

CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE	AGENDA ITEM No. 6
5 SEPTEMBER 2022	PUBLIC REPORT

Report of:	Cllr Marco Cereste, Cabinet Member for Climate Change, Planning, Housing and Transport	
Cabinet Member(s) responsible:	Cllr Marco Cereste, Cabinet Member for Climate Change, Planning, Housing and Transport	
Contact Officer(s):	Adrian Chapman, Executive Director for Place & Economy	Tel. 07920 160441

PORTFOLIO HOLDER PROGRESS REPORT FOR CABINET MEMBER FOR CLIMATE CHANGE, PLANNING, HOUSING AND TRANSPORT

RECOMMENDATIONS	
FROM: Cllr Marco Cereste, Cabinet Member for Climate Change, Planning, Housing and Transport	Deadline date: NA
<p>It is recommended that Climate Change & Environment Committee:</p> <p>1. Consider and scrutinise this report and endorse the approach being taken under the portfolio of the Cabinet Member for Climate Change, Planning, Housing and Transport, Cllr Marco Cereste</p>	

1. ORIGIN OF REPORT

1.1 The report is presented at the request of the Committee.

2. PURPOSE AND REASON FOR REPORT

2.1 This report is being presented to the Committee to allow them to scrutinise the work being undertaken under the portfolio of the Cabinet Member for Climate Change, Planning, Housing and Transport that falls within the remit of this Committee.

2.2 This report is for Climate Change and Environment Scrutiny Committee to consider under its Terms of Reference No. Part 3, Section 4 - Overview and Scrutiny Functions, paragraph No. 2.1 Functions determined by the Council:

1. Environmental Capital;
2. Flood Risk Management;
4. Climate Change;
5. Reducing Carbon Emissions and achieving Net Zero Carbon Emissions;
6. Biodiversity;
8. Trees and Woodland;
9. Active Travel

3. TIMESCALES

Is this a Major Policy Item/Statutory Plan?	NO	If yes, date for Cabinet meeting	NA
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4. BACKGROUND AND KEY ISSUES

4.1 **Active Travel**

4.1.1 Bikeability

Bikeability is the national cycle proficiency training programme for school pupils, and it is funded entirely by the Department for Transport (DfT) in the form of a grant. Outspoken have been providing Bikeability cycle training on behalf of the Council since 2013. The grant awarded to the Council to deliver Bikeability in 2022/23 is £84,391. Between April and July 2022, 173 Year 5 pupils across 17 primary schools have taken part in the training.

4.1.2 Local Cycling and Walking Infrastructure Plan (LCWIP)

The Council's LCWIP is currently in development. Routes have been identified and audits of the routes to identify issues as well as potential solutions that meet the requirements of both the Government's Gear Change Policy and LTN1/20 (cycle infrastructure design), have been undertaken. The formation of a cross-party Task and Finish Group was agreed at the 6th of July 2022 Climate Change and Environment Scrutiny Committee. The Task and Finish Group will support the development of the LCWIP and associated rural cycling strategy. Nominations have now been finalised and it is anticipated that the first meeting will take place in September.

4.1.3 Department for Transport (DfT) Capability Fund.

In November 2021, the council was awarded, via the Cambridgeshire and Peterborough Combined Authority (CPCA), £299,329 from the DfT's Capability Fund for 2021/22. The council has 12 months to deliver a programme of work from the date of award and activities being funded include workplace travel planning in Hampton, School Streets, Bike It, and further development of the LCWIP.

4.1.4 Active Travel Funding.

The Council was successful in securing £635k from tranche 3 of DfT's Active Travel Fund. This funding, along with the funding secured earlier in tranche 2, will be used to deliver phase 1 of the Thorpe Wood cycleway project. A kerb segregated cycleway will be constructed connecting Longthorpe to Ferry Meadows, the business park and into Bretton.

The next round of active travel funding that the council will be able to apply for is imminent. The first bidding round will be for one year of revenue funding from Active Travel England's Capability and Ambition Fund. This will be followed by a multi-year bid for both capital and revenue funding to deliver both active travel infrastructure and behavioural change measures. Guidance and documentation on these funding bids is expected in early September.

4.1.5 School Streets.

The council has delivered eleven School Streets initiatives that encourage schools to close the street outside of the school gates during drop off and pick up times. The project has realised a significant reduction in congestion close to the school sites and increased numbers of parents, pupils and staff travelling in sustainable and active modes. Further School Streets schemes are planned in the future to ensure that active travel is the first choice for all school journeys in Peterborough.

4.2 **Strategic Policies linked to Open Space Planning (including trees and biodiversity)**

4.2.1 Tree Planting

In November 2021, and in recognition of the climate and biodiversity emergency we face, the Council amended its existing Trees and Woodland Strategy which radically stepped up its ambitions and established a revised target of a 25% tree canopy coverage, with such coverage achieved by 2035 (known as the '25% by 2035' target). To achieve this target will require a ten-to twenty-fold increase in tree planting over the next 10-15 years on council land, and require around 100-150,000 trees to be planted, from small woodland 'whip' style planting to larger specimen street trees. Meeting such a target will be dependent on securing grants and other funding. Within the last planting season, a total of 4470 trees were planted on Council owned land financially assisted by DEFRA Treescape funding.

Funding bids have currently been submitted to DEFRA for Treescape2 and Woodland Creation Accelerator funding and the Council await the outcome of these bids.

4.2.2 Tree management

Following consideration at Full Council PCC (Peterborough City Council) adopted an updated and revised Tree Risk Management Plan. As with all risk management, it is important to regularly review such management processes and update any measures to meet legislative changes, case law or general current best practice guidance.

In addition to the policy document the opportunity was taken to also introduce new operational guidelines into the Trees and Woodland Strategy in respect of daylight loss and vegetation encroachment.

4.2.3 Biodiversity Net gain (BNG)

BNG is a new national initiative linked to the planning system. The basic idea is that biodiversity will be in a measurably better state after new development has happened than before the development has taken place. The Environment Act 2021 makes provision to make the achievement of 10% biodiversity gain mandatory for developments under the Town & Country planning Act 1990. The requirement is due to come into force in late 2023 and thus the Council are developing a guide to help developers and decision makers on what is expected by the Council when considering BNG proposals, prior to the predicted mandatory adoption of BNG (draft attached in Appendix1)

4.3 **Flood Risk Management**

4.3.1 Local Flood Risk Management Strategy

Following approval from both Scrutiny and Cabinet the council will be undertaking a six-week consultation on the new Peterborough Flood Risk Management Strategy, which has an indicative start date of the 15 August. This document is a revision of the previous Peterborough Flood Risk Management Strategy (2015-20) which was developed by Peterborough City Council as Lead Local Flood Authority in consultation with its partner organisations. The strategy outlines how flood risk will be managed across Peterborough up to 2027.

4.3.2 Flooding events

In July 2021 Peterborough experienced unprecedented levels of rainfall. The Council has a duty under section 19 of the Flood and Water Act 2010 to investigate internal flooding to any one dwelling, internal flooding to more than one business premises, flooding to any critical infrastructure or services or flooding that causes significant disruption to a transport link for a defined period. On completion of these investigations the Lead Local Flood Authority (LLFA) will identify and explain the likely cause(s) of flooding, identify which authorities have relevant flood risk management powers and responsibilities, and provide recommendations for each of those authorities. The LLFA cannot resolve the flooding issues or provide designed solutions; or force authorities to undertake any of the recommended actions. These investigations are still underway and are due to be published before the end of the year.

4.4 **Peterborough City Council's approach to Climate Change**

4.4.1 The climate change programme is focused upon delivery of the council's ambitions to:

1. Become a net zero carbon organisation by 2030; and
2. Support Peterborough to become a net zero carbon city.

Full Council has also requested that a proposal to create a climate change adaptation plan be developed.

4.4.2 Net zero organisation

In June 2022, Council voted to adopt the council's carbon management action plan. This is the third annual iteration of the report. It detailed the organisation's carbon emissions from the financial year 2020/21, reported on the progress made against the 2021 carbon reduction commitments and introduced 25 commitments to be delivered in the upcoming year.

The council's carbon footprint has been calculated for the year 1 April 2020 to 31 March 2021. The total emissions equal 14,789 tonnes CO₂e. Greenhouse gas emissions are reported in three scopes. Scope 1 emissions are those which are released on site. These include emissions from the fuel used in gas boilers and combustion engine vehicles. Scope 2 emissions are those which are released by purchased energy where the emissions are released offsite. These include emissions from electricity from the national grid. Scope 3 emissions are those which are released by indirect activities. These can include emissions produced by the goods and services we purchase, by staff travel, by the processing of waste produced, by the energy dissipated through the transmission and distribution of the energy supply system or by several other activities.

The council has reliably reported upon its scope 1 and 2 emissions, however reporting of scope 3 emissions presents more challenges as these emissions are difficult to measure as they are not controlled by the organisation. There is a data collection challenge in reporting upon the emissions produced by the goods and services we purchase. There is an acknowledgement that not all the council's scope 3 emissions are included in the carbon footprint presented. In this year's report, the carbon footprint calculations have included emissions from materials and sub-contractors within the Peterborough Highways Services contract which is operated by Milestone; this data was not included in previous versions of the report. In 2020/21 this equated to 6,093 tonnes CO₂e. If this data were not included in the 2020/21 carbon footprint, the resultant data would show a reduction of 917 tonnes CO₂e since 2019/20, representing a 9.5% decrease. This is mostly owing to a 27% reduction in scope 2 emissions, i.e., council purchased electricity, which is partially explained by the 9% decarbonisation of national grid from the year 2019 to 2020. If the Peterborough Highways Services materials and sub-contractor data were not included in the 2020/21 carbon footprint, the resultant data would show a reduction of 2,911 tonnes CO₂e since the baseline year 2018/19, representing a 25% decrease.

In April 2020, the council began to purchase electricity generated by renewable sources via a green electricity tariff. After considering the market-based emissions from electricity, the net carbon footprint of the council is reduced from 14,789 tonnes CO₂e to 12,076 tonnes CO₂e.

Since the action plan was adopted in June 2022, work has begun to deliver on the 25 commitments presented. Carbon literacy training has been delivered to senior colleagues within the Place and Economy Directorate. A trial of using a biodiesel, HVO (Hydrotreated Vegetable Oil), in waste collection vehicles has begun. Findings will be reported and will inform next steps. The programme will continue to deliver against the 25 commitments for the remainder of the year.

4.4.3 Net zero city

A Local Area Energy Plan (LAEP) has been developed for Peterborough. Findings of the research were reported to the Climate Change and Environment Scrutiny Committee and Scrutiny resolved to support the approach of utilising the LAEP to inform the development of the emerging city-wide climate change action plan. A separate report details the approach to engaging with members of the public to help develop the action plan.

A new member of staff joined the climate change team in July 2022. They will lead the design and delivery of a schools' engagement programme which will aim to educate and empower pupils to lead decarbonisation projects within their school environment, the details of which will be shared with schools in September.

In March 2022, a heat decarbonisation plan for 22 maintained schools was completed. This details the actions which could be undertaken to decarbonise each building, detailing costs of capital works and the cost implications on energy prices.

In 2021, Council voted to adopt the Peterborough Climate Commitment. This was developed by a group of local businesses and organisations (the Peterborough Climate Change Partnership) to encourage Peterborough's organisations to improve their impact upon the environment. The commitment requires organisations to understand, measure and improve upon their impact in

areas of carbon emissions, the natural environment and consumption of materials. Peterborough City Council continues to be a member of the Peterborough Climate Change Partnership.

A funding bid has been submitted via the Shared Prosperity Fund to facilitate the delivery of a community carbon literacy training programme. This would focus on delivering training to local businesses, organisations, community groups and schools. The council is likely to find out if the funding bid has been successful in October.

The government has committed to establishing heat network zones by 2025 where low cost, low carbon heat can be provided to consumers, potentially via mandating consumers who meet certain criteria to connect to a heat network. Peterborough was selected as one of 28 local authority areas in which to pilot an approach to developing a heat network zone. The pilot programme aims to develop and test approaches to developing heat network zones, understand how to select zones and define the principles of a heat network zone. In addition, the pilot programme will look at what data is required to develop zone boundaries, how zone boundaries may change over time, what criteria may be applied to include or exclude buildings from mandating powers and the impact of zones on meeting low carbon standards. Findings from the pilot programme in Peterborough will help inform the government's approach to zoning.

4.4.4 Climate change adaptation

In 2021 Council voted for a proposal to be created to develop a climate change adaptation plan. The plan would include actions to ensure city resilience to heatwaves, flooding, droughts, and extreme weather events. A funding bid has been submitted via the Shared Prosperity Fund. Should this be successful, the council intends to appoint an external consultant to deliver the adaptation plan. Local stakeholder organisations would be contacted to share their insight into climate risks and actions to strengthen the action plan. The council is likely to find out if the funding bid has been successful in October.

4.5 **Peterborough City Council's Environment Strategy**

4.5.1 The Council's approach to its Environment Strategy is to work with members and officers across the organisation, and with partner organisations, to embed environmental sustainability into policies, decision making processes and actions. The Council is due to produce and/or update the following policies during 2022/23:

- Citywide Carbon Management Action Plan – see separate item
- Council Carbon Management Action Plan
- Air Quality Annual Status Report
- Tree Management Strategy
- Local Cycling and Walking Infrastructure Plan

All these policies and/or associated updates will be subject to the Council's relevant scrutiny and governance processes. A list of the council's environmental policies can be found here: (insert new web link).

5. **CONSULTATION**

5.1 Consultation relevant to each aspect of the portfolio has been carried out as part of 'business as usual' operations.

6. **ANTICIPATED OUTCOMES OR IMPACT**

6.1 Following debate and discussion at committee, it is anticipated that Members will be fully informed as to the progress and priorities of the portfolio holder, and the portfolio holder will be able to consider suggestions that come forward during that debate.

7. **REASON FOR THE RECOMMENDATION**

7.1 Scrutiny committees in Peterborough receive an annual report from all portfolio holders, as part of their responsibility to scrutinise key areas of work and hold the Executive to account.

8. ALTERNATIVE OPTIONS CONSIDERED

8.1 NA

9. IMPLICATIONS

Financial Implications

9.1 None

Legal Implications

9.2 None

Equalities Implications

9.3 None

Rural Implications

9.4 None

Carbon Impact Assessment

9.5 The report contains no proposals for changes to service delivery and therefore there is no decision to take which may impact carbon emissions of the council or the city.

10. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

10.1 None

11. APPENDICES

11.1 Appendix1 – Draft – Interim Offsite BNG Protocol