

Transport, Economy and Environment Overview and Scrutiny Committee**20 October 2022****Report of the Assistant Director – Policy, Partnerships and Communities****Climate Change Strategy**

- 1.0 Purpose of Report**
- 1.1 To provide members of the Transport, Economy and Environment Overview and Scrutiny Committee with the opportunity to:
- 1.1.1 Review the York and North Yorkshire Routemap to Carbon Negative
- 1.1.2 Provide feedback on the North Yorkshire Council Climate Change Strategy Consultation Draft – at working draft stage.

2.0 Key Background Information

- 2.1 The Council declared a Climate Emergency on 05.07.22 and pledged to play a full part in tackling climate change [Minute 35 refers.](#)
- 2.2 The Council Plan includes values and ambitions for climate change outlined below and has an aspiration to be net zero operationally by 2030 or as near to that date as possible:
- **Environmentally aware** - considering the environment when making decisions to help achieve our aspiration that the council becomes carbon neutral and climate resilient
 - **Leading for North Yorkshire** - Reducing the causes and impacts of climate change, now and for future generations
- 2.3 Greenhouse Gas Emissions data has been recently updated for North Yorkshire up to 2020 and is included in Appendix A.
- 2.4 A presentation on the York and North Yorkshire Routemap is planned for the Members' Seminar in November 2022. NYCC Executive will be asked to endorse the Routemap on 13.12.22.
- 2.5 Members will recall from the 5.07.22 report to Executive that a new Climate Change Strategy for North Yorkshire Council is being prepared. (link to report at 2.1 above) This report is at working draft stage and outlines the ambitions, themes and principles to be included.

3.0 York and North Yorkshire Routemap to Carbon Negative

- 3.1 Over the past two years, the York and North Yorkshire Local Enterprise Partnership (Y&NY LEP) has been leading the development of Y&NY's Routemap to Carbon Negative (the 'Routemap'), which provides a clear, co-owned plan to achieve net zero for the region by 2034 and carbon negative by 2040. This ambition being outlined in the York and North Yorkshire Devolution Deal.
- 3.2 To ensure an evidence based approach to delivering this ambitious carbon target, a number of studies have informed the development of the Routemap. Between 2020 and 2021 an extensive stakeholder engagement process, including an open consultation and workshop sessions, to challenge, refine and validate these scale of ambition targets. The Local Authority Directors of Development have been instrumental in that process. Other organisations that responded to the consultation include local authorities, national park authorities, private sector partners, business networks, academia and community groups.

- 3.3 The Routemap was signed off by the Y&H LEP Board in July 2022. Local Authorities and National Park Authorities are being invited to consider the Routemap and Executive will do this on 13 December 2022.
- 3.4 To ensure the effective implementation of the Routemap, the high-level action plans will develop into detailed implementation plans. As part of these implementation plans, key milestones, success criteria and risks registers will be developed to enable performance to be tracked against the interventions set out in the Routemap. The implementation of the Routemap will be overseen by the LEP Board until new structures are established through the proposed Mayoral Combined Authority.
- 3.5 A summary of the ambitions and the strategic framework graphic are included in Appendix B and the full document is available on the Y&NYLEP website:
[York and North Yorkshire's Routemap to Carbon Negative \[latest version\].pdf \(ynylep.com\)](https://ynylep.com/York%20and%20North%20Yorkshire%27s%20Routemap%20to%20Carbon%20Negative%20%5Blatest%20version%5D.pdf)
- 4.0 North Yorkshire Council Climate Change Strategy – Consultation Draft at ‘working draft’ stage**
- 4.1 The Consultation Draft will be a relatively short document (circa 20 pages) which identifies how the Council will respond to the declared Climate Emergency and the role the Council has in delivering the Y&NY Routemap. It will outline the approach the Council will take to reduce its own emissions and also to encourage and enable residents, businesses, communities and visitors to take ‘climate positive’ actions. This is in respect of not only reducing the causes of climate change but also to prepare for and respond to the impacts of climate change both on our vulnerable communities and on biodiversity and ecosystems upon which we depend. The approach proposed differs significantly from the current NYCC Carbon Reduction Plan (which focusses on operational activity) as it will include the wider ‘sphere of influence’ and consider how every service can support the achievement of the ambitions.
- 4.2 Climate Change cuts through all services that the new North Yorkshire Council (NYC) will deliver. Every service will need to transform to a greater or lesser extent to reduce greenhouse gas emissions, both directly and via its customers to enable North Yorkshire Council, the region and indeed the UK to meet internationally binding emission reduction targets. It must become ‘business as usual’ activity and this has been supported by climate change design principle included throughout the Local Government Reorganisation process. We know that our climate will change in response to at least a 2°C temperature rise. The recent record summer temperatures and widespread drought conditions in the UK evidence that every service will need to adapt to changing weather and climate and support our residents to do likewise.
- 4.3 The working draft proposals have been developed in collaboration with the Beyond Carbon Board and the LGR Climate Change Working Group informed by existing Climate Action Strategies. Continued collaboration at the Yorkshire and Humber level has also informed strategy development both with the Local Authority Chief Executives’ Net Zero Workstream and the Climate Commission. Engagement with community based environment groups across North Yorkshire has been undertaken during the drafting period.

4.4 The working draft therefore proposes:

There are four key chapters:

- i. **Mitigation** - reducing the emission of greenhouse gases through reducing energy demand and utilising low carbon energy. This includes continuing Council 'operational' carbon reduction plans and a target to be operationally net zero by 2030. Although greenhouse gas reduction activities will be delivered through every service, there will be priority areas, where NYC services can best be deployed to have the greatest impact. Key themes will be:
 - The built environment
 - decarbonising properties and assets (domestic and commercial)
 - Strategic Planning to enable low carbon places and development
 - Transport (active travel, public transport, EV and EV chargepoints)
 - Waste and Circular Economy (reducing the need to new resources)
 - Renewable energy transition
- ii. **Adaptation and resilience** - Creating an adaptation plan to enable not only NYC properties and assets (including harbours, highways, bridges and even a castle) but also NYC services to respond to the current and anticipated impacts of global warming. Working closely with Yorkshire and Humber colleagues on this issue and with the NYCC Resilience and Emergencies team and ensuring our residents are equipped for the future.
- iii. **Sequestration and carbon capture** - storing carbon in organic sinks such as trees. Hedgerows, grasslands and peat, and capturing carbon from industrial processes.
- iv. **Supporting nature** - linking biodiversity, ecosystems and nature recovery with climate change activity to ensure both the natural world and the human population can mutually benefit. Key touchpoints will be the Local Nature Recovery Strategy and Biodiversity Net Gain.

The detail on the 4 chapters will be further developed over the next few weeks in collaboration with LA partners, but will essentially reference the current Routemap and LA Action Plans. It will outline our wide sphere of influence and identify where NY is best placed to lead, enable and influence activities.

- 4.5 The targets and ambitions adopted will reference the UN COP21 targets (The Paris Agreement) to substantially reduce global greenhouse gas emissions to limit the global temperature increase in this century to 2 degrees celsius while pursuing efforts to limit the increase even further to 1.5 degrees. In terms of local targets it will mirror the York and North Yorkshire Routemap to Carbon Negative ambitions and overall target to be a carbon neutral region by 2034 and carbon negative by 2040. These are located in Appendix B and are not disaggregated or spatially targeted between York and North Yorkshire or assigned specifically to organisations. However, the Strategy will outline where NYC can best deploy its resources to make our contribution to the targets.
- 4.6 North Yorkshire Council will strive to be net zero on operational activity by 2030.
- 4.7 There will be several 'principles' which describe the approach of the Strategy and subsequent delivery. These are included in Appendix C.
- 4.8 The Strategy will recognise the tremendous 'co-benefits' and 'co-dependencies' from climate actions as we transition to the low carbon economy. 'Public Health',

affordable warmth, improved air quality, employment opportunities in new technologies and access to greenspaces are just some of these co-benefits that are outlined in Appendix C and will contribute towards the 'prevention agenda' in terms of reducing the call on public services. Many Council policies will have an impact on delivery of the Climate Change Strategy.

- 4.9 Communication and engagement will be a key area for the Strategy and in providing confidence that North Yorkshire Council is addressing climate change through this period of transition in local government and the unprecedented energy price rises. Communication will be essential to stimulate and enable local individual and community based action, share good practice and celebrate our successes.
- 4.10 Governance and Performance Monitoring will be referenced. It is proposed that:
- i. NYC Scrutiny Committee will review twice a year with an annual Executive update.
 - ii. Beyond Carbon Board (Lead officers group) will continue to monitor operational carbon reduction activity and widen their remit to include Climate Change Strategy delivery at bi monthly meetings (6p.a).
 - iii. Operational Groups will be established as required to drive delivery of particular sectors such as Transport, Domestic and where there are Council touchpoints in delivery such as to the schools network. These may be in conjunction with York and the LEP to avoid duplication, particularly in transition to the Combined Authority. (Referenced in 3.4 above.)
 - iv. There is potential to support the establishment of an external 'reference group' of public private and voluntary sector organisations to review progress and support NYC on climate change issues. Work with the Combined Authority Partners in this area will also be explored.
- 4.11 The final draft for public consultation is planned for Executive consideration on 13.12.22. Public consultation will be 'light touch' as in depth public consultation on the actions and targets has been undertaken over 18 months developing the Routemap. It is timetabled for 8 weeks in the January 2023 to March 2023 period. It will largely be 'on line' and 3 virtual briefing sessions are planned for Town and Parish Council sector, the Voluntary and Community Sector and an open event for residents and businesses. The NYCC Library Service will provide hard copies for reference and support customers to feedback preferably on line, but record in person feedback for their locality if required. The in house design team have been commissioned to make the document visually appealing and, where possible in a document containing technical information and scientific concepts, will use a 'plain English' approach. A glossary will also be included.
- 4.12 The draft strategy, following consultation, will be considered by the Executive in May 2023.
- 4.13 It is anticipated that the delivery mechanism for the Strategy will be through a Climate Change Action Plan. This will be developed concurrently with the Strategy, drawing initially on the Routemap and its implementation plans, the current North Yorkshire Local Authority Climate Action Plans and 'co benefit' policies and strategies already in existence. It will also have a Directorate and Service level focus to identify how each part of the NYC can contribute to the targets.

5.0 Financial implications

- 5.1 There are no specific financial implications in this report. The detailed financial implications will need to be considered during the development of the Climate Change Action Plan, balancing the cost of taking actions and the implications and cost of not taking actions. The Council has to deliver a wide range of vital public services and severe cost pressures are anticipated due to the current energy crisis and inflation. However, the scope and approach adopted in the Strategy also have the potential to reduce public service costs through reducing energy usage for example, improving local energy security and providing commercial opportunities

6.0 Legal implications

- 6.1 There are no specific legal implications in this report. The Climate Change Act 2008 commits the UK government by law to reducing greenhouse gas emissions by at least 100% of 1990 levels (net zero) by 2050.

7.0 Equalities implications

- 7.1 An Equalities Impact Assessment has not been completed at this stage but will be required for the decisions by the Executive to endorse the Routemap and to agree the consultation draft of the proposed NYC Climate Change Strategy

8.0 Environmental Impacts/Benefits including Climate Change Impact Assessment

- 8.1 A Climate Change Impact Assessment has not been completed at this stage but will be required for the decisions by the Executive to endorse the Routemap and to agree the consultation draft of the proposed NYC Climate Change Strategy

9.0 Conclusion

- 9.1 The Routemap identifies provides the evidenced pathway and activities that must concurrently occur to reach the 2040 carbon neutral regional ambition. All public, private and community partners and individuals must take action simultaneously to achieve the ambition.
- 9.2 The draft Strategy will set out for our residents, businesses and communities the North Yorkshire Council approach to addressing the causes and impacts of climate change, playing our part to achieve the Routemap and the challenging regional ambition. It will embed climate change actions into all Council services and help us to prepare for the known and anticipated impacts of climate change.

10.0 Recommendations

- 10.1 Members to provide views on the York and North Yorkshire Routemap to Carbon Negative
- 10.2 Members to provide feedback on the North Yorkshire Council Climate Change Strategy Consultation Draft – working draft stage

Author – Jos Holmes, NYCC Climate Change Policy Officer
Presenter – Neil Irving, AD Policy Partnership and Communities
Date – 20th October 2022

Background papers relied upon in the preparation of this report: - None
For further information contact the author of the report

Key Implications

Local Member

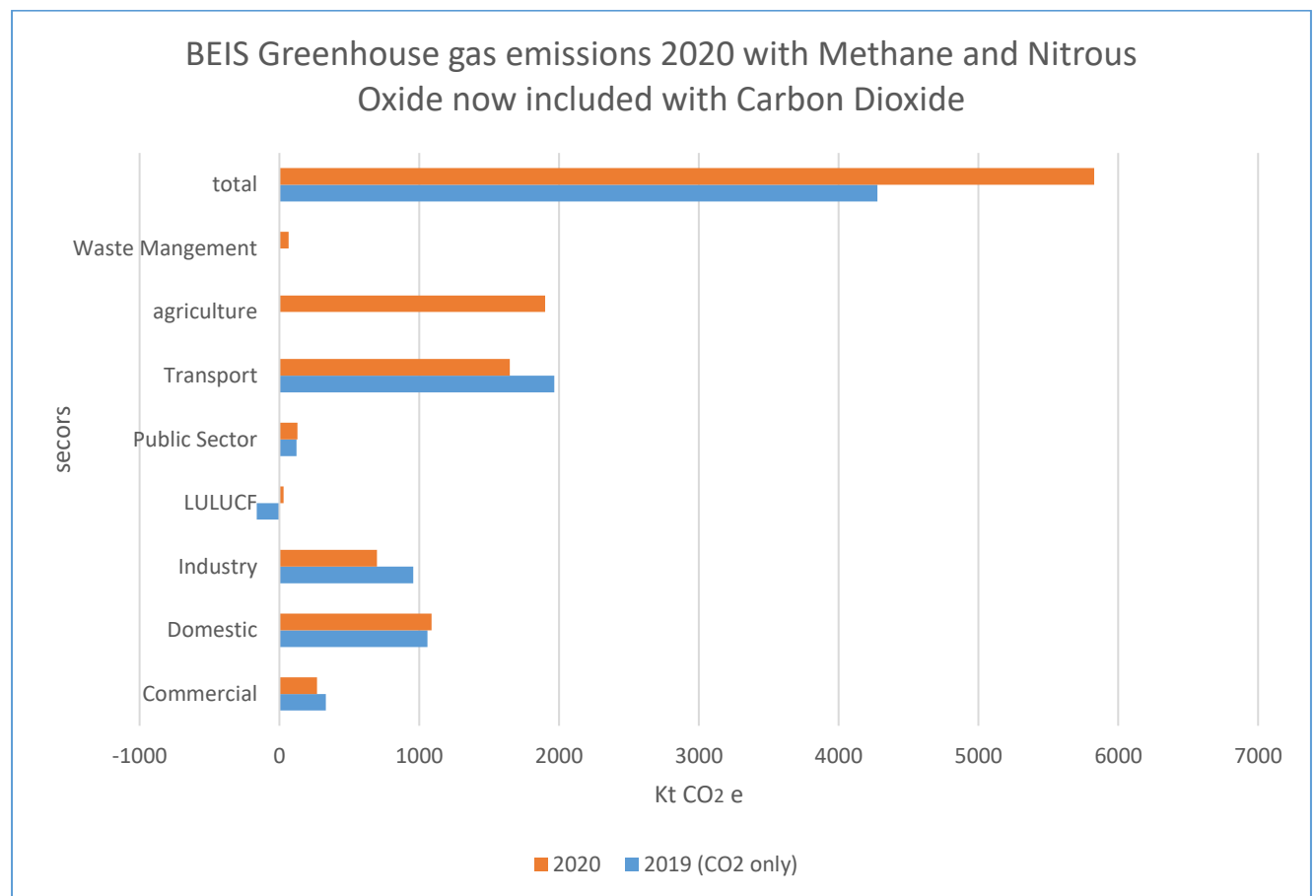
If any particular Ward(s) are affected, state these. If none, say none.

It could be that it is an issue that affects all Wards. In which case tick box

All

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Appendix A BEIS 2020 emission figures for North Yorkshire



Notes:

BEIS figures in 2019 included only CO₂ emissions.

In 2020, Nitrous Oxide and Methane were included in the calculations. These comprise less by volume, but are 'stronger' in terms of global warming impact.

LULUCF – Landuse, Landuse change and forestry. The methodology used to calculate emissions from this sector changed in 2020 and it is now a positive contributor rather than a 'sink' for carbon emissions.

Appendix B York and North Yorkshire Routemap to Carbon Negative: A summary of the ambitions and the strategic framework graphic.

Power

- **Upgrade the electricity infrastructure** to enable over double the existing demand by 2038 (up to 102% higher annual demand)
- Install an additional 1,500 megawatt (MW) of **capacity from solar, onshore wind and hydropower** by 2030 and over 2,500 MW by 2038
- Deploy a **300 MW first-of-a-kind hydrogen (H₂) turbine** online by 2030, with 300 MW subsequent increase every 3 years
- **Reduce peak demand** by 10% by 2038
- **Increase installed anaerobic digestion (AD)** generation capacity by 14MW by 2030 and 16MW by 2038
- **Increase installed small bioenergy generation** capacity by 42MW by 2030 and 60MW by 2038*
- **Deploy battery storage** to a scale of 441 MW capacity by 2030 and 736 MW capacity by 2038
- **Install Carbon Capture and Storage (CCS)** to large biomass and fossil plants, with 2 biomass turbines fitted with CCS technology at Drax by 2034, capturing 8 MtCO₂/yr by 2030 (only 20% of which is attributed to region)
- **Deploy CCS retrofits onto Energy from Waste (EfW)** generation by 2030

Heat & Buildings

- **Retrofit homes** to at least an EPC C rating - 180,000 by 2030 and 250,000 by 2038
- **Retrofit public buildings** to at least an EPC C rating or above by 2027
- **Large-scale deployment of heat pumps** – 130,000-200,000 will be required by 2030, and 200,000-270,000 by 2038
- **Deploy district heating** to 10% of buildings by 2030 and over 18% of buildings by 2038
- **Install H₂ boilers** in between 13%-40% buildings by 2038 (dependant on gas grid deployment)
- **Eliminate oil boiler use** by 2030
- **Deploy rooftop solar PV** on 70,000 homes by 2030 and 101,00 by 2038
- **Deploy biobased construction materials** in 2,000 new homes by 2030, and 14,000 new homes by 2038

Transport

- **Reduce private car usage** by 48% by 2030
- **Increase active travel for short journeys**, ensuring walking and cycling accounts for 17% of distance travelled by 2038:
 - Increase of 40% in walking kms travelled by 2030
 - Increase of 900% in cycling kms travelled by 2030
- **Increase of passenger modal share by bus** to 8 % of all journeys and by train to 16% by 2030:
 - Increase in bus passengers km by 49% in 2030 and 56% by 2038
- **Roll-out of battery electric buses**, ensuring they account for 25% of the fleet by 2030 and 95% by 2038.
- **Roll-out of battery electric vehicles**, ensuring they account for 33% vehicles on the road by 2030, and 76% by 2038 (Battery electric vehicle sales to be in the order 20,000 per year by 2038)
- **Van activity decreasing** by 10% with share of vehicle stock being 16% battery electric vehicles by 2030 and 55% by 2038
- **HGV activity decreasing** by 19% with share of vehicle stock Diesel ICE decreasing from 74% in 2030 to 10% in 2038.
- **10% of freight is shifted from heavy goods vehicles to rail**

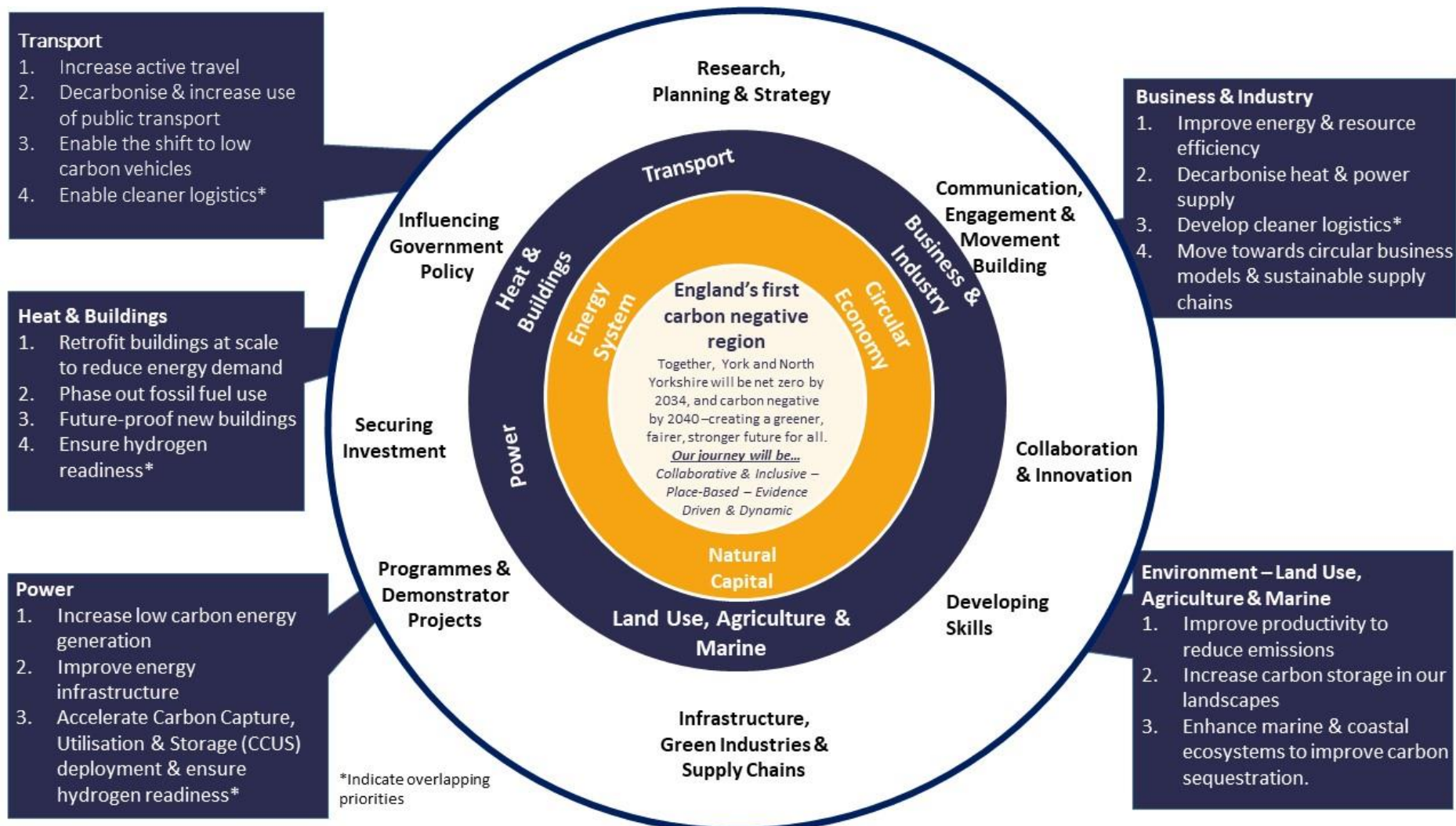
- **2% of van traffic is replaced by cycle freight**
- **Sales of zero emissions heavy goods vehicles increasing** from around 250 per year in 2030 to close to 700 per year by 2038

Industry & Business

- **Retrofit over 62% of existing business premises** by 2038
- **Increase installation of rooftop solar** on business premises, approximately 48 Gwh each year up to 2038
- **Increase energy efficiency** of businesses to reduce energy demand by 25% by 2030
- **Increase electrification of industry**, particularly for low temperature heat and heat on smaller sites*
- **Increase fuel switching to bioenergy**, so that bioenergy accounts for 10% of industry fuel use by 2030 and 11% by 2038
- **Increase material efficiency and circularity** of business processes and products, resulting in a 15-40% reduction in energy consumption by 2038
- **Shift short journeys of light freight to cycle** and **double the proportion of freight carried by rail** by 2030 (from 10% to 20%)
- **Deploy district heating** to cover between 12-22% of non-domestic heat by 2038
- **Deploy hydrogen boilers** to supply approximately 11% of non-domestic heat by 2038

Environment – Land Use, Agriculture & Marine

- Plant **37,000 hectares of new woodland** by 2038
- Increase amount of **hedgerows in the region by 20%** by 2038, alongside improvements in hedgerow width and health
- 100% of upland and lowland **peatlands under restoration** by 2038
- **Improve manure management**
- Decarbonisation of **on-farm machinery**
- Increase **bioenergy crops to reach over 5,000 hectares** by 2038
- **Achieve 30% reduction in food waste by 2030**



Appendix C Principles and Co Benefits

The Strategy will outline the following '**principles**' in its approach:

- Enabling equal access to the transition to low carbon economy – that every resident, business and community is able to take climate positive action (for example, whatever geographic location or financial standing)
- Prioritise where NYC can make most impact as a leader and supporting others to take a lead where this is more appropriate. The 'spheres of influence' will include 'Lead, Enable, Influence'.
- Working with partners / collaboration to reduce duplication
 - Public (regional and national LAs, anchor institutions and our local schools partners)
 - Private (local business and supporting NYC suppliers such as EPHs to decarbonise.)
 - voluntary & community (examples such as community energy pathfinder programme, community based circular economy, community businesses)
- Evidence based - Using data and intelligence to maximise impact and ensuring confidence in 'big ticket' items through feasibility and business case planning. For example, the Local Area Energy Plan supports spatial approach to energy investment to prevent 'stranded assets'.
- Global impact – ensuring our climate actions do not inadvertently impact other areas
- Technology agnostic – the best solution for a locality will be deployed.
- Resident engagement – informing and feedback with communities - particularly young people
- Risk Management – taking a risk based approach to delivery.
- Flexible and adaptive to accommodate new issues and technological advances
- Transition to the Mayoral Combined Authority – to ensure foundations are in place so that activities can transfer to the MCA as appropriate. Maximising the benefits of the Devolution Deal in North Yorkshire
- External funding opportunities: Ensure we are aware of external funding opportunities and have capacity to deploy.
- Embedding climate change activity into all Council services and policies so that it becomes Business As Usual. Including Procurement and Commissioning.

Co benefits – Where a climate action also has a positive impact on and synergies with other priorities, services and outcomes.

- Public health; prevention agenda through reduced obesity, seasonal health, fuel poverty, air quality, access to greenspace
- Economic development; transition to low carbon economy and new technology, local supply chain, skills, employment, circular economy, community business
- Equality and community; people working together, community owned assets, improved access to services.
- Resilience and vulnerability to economic shocks such as energy price rise and to temperature shocks such as heatwaves.

- Financial; reduced energy use / costs, community wealth building, reduced public sector service costs.
- Rural Commission and Rural Task Force outcomes.

Policy Alignments (identified through LGR)

- Council Plan
- Emergency Plans and Major Incident Response
- Children and Young People's plan
- Local Plan, Planning Enforcement and Code of Practice, CIL
- Local Transport Plan
- Bus Service Improvement Plan
- Home to School Transport Policy
- Plan for Economic Growth
- North Yorkshire Housing Strategy, Housing Delivery Plan, Private Sector Housing Enforcement Policy
- Public Health and Wellbeing Strategy
- Coastal Defence
- Cemeteries and Crematorium Regulations
- Waste Strategy, collections policy
- Car Parking Strategy
- Ultra Low Emission Vehicle Strategy
- Biodiversity, Parks and Greenspaces, Tree and Woodland Strategies
- Sport and Leisure Strategy
- Risk Management Strategy
- Procurement Plan
- Travel and subsistence policy, Induction
- ICT and Digital Strategy, email policy
- Property and Asset Management
- Fleet Management Plans