview and Scrutiny Committee to be held on 24 July 2019

H

Subject:

Climate Emergency

Summary statement:

On 15 January 2019 there was a motion passed by full council declaring a climate emergency. This motion has identified a series of priorities for the council that will coordinate our efforts with the wider aims of the WYCA energy strategy and delivery plan with the aim of limiting the districts carbon emissions in line with what is needed to achieve Intergovernmental Panel on Climate Change recommendations.

This report seeks to highlight the current stage of development of each of the priorities and make recommendations about the next steps required.

Joanne Hyde
Strategic Director of Corporate
Resources

Report Contact: Neill Morrison
Energy and Low Carbon Project
Manager
Phone: (01274) 434003
E-mail: neill.morrison@bradford.gov.uk

Portfolio:
Regeneration: Cllr Ross-Shaw
Environment: Cllr Ferriby

Overview & Scrutiny Area:
Regeneration and Environment

1. SUMMARY

In January the council adopted a resolution to recognise that the world was experiencing a climate emergency. This recognises that there is an imperative to limit global warming to 1.5°C above pre industrial levels and identifies a number of priorities for the council to limit its greenhouse gas emissions.

The 'Special Report on Global Warming of 1.5°C', published by the Intergovernmental Panel on Climate Change in October 2018, (a) describes the enormous harm that a 2°C rise is likely to cause compared with a 1.5°C rise, and (b) confirms that limiting Global Warming to 1.5°C may still be possible with ambitious action from national and sub-national authorities, civil society and the private sector.

This report provides an update on the identified priorities for the council and makes recommendations on how the council can help to deliver these projects.

2. BACKGROUND

- 12 December 2015 - Paris accord negotiated and agreed. The Paris Agreement's long-term goal is to keep the increase in global average temperature to well below 2 °C above pre-industrial levels; and to limit the increase to 1.5 °C since this would substantially reduce the risks and effects of climate change. Under the Paris Agreement, each country must determine, plan, and regularly report on the contribution that it undertakes to mitigate global warming. No mechanism forces a country to set a specific target by a specific date, but each target should go beyond previously set targets.
- 8 October 2018 – Special Report on Global warming of 1.5°C released. The report is emphatic in highlighting the rate of change required showing that to reign in the rate of climate change and provide a likely ability to keep warming at 1.5 degrees by 2100 there must be a reduction in emissions to net zero by 2055 at the latest and by 2040 if we are to be certain to keep warming at this level this century.
- December 2018 – West Yorkshire Combined Authority adopt an Energy Strategy and Delivery Plan which aims to limit the regions carbon emissions in line with the Paris Climate Accord.
- 15 January 2019 – CBMDC declares a climate emergency. As at May 2019 Bradford, Kirklees, Calderdale and Leeds have all declared climate emergencies..
- 01 May 2019 – UK parliament declares a Climate Emergency and set a goal of 2050 for the UK to have net zero carbon emissions.

3. OTHER CONSIDERATIONS

On 15 January 2019 the council adopted the following resolution;

“The ‘Special Report on Global Warming of 1.5°C’, published by the Intergovernmental Panel on Climate Change in October 2018, (a) describes the enormous harm that a 2°C rise is likely to cause compared with a 1.5°C rise, and (b) confirms that limiting Global Warming to 1.5°C may still be possible with ambitious action from national and sub-national authorities, civil society and the private sector.

This is indeed a climate emergency. As a Council, since passing our own January 2010 energy procurement motion with all-party support, we have made great steps in reducing our 2 own carbon emissions and have exceeded our aims of achieving a 40% reduction in carbon emissions by 2020. We must however go further faster. Council welcomes recent climate action by the London Mayor and Assembly, leading UK authorities including Bristol and Manchester and other city authorities around the world to declare – and commit resources to tackling our Climate Emergency. Council welcomes the Leeds City Region Local Enterprise Partnership (the LEP) decision to adopt a new energy strategy and delivery plan which adopts the ambitions of the Paris agreement. To achieve the significant results that are required to fulfil this ambition, the council is focussing on delivering five key priorities which, as well as tackling climate change, also create jobs and help people reduce their fuel bills:

- Delivering a reduction in the energy used for street lighting, saving emissions and also saving the council money in energy bills.
- Delivering a District Heat network to save on heating costs of the council estate and of partner organisations in the civic quarter.
- Embracing the opportunities provided by the H21 Leeds City Region scheme
- Increasing the proportion of EV hybrid vehicles in use in the council fleet and supporting the roll out of EV charging points across the district to help promote uptake of electric vehicle use.
- Increasing the amount of renewable energy and electricity generation on council estate.

This Council:

- Requests officers to report to Regeneration & Environment Overview & Scrutiny Committee setting out the key challenges and options for delivering the five priorities.
- Requests that the Chief Executive writes to Government requesting: a) additional funding and powers to enable us to deliver the Paris agreement and (b) that ministers work with other governments to ensure that the UK maximises carbon reduction by 2036 in order to fulfil the objectives of the Paris Climate Change Agreement.
- Will play an active part in the Leeds City Region Energy Summit being held in Spring this year, where the setting of regional energy reduction targets will be discussed. We commit to challenging the region’s ambition on this agenda.”

Further to the council’s ambition are the actions being taken by other local and regional organisations. The West Yorkshire Combined Authority (WYCA) energy strategy and delivery plan provides a framework that Bradford can follow in terms of setting future targets for carbon emissions reduction and ensures that Bradford’s efforts are supported

regionally. It allows a co-ordinated approach which will be required to make the significant emissions reductions that are required and provides access to technical support that might otherwise prove too expensive to commission locally. Officers consider that the WYCA plan should provide the framework for local emissions reduction targets and plans.

Recently Titus Salt School ran a workshop on Climate Change, this was done to provide an alternative to the series of Climate Strikes that school children have been taking part in internationally and the findings are enclosed in Appendix 1. This found that there is a belief that adults are less willing to take action to help prevent climate breakdown and that politicians are the least willing to take action.

Officers consider that in this light it is important to be seen to be taking decisive and effective action to allow constructive dialogue to be entered into should there be an increase of activism within the district.

3.1 What needs to be done to deliver the priorities?

Street Lighting

The project is already underway to convert the whole inventory to Smart Controlled LED street lights. This project has been awarded funding by the council to implement the scheme and install all the required equipment. The committee receives separate updates on the progress of this scheme.

This project is overseen by the Smart Street Lighting Governance Board which meets on a monthly basis to ensure progress.

At the time of writing it is expected that the tender process for a design and build contractor will have started in July. This process is expected to last a minimum of 3 months. Agency project management resource has been recruited to ensure a suitable level of expertise is delivering a project of this level of complexity.

The project is expected to mobilise in Q1 2020 and start the process of implementation in Q3/4 2020.

Place is the lead department on the project.

District Heat

The development of the district heat network is currently underway and an Outline Business Case is in development. 67% of the funding for the outline business case has been supplied from grant funding from the Department of Business Energy and Industrial Strategy (BEIS) and the remaining funds is being supplied by a grant from West Yorkshire Combined Authority's (WYCA) Energy accelerator programme, BEIS are also funding project management support. The Regeneration and Environment O&S committee receives separate updates on the progress of this scheme.

Project Governance is supplied by a District Heat Project Board and there is also input from the Department of Energy and Industrial Strategy.

Draft outline business case is expected to be complete in December 2019 and ready to seek Executive approval in January 2020. Procurement and commercialisation to be carried out Q2 2020 to Q4 2020 ready to seek full project approval in Q1 2021 with a

project implementation in Q2 2021.

Corporate Resources is the lead department on the project.

Embracing the opportunities provided by the H21: Hydrogen for the north project

Officers are engaging with different groups across the council and the district to raise awareness of the H21 project and explore potential areas of opportunity. So far the current expectations are that the project would help to deliver:

- 3600 Gas fitter jobs required to deliver the changes required to people's appliances and meters (training and jobs programme)
- Unknown number of commercial scale fitters to be required (training and jobs programme)
- Accelerated upgrade programme for gas grid (training and jobs programme)
- Hydrogen fuel technologies test bed, generation and consumption (academia and industrial)
- Call centre and admin support for programme rollout (jobs)
- WYCA are coordinating a training programme on the opportunities and officers have been distributing information

Department of Corporate Resources and Office of the Chief Executive are leading on this priority currently. As the scheme progresses towards delivery internal preparation will need to be across a number of additional work areas and directorates.

There will be a requirement to monitor the progress of H21 over the next years and to plan and resource the relevant teams proportionally in order to maximize the potential employment and business benefits.

Increasing the proportion of EV / hybrid vehicles in use in the council fleet and supporting the roll out of EV charging points across the district to help promote uptake of electric vehicle use.

With regard to driving uptake in electric vehicles across the district there are a number of schemes that are in delivery. These include the WYCA taxi scheme which aims to deliver 20 rapid charge points to be installed for public / taxi use by March 2020. At the same time officers are looking for ways to increase number public charge points in the council car parks although the priority is being applied to the WYCA scheme as this has funding.

Officers are also seeking was to provide charge points for residential areas and on street charge points. Currently there are possible links with street lighting upgrade and officers are collaborating to assess how feasible it is to utilise appropriately located street columns to provide charging infrastructure. Government funding may be available for some of these schemes but planning is difficult as the amounts and sources of funding vary.

Further there should be an update in planning guidance to support the delivery of charge points in new developments. Officers understand that the Air Quality Plan will make separate recommendations about this.

Looking at CBMDC operations there is currently some work underway to promote Replacement of fleet with ULEV's. There remains low uptake of the lowest emitting vehicles and the focus has till now been on improving Air Quality. In future this focus must change to deliver meaningful reductions in GHG emissions as well as improving Air Quality. At a Joint Leadership team meeting in May 2014⁹ the leader of the council has asked that Fleet produce a report on the barriers and costs associated with accelerating electric vehicle uptake within the council.

There are will be more charge points required at council offices and to provide home charging for staff that take vehicles home. Officers are coordinating their efforts so that installation rates match vehicle uptake. Officers have also created an Electric Vehicle officers group to meet monthly and to ensure effective joint working.

Some areas that are currently being developed and explored are

- Awareness & Education – promote benefits ULEVs
- Potential grants to increase uptake in ULEVs or provide charging infrastructure for public & staff.
- Taxi demonstrators
- Route-map to ULEV. Leeds city council has set a target to convert all its vehicles to ULEV status by the end of 2025. What is achievable for Bradford?

The Department of Place and The Department of Corporate Resources are leading on this priority.

Increasing the amount of renewable energy and electricity generation on council estate.

Assets such as buildings and land need to be made available to allow the installation of generating equipment. Renewable energy systems can be semi-permanent installations on areas of unused land so can be used where there is uncertainty about longer term plans for specific assets but that could be utilised in the medium term depending on paybacks and suitable remediation plans.

The energy market is currently difficult for smaller scale generators due to changes in the support mechanisms such as feed In tariffs. This means that systems need to be able to stand alone with only the certainty provided by a minimum energy price agreement such as Contracts for Difference (CFDs). Alternatively there needs to be a switch towards combining

This shifts the strategic case for renewable energy generation away from micro generation which is what the council has focussed on traditionally towards much larger projects. In order to develop a commercially viable system this is likely to mean CBMDC would have to locate sites that can support several acres of Solar PV or medium to large onshore wind turbines.

The development of larger scale renewable projects provides a number of challenges within planning and development stages that often do not arise during the deployment of smaller scale installations. However, the financial returns are typically more certain and there are still systems of support in place.

Officers do require a more stable environment for renewable energy project development and the following issues are contributing to the difficulty in progressing

- Planning issues around wind developments
- Access to sites of sufficient size for PV developments

Given the congested nature of some areas of Bradford it may be preferable to look at buying generation assets outside the district. The energy can be transmitted via the grid by using a “sleeving arrangement” which allows energy transmission at a cost. Warrington council have embarked on a joint venture with a private company to build two very large solar farms near Hull and York one for their own needs and another to sell energy

Corporate Resources are leading on this priority.

3.2 What should be done beyond the priorities?

Whilst the priorities themselves are a good way to improving the councils own carbon emissions there remains a need to look at how the council can influence and support the populace and businesses in the district to also make changes. This was discussed at the councils Joint Leadership Team meeting at the end of May and work is on-going to develop a wider strategy to help drive change.

Further to this is the work that is being carried out by West Yorkshire Combined Authority. They have already produced an energy strategy and delivery plan and are currently working with the Tyndall centre for climate change research which will provide a road map of what regional reductions are required to achieve the target of fulfilling the ambitions of the Paris Climate Accord. Once the regional work is completed then the toolbox will be made available for districts to complete the same exercise. All this will help to develop Bradford’s own strategy and will help to ensure common measures and actions across Bradford and our neighbouring districts.

Currently work is on-going to develop a Climate Action logic model that will provide an evidence base for the prioritisation of interventions. It will also look at where the council has existing policy, processes and resources in order to co-ordinate and maximise results and influence both inside the council and across the district.

Carbon reduction is only one part of the action that needs to be taken in the coming years and as climate breakdown accelerates there will be a greater need for mitigation and adaptation measures. This will also need to be included in the logic model

The development of this work programme is currently moving quickly and there will be developments and, likely, announcements between the drafting of this document and the committee meeting. A verbal briefing will be available during the committee meeting.

4. FINANCIAL & RESOURCE APPRAISAL

The council must recognize the opportunities that are presented by the adoption and

development of these priority areas. There are financial cases to be made for all of the priorities but they require capital, staffing resource and council assets to be made available to ensure that that appropriate development can take place.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

There are a number of risks and opportunities that arise from the priorities and also from failing to take action. There are also a number of governance issues that result from the cross cutting nature of

6. LEGAL APPRAISAL

- If there are no legal issues arising this should be stated, but only on advice from the City Solicitor.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

None Identified

7.2 SUSTAINABILITY IMPLICATIONS

- The policy officer has helped to draft this report

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

- The relevant work area have produced this report entirely with the aim of reducing GHG emissions

7.4 COMMUNITY SAFETY IMPLICATIONS

- There are a number of measures within the report that could impact on community safety. Primarily are the improvements in public health achieved by reducing NOx and Particulate emissions in the promotion of electric vehicles. There will also be a benefit from the improvements in visibility achieved by the conversion of street lighting to LED.

7.5 HUMAN RIGHTS ACT

- No impact

7.6 TRADE UNION

- None

7.7 WARD IMPLICATIONS

- None.

**7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS
(for reports to Area Committees only)**

- None

7.9 IMPLICATIONS FOR CORPORATE PARENTING

- None

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

- None

8. NOT FOR PUBLICATION DOCUMENTS

- None

9. OPTIONS

- That the committee considers the information in the report

10. RECOMMENDATIONS

None

11. APPENDICES

- Appendix 1: Pre Kyoto climate resolutions
- Appendix 2: Childrens climate action workshop information
- Appendix 3: Bradford Council 2017/18 Greenhouse Gas Emissions Report

12. BACKGROUND DOCUMENTS

None