
# Local authorities in the North West & the Climate Emergency: from Declaration to Action

THE GREENS/EFA in the European Parliament

Green Party for the common good

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# Contents



## APPROACH TAKEN BY THE AUTHORS

Written and researched by Ellen Pearce, Astrid Johnson and Gina Dowding.

In producing this report, we reviewed Friends of the Earth data on climate change performance by local authorities in the North West. This was research carried out by the Tyndall Centre for Climate Change Research on quantifying the implications of the United Nations Paris Agreement for each North West council in setting climate commitments.

We also undertook desk research on publicly available information relating to local council decision-making and strategic planning and asked Green Party networks in the North West to highlight examples of good practice in local councils.

The Lancaster City Council case study was put together through desk research including reviewing Lancaster's cabinet and full council meeting papers, and through interviews with four councillors, two from the Labour Party, two from the Green Party and one council officer.


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# Foreword by Gina Dowding, MEP

Updated June 2020

**Since my short term as MEP for the North West finished at the end of January 2020, the context for climate action has changed beyond all recognition due to the coronavirus pandemic.**

Covid-19 has wrought terrible personal and economic tragedies on communities in the UK, in Europe and the rest of the world. Stark evidence is emerging that it is the poorest who will pay the highest price. It is therefore imperative that we do not 'waste this crisis', but rather use lessons learned to shape a more compassionate, equal and resilient society that is geared to deal with the climate emergency.

In November 2019, the European Parliament approved a resolution declaring a climate and environmental emergency both in Europe and on a global scale. MEPs in the European Green/EFA Group are working hard to ensure that measures to combat climate change are at the heart of the European Parliament's response to the coronavirus pandemic.

Meanwhile in the UK's North West, throughout 2019, the growing pressure at grassroots level resulted in climate-emergency declarations by many of our local councils. This report brings together information and practical steps to help local authorities swiftly translate those declarations into effective action plans for carbon emission reductions, whilst simultaneously exploiting new opportunities for lasting positive social benefits.. As a result of the transformational actions of local councils in response to the pandemic, there is new support, and even demand, from previously unexpected sources for new ways of approaching economics, and the role that Local Government must have in shaping the response to climate, economic and social recovery.

In this report we provide an overview of how local authorities in the North West have responded to the Climate Emergency, a case study of one council as an example of action currently underway, a comprehensive framework for action - the Ashden's 31 climate actions[1], and recommendations for success. At the end is a summary of further useful support and resources available.

This report is for all local authorities who are committed to tackling climate change, however far they have progressed. Many councils have not yet established a baseline of how much carbon their council produces, nor have any strategies in place to reduce it.[2] This report will help these councils set plans to reduce their own carbon emissions and fulfil their mandate to provide leadership for place-based action across all sectors: public, private and voluntary. Through local action plans councils can help set the conditions for the implementation of a Green New Deal.[3]

Local Government has a long and proud history dating back to Victorian times of protecting the public's health. Covid19 has highlighted that in times of crisis, local authorities are in a unique position to lead on public health due to their ability to shape services to meet local need; to influence wider social and environmental determinants of health; and to tackle inequalities

While the UK Government is focussed on dealing with the pandemic, and UK's exit from the European Union, it is Local Government that holds the key to tackling climate change. As democratically accountable stewards of residents' wellbeing, our local councils are in a powerful position to take action on the climate crisis and in so doing, create healthier, more resilient communities.

**Gina Dowding, North West MEP (July 2019 to January 2020)**

# 1. Background & context to local authorities' action on the Climate Emergency

The coronavirus pandemic has exposed profound weaknesses in our society's ability to respond to shocks and crises. As with climate change, a disproportionate burden of the consequences has fallen on the poorest and most vulnerable members of our communities.

A decade of austerity has hollowed out public services and local authorities' resources, seriously hampering our ability to respond to the pandemic and requiring massive investment from Government to reinstate essential public services. However, we have learned that when our Government recognises a crisis, it can provide funding overnight: to house homeless people; resource the healthcare system; guarantee an income to millions who cannot work; and write off billions of pounds in public debt. This demonstrable capacity and willingness to U-turn in key policy areas provides the critical backdrop for securing action on the climate.

There is no shortage of facts to support the need for climate action. Unprecedented levels of bush fires raging in Australia, ocean temperatures hitting record highs, and evidence highlighting that climate breakdown "is increasing violence against women"[4], dominated the headlines this year before coronavirus took root in our communities. It was only last year the Climate Emergency caught the attention of the wider public with David Attenborough's documentary on plastic pollution in the oceans, Greta Thunberg's school strike movement, and Extinction Rebellion's direct, peaceful actions. The European elections in May 2019 were framed as 'the Climate Elections', and the UK later became the first country in the world to formally declare a Climate Emergency. This mandates the UK Government, by law, to bring all greenhouse gas emissions to net zero by 2050. But it has yet to articulate how this will be achieved.

While scientists and those in the 'climate movement' have been pointing out the consequences of global warming for decades, at last the scale and urgency of the crisis are now widely recognised. As the UK emerges from the lock down into a 'new normal', there are new allies and new opportunities to support climate policies.

Caroline Lucas, MP, sums up the situation: "As ministers turn their minds towards restarting the economy, we have the opportunity to create something different and better, a society which is fairer, greener and more resilient to the other even graver crises we face, the climate emergency and biodiversity loss. If we get it right, we may also emerge in a much better position to face the next pandemic, as Covid-19 is unlikely to be the last. So our response to the coronavirus crisis could and must change everything."

The Local Government Chronicle (May 2020) brought together a list of 'The Thirty ways Covid will change how councils work[5], including a new economic role, care reform, and support for active travel. Meanwhile the Financial Times editorial (May 15, 2020) confirmed that 'The virus fight opens up a climate opportunity', encouraging bold moves such 'green strings' attached to any support for carbon-intensive companies and at a minimum, corporate bailout recipients being required to have solid plans for bringing their emissions down to net zero no later than 2050.

The next UN Climate Change Conference (COP26), to be held in Glasgow has been postponed until November 2021. This deal-breaking moment will test international commitment to reduce global heating, since the first-ever universal, legally binding global climate change agreement was adopted at the Paris climate conference (COP21) in December 2015.[6]

Meanwhile local authorities can and must seize this unprecedented opportunity to reduce their own carbon emissions, and help reboot their local economies with far-reaching plans to deal simultaneously with the climate emergency and the impact of Covid19.

# 2. Council Emergency Declarations: the North West

Almost 85%[7] of local councils have made Climate Emergency declarations, since Trafford Council in November 2018 passed the first resolution in the North West, brought forward by Green and Liberal Democrat councillors in a Labour minority-led Council. Local environmental pressure groups lobbied to ensure other North West Councils follow suit.

In the North West, 33 of 39 councils, and the regions' two combined authorities, Greater Manchester and Merseyside, have now declared a Climate Emergency. Many of these have set goals to have made changes by 2025.

Lancashire County Council debated a Climate Emergency in January 2019 and agreed to be carbon-neutral by 2030, despite the Conservative-led council rejecting the Climate Emergency motion as such.[8]

Cumbria County Council debated and passed a motion unanimously to call upon the Government to produce a clear plan of action, backed up by sufficient resources, to address the existential threat of climate change.[9]

At a time when local authorities' budgets have been drastically reduced over the past decade, many North West councils defer in their resolve to tackling the climate crisis to Government, asking for national frameworks and standards on climate action as well as for funds.

But there is no time to wait. All local authorities must undertake the first steps to establish their carbon budget in order to meet the targets set out in their declarations, and work with communities, businesses and organisations across their local areas to identify a programme of urgent action.

## HOW WELL ARE OUR COUNCILS PERFORMING ON CLIMATE?

In November 2019, Friends of the Earth (FoE) published a local authority league table with a performance score in terms of their actions on Climate Change.[10] For each authority, they offer detailed assessments of emissions of UK local authorities in the area of housing, transport and the industrial/commercial sector and give concrete suggestions for action in those areas as well as for energy, tree planting, waste, flooding and fossil fuel divestment.[11]

The Tyndall Centre for Climate Change Research[12] has developed an online tool to help local areas set their own climate change targets, aligned with the UN Paris Climate Agreement and modelled on the latest science.[13] The data is aligned with the UK Climate Change Act[14] for a commitment to net zero greenhouse gas emissions by 2050, with five-yearly carbon budgets and is adjusted to include most of the socio-techno-economic factors of each of the districts. The Tyndall Centre regards the UK carbon budget to be at the upper end of the range that is aligned with the Paris Agreement's objectives. If all authorities assumed and worked to the largest estimated carbon budget allocation, the combined UK budget would not comply with the objectives of the Paris Agreement. They recommend therefore that these budgets are taken as reflective of the minimum commitment required.

The following table lists the North West's Borough, County and Combined Authorities, combining, where applicable, their carbon goals to reach net zero carbon emissions before the UK Government's target of 2050,[15] together with the FoE scoring and Tyndall Centre research targets.

A number of North West councils are already using FoE and Tyndall Centre resources to adjust their baseline and reduction targets.

The emission reduction rates suggested in the table for each North West council are based on the grandfathering principle, using emissions data from 2011 to 2016.[16] Reduction rates should be considered as the minimum effort for the area's fair contribution towards meeting the Paris objectives. The targets apply to $CO_2$ emissions from the energy system (power, heat, cooling, surface transport and industry) only. Emissions from aviation, shipping, cement process emissions, and land use, land use change and forestry are excluded. If a local authority fails to meet its annual reduction target, the reduction rate for future years increases.

For the full reports, please go to https://carbonbudget.manchester.ac.uk/reports, click on "North West" and a list of all 39 councils will be revealed.

Councils which have set earlier net zero carbon targets before 2050, have to adjust their emission reduction targets accordingly. In any case, an immediate and rapid programme of de-carbonisation is needed.

## Friends of the Earth loacal authority league table & recommendations, and Tyndall Centre's quantification of implications of the United Nations Paris Agreement[17]

| Local Authority | Type | Region | Council lead (Jan 2020) | Declared climate emergency | Goal |
|---|---|---|---|---|---|
| Allerdale Borough Council | District | Cumbria | NOC/Con Ind | n/a | n/a |
| Barrow-in-Furness Borough Council | District | Cumbria | Lab majority | 16/7/2019 | None |
| Blackburn with Darwen Borough Council | Unitary | Lancashire | Lab majority | 18/7/2019 | 2030 |
| Blackpool Council | Unitary | Lancashire | Lab majority | 26/6/2019 | 2030 |
| Bolton Metropolitan Borough Council | Metro Borough | Greater Manchester | NOC/Con minority | 29/8/2019 | 2030 |
| Burnley Borough Council | District | Lancashire | Lab majority | 10/7/2019 | 2030 |
| Bury Metropolitan Borough Council | Metro Borough | Greater Manchester | Lab majority | 10/7/2019 | 2030 |
| Carlisle City Council | District | Cumbria | NOC/Lab minority | 5/3/2019 | 2030 |
| Cheshire East Council | Unitary | Cheshire | NOC/Lab Ind | 22/5/2019 | 2025 |
| Cheshire West and Chester Council | Unitary | Cheshire | NOC/Lab | 21/5/2019 | 2050 |
| Chorley Borough Council | District | Lancashire | Lab majority | 19//11/2019 | 2030 |
| Copeland Borough Council | District | Cumbria | Lab majority | n/a | n/a |
| Eden District Council | District | Cumbria | NOC/LibDem Ind Lab Green | 11/7/2019 | 2030 |
| Fylde Borough Council | District | Lancashire | Con majority | n/a | n/a |
| Halton Borough Council | Unitary | Cheshire | Lab majority | n/a | n/a |
| Hyndburn Borough Council | District | Lancashire | Lab majority | 19/9/2019 | 2030 |
| Knowsley Metropolitan Council | District | Merseyside | Lab majority | n/a | n/a |
| Lancaster City Council | District | Lancashire | NOC/Lab Green LibDem | 30/1/2019 | 2030 |
| Liverpool City Council | City | Merseyside | Lab majority | 24/5/2019 | 2040 |
| Manchester City Council | Metro Borough | Greater Manchester | Lab majority | 10/7/2019 | 2040 |
| Oldham Metropolitan Borough Council | Metro Borough | Greater Manchester | Lab majority | 11/9/2019 | 2025 |
| Pendle Borough Council | District | Lancashire | NOC/ Lab LibDem | 11/7/2019 | 2030 |
| Preston City Council | District | Lancashire | Lab majority | 18/4/2019 | 2030 |
| Ribble Valley Borough Council | District | Lancashire | Com majority | n/a | n/a |
| Rochdale Metropolitan Borough Council | Metro Borough | Greater Manchester | Lab majority | 17/7/2019 | 2030 |
| Rossendale Borough Council | District | Lancashire | Lab majority | 25/9/2019 | 2030 |
| Salford City Council | Metro Borough | Greater Manchester | Lab majority | 17/7/2019 | 2040 |
| Sefton Metropolitan Borough Council | Metro Borough | Merseyside | Lab majority | 18/7/2019 | 2030 |
| South Lakeland District Council | District | Cumbria | Lib Dem majority | 26/2/2019 | None |
| South Ribble Borough Council | District | Cumbria | NOC/Lab minority | 24/7/2019 | 2030 |
| St Helens Borough Council | Metro Borough | Merseyside | Lab majority | 10/7/2019 | 2040 |
| Stockport Metropolitan Borough Council | Metro Borough | Greater Manchester | NOC/Lab minority | 28/3/2019 | 2040 |
| Tameside Metropolitan Borough Council | Metro Borough | Greater Manchester | Lab majority | 24/2/2020 | 2038 |
| Trafford Council | Metro Borough | Greater Manchester | Lab majority | 28/11/2018 | None |
| Warrington Borough Council | Unitary | Cheshire | Lab majority | 17/6/2019 | 2030 |
| West Lancashire Borough Council | District | Lancashire | Lab majority | 17/7/2019 | 2030 |
| Wigan Metropolitan Borough Council | Metro Borough | Greater Manchester | Lab majority | 17/7/2019 | 2030 |
| Wirral Metropolitan Borough Council | Metro Borough | Merseyside | NOC/Lab minority | 15/7/2019 | None |
| Wyre Borough Council | District | Lancashire | Con majority | 11/7/2019 | 2050 |
| Cumbria County Council | County | Cumbria | NOC/Lab LibDem | n/a | n/a |
| Greater Manchester Combined Authority | Combined Authority | Greater Manchester | Lab/Andy Burnham | 26/7/2019 | 2038 |
| Lancashire County Council | County | Lancashire | Con majority | n/a | 2030 |
| Liverpool City Region Combined Authority | Combined Authority | Merseyside | Lab/Steve Rotheram | 24/5/2019 | 2040 |

| FoE performance[9] | Tyndall: Recommended Carbon Budget (Mt $CO_2$)[12] | | | | | | | Tyndall: Percentage reduction of annual emissions for the recommended $CO_2$-only pathway out to 2050 in relation to 2015[12] | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2018-2022 | 2023-27 | 2028-2032 | 2033-2037 | 2038-2042 | 2043-2047 | 2048-2100 | 2020 | 2025 | 2030 | 2035 | 2040 | 2045 | 2050 |
| 56% | 2.7 | 1.5 | 0.8 | 0.5 | 0.3 | 0.1 | 0.2 | 35.8% | 64.5% | 80.4% | 89.2% | 94.0% | 96.7% | 98.2% |
| 60% | 1.7 | 0.9 | 0.4 | 0.2 | 0.1 | 0.1 | 0.1 | 30.0% | 64.6% | 82.1% | 91.0% | 95.4% | 97.7% | 98.8% |
| 56% | 2.6 | 1.3 | 0.7 | 0.3 | 0.2 | 0.1 | 0.1 | 20.7% | 60.4% | 80.2% | 90.1% | 95.0% | 97.5% | 98.8% |
| 60% | 1.9 | 1.0 | 0.5 | 0.3 | 0.1 | 0.1 | 0.1 | 26.2% | 61.7% | 80.2% | 89.7% | 94.7% | 97.2% | 98.6% |
| 68% | 5.1 | 2.6 | 1.3 | 0.6 | 0.3 | 0.1 | 0.1 | 23.7% | 62.6% | 81.6% | 91.0% | 95.6% | 97.8% | 98.9% |
| 64% | 1.6 | 0.8 | 0.4 | 0.2 | 0.1 | 0.0 | 0.0 | 23.6% | 62.4% | 81.5% | 90.9% | 95.5% | 97.8% | 98.9% |
| 72% | 3.5 | 1.8 | 0.9 | 0.4 | 0.2 | 0.1 | 0.1 | 24.1% | 62.3% | 81.3% | 90.7% | 95.4% | 97.7% | 98.9% |
| 80% | 3.1 | 1.5 | 0.7 | 0.4 | 0.2 | 0.1 | 0.1 | 21.9% | 62.1% | 81.6% | 91.1% | 95.7% | 97.9% | 99.0% |
| 72% | 10.7 | 5.3 | 2.6 | 1.2 | 0.6 | 0.3 | 0.3 | 22.1% | 62.6% | 80.0% | 91.4% | 95.8% | 98.0% | 99.0% |
| 80% | 16.7 | 8.1 | 3.8 | 1.8 | 0.8 | 0.4 | 0.4 | 14.8% | 59.9% | 81.2% | 91.1% | 95.8% | 98.0% | 99.1% |
| 64% | 2.8 | 1.3 | 0.6 | 0.3 | 0.1 | 0.1 | 0.1 | 21.6% | 63.4% | 82.9% | 92.0% | 96.3% | 98.3% | 99.2% |
| 60% | 1.5 | 0.8 | 0.4 | 0.2 | 0.1 | 0.1 | 0.1 | 27.8% | 62.6% | 80.7% | 90.0% | 94.8% | 97.3% | 98.6% |
| 64% | 4.3 | 2.1 | 1.0 | 0.5 | 0.2 | 0.1 | 0.1 | 23.7% | 64.0% | 83.0% | 92.0% | 96.2% | 98.2% | 99.2% |
| 52% | 1.9 | 1.0 | 0.5 | 0.2 | 0.1 | 0.1 | 0.1 | 23.3% | 61.4% | 80.5% | 90.2% | 95.1% | 97.5% | 98.7% |
| 56% | 3.3 | 1.9 | 1.1 | 0.7 | 0.4 | 0.2 | 0.3 | 29.8% | 59.2% | 76.2% | 86.2% | 92.0% | 95.3% | 97.3% |
| 48% | 1.5 | 0.8 | 0.4 | 0.2 | 0.1 | 0.0 | 0.0 | 24.3% | 63.1% | 82.0% | 91.2% | 95.7% | 97.9% | 99.0% |
| 64% | 3.4 | 1.7 | 0.9 | 0.4 | 0.2 | 0.1 | 0.1 | 24.5% | 62.1% | 80.9% | 90.4% | 95.2% | 97.6% | 98.8% |
| 56% | 3.1 | 1.6 | 0.8 | 0.4 | 0.2 | 0.1 | 0.1 | 23.4% | 62.5% | 81.6% | 91.0% | 95.6% | 97.8% | 98.9% |
| 56% | 7.4 | 3.9 | 2.0 | 1.0 | 0.5 | 0.3 | 0.3 | 24.2% | 61.2% | 80.2% | 89.8% | 94.8% | 97.3% | 98.6% |
| 76% | 8.6 | 4.6 | 2.4 | 1.2 | 0.6 | 0.3 | 0.3 | 26.5% | 62.2% | 80.5% | 90.0% | 94.8% | 97.3% | 98.6% |
| 68% | 3.3 | 1.7 | 0.8 | 0.4 | 0.2 | 0.1 | 0.1 | 23.9% | 62.0% | 81.0% | 90.5% | 95.3% | 97.6% | 98.8% |
| 40% | 1.7 | 0.9 | 0.4 | 0.2 | 0.1 | 0.1 | 0.1 | 23.8% | 62.3% | 81.4% | 90.8% | 95.4% | 97.7% | 98.9% |
| 56% | 3.0 | 1.5 | 0.7 | 0.4 | 0.2 | 0.1 | 0.1 | 24.1% | 62.4% | 81.4% | 90.8% | 95.4% | 97.7% | 98.9% |
| 40% | 2.2 | 1.1 | 0.6 | 0.3 | 0.1 | 0.1 | 0.1 | 28.2% | 64.3% | 82.2% | 91.2% | 95.6% | 97.8% | 98.9% |
| 72% | 4.0 | 2.1 | 1.0 | 0.5 | 0.3 | 0.1 | 0.1 | 23.6% | 62.1% | 81.2% | 90.7% | 95.4% | 97.7% | 98.9% |
| 44% | 1.5 | 0.8 | 0.4 | 0.2 | 0.1 | 0.1 | 0.1 | 25.4% | 62.5% | 81.1% | 90.5% | 95.2% | 97.6% | 98.8% |
| 84% | 5.0 | 2.6 | 1.3 | 0.6 | 0.3 | 0.2 | 0.2 | 24.1% | 62.3% | 81.3% | 90.7% | 95.4% | 97.7% | 98.9% |
| 60% | 4.9 | 2.4 | 1.2 | 0.6 | 0.3 | 0.1 | 0.1 | 25.6% | 63.8% | 82.3% | 91.4% | 95.8% | 98.0% | 99.0% |
| 72% | 3.7 | 1.8 | 0.9 | 0.4 | 0.2 | 0.1 | 0.1 | 22.6% | 62.8% | 82.1% | 91.4% | 95.9% | 98.0% | 99.0% |
| 56% | 3.0 | 1.4 | 0.7 | 0.3 | 0.2 | 0.1 | 0.1 | 22.1% | 63.1% | 82.5% | 91.7% | 96.1% | 98.1% | 99.1% |
| 60% | 4.9 | 2.4 | 1.2 | 0.6 | 0.3 | 0.1 | 0.1 | 17.8% | 60.0% | 80.5% | 90.5% | 95.4% | 97.7% | 98.9% |
| 76% | 5.0 | 2.5 | 1.3 | 0.6 | 0.3 | 0.2 | 0.2 | 23.2% | 61.8% | 81.0% | 90.6% | 95.3% | 97.7% | 98.8% |
| 60% | 3.5 | 1.8 | 0.9 | 0.4 | 0.2 | 0.1 | 0.1 | 22.8% | 61.7% | 81.0% | 90.6% | 95.3% | 97.7% | 98.8% |
| 68% | 6.3 | 3.2 | 1.5 | 0.8 | 0.4 | 0.2 | 0.2 | 21.6% | 61.7% | 81.3% | 90.9% | 95.6% | 97.8% | 98.9% |
| 80% | 5.6 | 2.8 | 1.3 | 0.6 | 0.3 | 0.1 | 0.1 | 22.4% | 62.8% | 82.2% | 91.5% | 95.9% | 98.0% | 99.1% |
| 60% | 2.7 | 1.3 | 0.6 | 0.3 | 0.1 | 0.1 | 0.1 | 21.0% | 62.8% | 82.5% | 91.8% | 96.1% | 98.2% | 99.1% |
| 72% | 5.5 | 2.8 | 1.4 | 0.7 | 0.3 | 0.2 | 0.2 | 22.9% | 62.1% | 81.4% | 90.8% | 95.5% | 97.8% | 98.9% |
| 48% | 5.1 | 2.6 | 1.3 | 0.6 | 0.3 | 0.2 | 0.2 | 23.3% | 62.0% | 81.2% | 90.7% | 95.4% | 97.7% | 98.9% |
| 52% | 2.5 | 1.3 | 0.6 | 0.3 | 0.2 | 0.1 | 0.1 | 25.4% | 63.3% | 82.0% | 91.1% | 95.6% | 97.9% | 98.9% |
| n/a | 16.9 | 8.6 | 4.3 | 2.1 | 1.1 | 0.5 | 0.5 | 26.3% | 63.3% | 81.7% | 90.9% | 95.5% | 97.7% | 98.9% |
| n/a | 49.8 | 25.5 | 12.7 | 6.3 | 3.1 | 1.6 | 1.6 | 23.8% | 62.1% | 81.1% | 90.6% | 95.3% | 97.7% | 98.8% |
| n/a | 27.5 | 13.8 | 6.7 | 3.3 | 1.6 | 0.8 | 0.7 | 23.7% | 62.8% | 81.9% | 91.2% | 95.7% | 97.9% | 99.0% |
| n/a | 28.8 | 15.1 | 7.7 | 3.9 | 2.0 | 1.0 | 1.0 | 23.9% | 61.3% | 80.3% | 90.0% | 94.9% | 97.4% | 98.7% |

# 3. Case study: Lancaster City Council

## 3.1 Lancaster District

Lancaster City Council covers the Lancaster District, which includes the seaside towns of Morecambe and Heysham, Carnforth and the rural Lune Valley. It is a lower tier of the two-tier authority system within Lancashire County Council's boundaries.

Since May 2019, there has been no overall majority on Lancaster City Council, but there is a formal agreement between Labour, Liberal Democrats and the Greens, who between them hold 33 of the 60 seats. The cabinet is led by Labour, with seven Labour and three Green Party councillors responsible for day-to-day decision-making.[18]

Following a petition and address by "The Young People of Lancaster District", a motion in favour of a Climate Emergency Declaration in Lancaster was carried unanimously on 30th January 2019, making Lancaster the second council in the North West to make such a declaration. After the local elections in May 2019,[19] an emerging strategy and action plan were developed (see next page with details of the declaration).

### LANCASTER CITY COUNCIL CLIMATE EMERGENCY DECLARATION

The Council agreed to develop a new carbon budget taking into account both production and consumption emissions (Scope 1, 2 and 3)[20] and set a target date of 2030, to:

- make the council's activities net zero carbon;
- consider systematically the climate change impact of each area of the council's activities;
- increase local resilience to climate impacts already in the system;
- maximise local benefits of these actions in other sectors such as health, agriculture, transport and the economy;
- support and work with all other relevant agencies towards making the Lancaster District zero carbon within the same timescale.

An important first step for any organisation committed to reducing its carbon emissions is to establish a baseline and understand how current decisions and operations impact on this. In Lancaster, this work was undertaken by officers who measured scope 1 to 3[21] emissions from their own estate. The results were published in July 2019 in a Carbon Dioxide Emissions report.[22]

It was then able to consider actions to reduce its approximate 3,018 tonnes of carbon (0.4% of the district's emissions) to net zero by 2030 , while recognising the far bigger challenge to reduce the remaining 754,100 tonnes per year from the rest of the district.

**Lancaster City Council declared that it:**

**1)** Supports the setting up of a Climate Change Cabinet Liaison group immediately, involving councillors, residents, young citizens and experts from the two Universities and other relevant parties. Over the following 12 months, the group will review the 2010 Lancaster City Council Climate Change Strategy and help the council develop a new carbon budget, taking into account both production and consumption of emissions;

- Calls on the UK Government to provide the powers, resources and help with funding to make this possible;
- Draws upon the observations, insights and reports of the Citizens' Assembly;
- Reviews the Council's Investment Strategy to give due weight to Climate Change targets in the Investment portfolio;
- Reports to Full Council prior to the next budget cycle with a fully costed action plan to address this emergency to feed into the 2020 budget;

**2)** Requests that the cabinet member with responsibility for climate change, working with the Climate Change Cabinet Liaison group, convenes a Citizens' Assembly in 2019 in order to help identify how the Council's activities might be made net zero carbon by 2030;

- To consider systematically the climate change impact of each area of the council's activities;
- To increase local resilience to climate impacts already in the system;
- To maximise local benefits of these actions in other sectors such as health, agriculture, transport and the economy;
- To support and with all other relevant agencies work towards making the Lancaster District Zero Carbon within the same timescale;

**Other actions that could be recommended include (but are not restricted to):**

- increasing the efficiency of buildings;
- prioritising these measures for council housing and private sector housing to address fuel poverty;
- building solar and other renewable energy generating and storage plant; requiring all new housing and commercial developments to be low carbon;
- replacing the vehicle fleet with electric and/or hydrogen powered vehicles;
- switching to 100% fossil-fuel-free energy;
- setting up a council-run energy company (i.e. Robin Hood Energy) and adapting the council's purchasing policy;
- commissioning consultations with the district's young citizens, who will be most affected by the effects of climate change;

**3)** Requests that the cabinet member with responsibility for climate change should take steps to proactively include young citizens in the process, being attentive of the fact that young citizens are frequently not on the electoral roll, due to being under 18, due to under-registration or due to living in student/other temporary accommodation;

**4)** Where necessary officer reports to cabinet and full council contain impact assessments on climate change that include Carbon Emission Appraisals, including presenting alternative approaches which reduce carbon emissions where possible;

**5)** Works with partners across the district, county and region to help deliver this new goal through all relevant strategies, plans and shared resources;

**6)** Supports Lancashire's public health group on air quality in Lancashire (the Air Quality Champions Network) and requests that a city councillor be put forward to attend meetings.

**7)** Requests a report from the council's pension funds and investment managers on the levels of investment in the fossil fuel industry that the pensions plan and other investments have, to be delivered within 3 months;

**8)** In recognition of the seriousness of the financial constraints that the council faces, and the expectation that both the development and implementation of many measures above are likely to be contingent on securing significant additional extra funding, that the District's local MPs be called upon to ensure that central Government provides the powers, resources and funding to make this possible, and that council writes to them to seek their commitments.

# 3.2 Strategic planning

## A three-phase plan is now in place, as per the Climate Change Report from 5 November[23]:

- firstly, to tackle the direct carbon emissions of the council operations (0.4% of total) by the revised deadline of 2030.
- secondly, to tackle the indirect emissions, where the council has wider influence, for example those from council houses, planning/building control, tree planting etc.
- thirdly, to impact the carbon emissions of the district, where the council does not have any direct control, but is committed to show leadership. These are the areas of transport, agriculture, industry and housing, which cause significant emission.

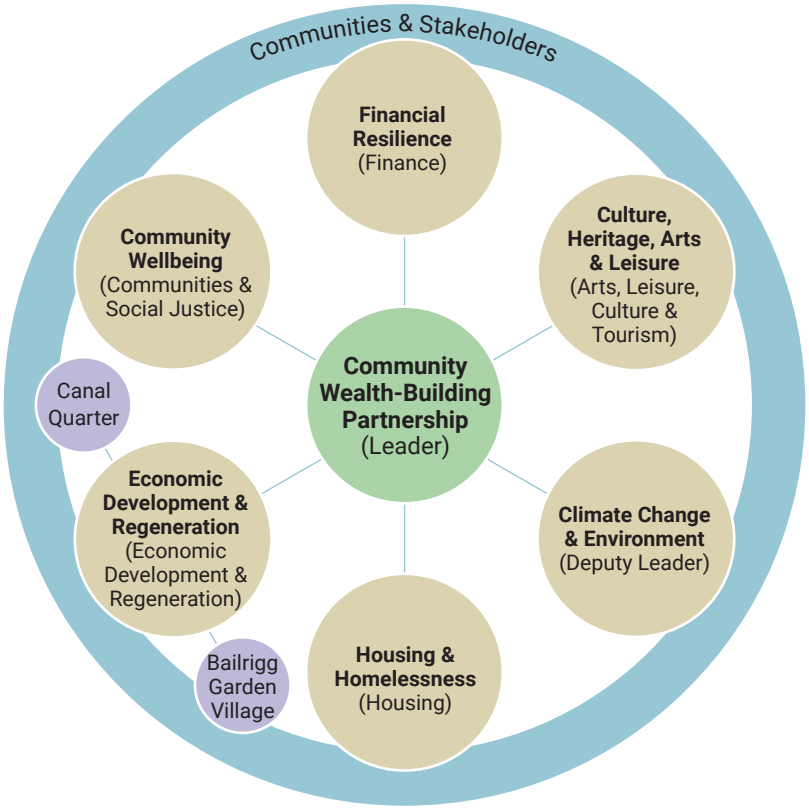
There is a detailed plan in place to tackle direct emissions; plans are being developed for the second two priorities for reducing indirect and 'rest of district' carbon emissions.

Simultaneously, the council updated its priorities[24] in January 2020, for the purpose of informing budget decisions for 2020-21 and future years. The council adopted three underpinning strategic themes to impact directly on the four main priorities of the council which are: a sustainable district; an inclusive and prosperous local economy; healthy and happy communities, and a cooperative, kind and responsible council.

### These new themes are now:

- Climate Emergency: taking action to meet the challenges of the Climate Emergency.
- Community Wealth-Building: building a sustainable and just local economy that benefits people and organisations.
- Community Engagement: drawing on the wealth of skills and knowledge in the community and working in partnership.

### Lancaster Council Advisory Group Structure




A key tenet of the strategy is that community wealth building will play a central role, such that the work becomes embedded and resilient to any future changes to the political makeup of the local council.

It is clear that the council sees that it has a key role to play in agenda setting and community leadership, and that an 'emergency' has been declared and it needs to be treated as such.

It also sees the Climate Emergency actions as a strategic lever to address or improve other current challenges, often associated with injustice, low incomes, and health and well-being issues. In the words of a councillor interviewed in Lancaster: "If the local authority is there to serve the public, then this is something that the public needs help with… We have to treat it like an emergency, and it needs to be a key theme in our plans and strategy."

## DRAFT PRIORITIES UPDATE 2020

| Priorities Themes | A Sustainable District | An Inclusive and Prosperous Local Economy | Healthy and Happy Communities | A Co-operative, Kind and Responsible Council |
|---|---|---|---|---|
| **Climate Emergency** Taking action to meet the challenges of the climate emergency | Net zero carbon by 2030 while supporting other individuals, businesses and organisations across the district to reach the same goal<br><br>Moving towards zero residual waste to landfill and incineration<br><br>Increasing the amount of sustainable energy produced in the district and decreasing the district's energy use<br><br>Transitioning to an accessible and inclusive low-carbon and active transport system<br><br>Supporting our communities to be resilient to flooding and adapt to the wider effects of climate change<br><br>Increasing the biodiversity of our district | Supporting the development of new skills and improved prospects for our residents within an environmentally sustainable local economy<br><br>Advocating for fair employment and just labour markets that increase prosperity and reduce income inequality<br><br>Supporting new and existing enterprises in sustainable innovation and the strengthening of local supply networks<br><br>Using our land, property, finance and procurement to benefit local communities and encouraging residents, businesses, organisations and institutions to do the same<br><br>Securing investment and regeneration across the Lancaster and South Cumbria Economic Region | Supporting wellbeing and ensuring local communities are engaged, involved and connected<br><br>Addressing health and income inequality, food and fuel poverty, mental health needs, and loneliness<br><br>Focused on early-intervention approaches and involving our communities in service design and delivery<br><br>(Re)developing housing to ensure people of all incomes are comfortable, warm and able to maintain their independence<br><br>Improving access to the arts, culture, leisure and recreation, supporting our thriving arts and culture sector<br><br>Keeping our district's neighbourhoods, parks, beaches and open space clean, well-maintained and safe | Listening to our communities and treating everyone with equal respect, being friendly, honest, and empathetic<br><br>Working in partnership with residents, local<br><br>Organisations and partners recognising the strengths and skills in our community<br><br>Investing in developing the strengths and skills of our staff and councillors<br><br>Focused on serving our residents, local organisations and district<br><br>Embracing innovative ways of working to improve service delivery and the operations of the council<br><br>Providing value for money and ensuring that we are financially resilient and sustainable |
| **Community Wealth-Building** Building a sustainable and just local economy that benefits people and organisations | | | | |
| **Community Engagement** Drawing on the wealth of skills and knowledge in the community and working in partnership | | | | |

## 3.3 Progress to date

As well as the overarching strategic approaches outlined above, Lancaster City Council has made some practical organisational changes:

### 1 A PEOPLE'S JURY

The role of the community in local decision-making about the climate and environment has been put as central to the strategy. The council is keen not to be prescriptive about the outcomes and build change from the bottom up.

A People's Jury has been convened to answer the question: 'What do we need to do in our homes, neighbourhoods and district to respond to the emergency of climate change?'. 4,000 households were selected at random from within the district, with 30 members selected from over 230 who were willing to take part. The People's Jury members will be 'paid' a contribution for their time and childcare and other costs associated with taking part are provided. It will meet over eight evenings and one all-day session and a range of experts will provide inputs, including from local climate change expert Professor Mike Berners-Lee.

### 2 A DEDICATED PROJECT MANAGER AND THREE COMMUNITY ENGAGEMENT STAFF

Lancaster Council has employed a dedicated Climate Change Project Manager[25] with the specific remit to project-manage the Climate Emergency action plan. This includes plans to develop a major 1-megawatt solar farm with the intention of supplying power to the Salt Ayre Leisure Centre,[26] identified as by far the largest consumer of electricity and gas in the council's portfolio of buildings. In addition, three new 'Community Connectors' have been employed to work directly with community groups in the city as part of the Community Engagement and Wealth Building Strategy.

### 3 AN EMERGING ECONOMIC DEVELOPMENT PLAN

A fresh approach to the 10-year strategy for economic development is currently being outlined. This could adopt elements of a Green New Deal, specifically tailored to Lancaster District and will have transition to a zero carbon economy, as well as community wealth building at its heart.

Using the principles of the 'Preston Model'[27] and the five 'well-community' wealth building principles[28] set out by CLES[29] Lancaster City Council will co-develop a new strategy that is fit for the district.

A large public community wealth building event is planned to engage with Lancaster residents and businesses in April 2020.

### 4 REDUCING CARBON EMISSIONS FROM REFUSE TRUCKS

The City Council has a fleet of 26 refuse trucks for the collection of waste and recycling from the district's households which currently produce approximately 25% of the councils' carbon emissions per year. While exploring longer term plans for running the fleet on green hydrogen, in the short-term, the council is due to replace seven this year, using the opportunity to procure two electric vehicles. This will mean a change in the profile of its fleet, reducing carbon while learning the pros and cons of operating large electric vehicles.

### 5 CONVERSION OF SMALL VAN FLEET TO ELECTRIC

Lancaster City Council operates a fleet of small vans, which can be replaced within the existing budget framework for maintenance and upgrades. It currently has 10 electric vehicles in the fleet, and a further 21 to be procured next year.

## 6 FOSSIL-FREE ENERGY TARIFF

The council has reviewed and changed its electricity contract to a fossil fuel-free tariff and upgraded the electricity supply in Dalton Square so that major events using the space no longer use diesel generators.

## 7 PLANTING ONE MILLION TREES AND PARK STRATEGY

As part of a Grassland Management Study, which is in process, the council will change and probably reduce its grass cutting regimes to enable more biodiversity. New approaches have already included some specific planting of meadow species and a community engagement strategy. New commitments to plant a million trees are now in place and plans are being created with key partners such as Lancaster University, the Woodland Trust and Forestry Commission.

## 8 COUNCIL HOUSING AND EXPLORING THE ROLE OF RETROFIT

In terms of new housing, there is a commitment to build to Code 6 standard,[30] and the council will seek to provide exemplary approaches. Code 6 is the highest standard and requires the building to be completely zero carbon. The council currently owns approximately 3,800 houses in the district[31] which are let to tenants. Although the emissions from council houses count as 'indirect emissions' as the tenants also play a role in determining these (by their own practices, needs and preferences), actions are being taken to reduce carbon emissions where possible. For example, a pilot project recently used one council house, typical of the wider council housing stock, for a deep retrofit. This was undertaken with a local firm in order to learn what was required, what impact could be made in terms of energy efficiency and with a view to upskilling local workers. An upcoming stock condition survey will review all buildings in the district and lay the groundwork for understanding the steps needed to be a zero carbon district.

## 9 STAFF TRAINING AND ENGAGEMENT

Those people we spoke to within the council were clearly committed to this journey and recognised the need for briefings, training and upskilling of councillors, officers and businesses within the district. We understand seven briefings for council employees were held during 2019. There is an intention to set up an 'officer working group' to lead the aspiration to 'embed tackling climate change into the values of the organisation' and ensure it is a decision-making priority for all 680 staff. Staff have also been encouraged to come forward with suggestions, and posters to this effect are visible on council sites.

A number of other examples of potential future changes by the council were highlighted during research for this project, including:

- a review of procurement processes;
- a review of the car parking strategy in the city;
- an initiative to review staff working patterns to reduce vehicle journeys, introduce more electric pool cars and consider car club options so that staff can use electric vehicles on short-hire out of work hours;
- a review of energy use in buildings;
- a whole process for community engagement.

The commitment and the actions taken by Lancaster City Council must be commended. However the combined actions within the case study will only impact 0.4% of the district's overall emissions. Reflecting on the scale of the problem, it is therefore vital that this good start continues with rapid expansion of carbon-reducing initiatives which influence the behaviour of citizens, families, workers, and the policies of business owners and leaders, and other public sector and non-governmental organisations.

# 4. Adopting a framework for climate actions

## ASHDEN'S 31 CLIMATE ACTIONS

Many organisations are now providing excellent strategic guidance for councils on what to do in beginning a journey from the point of declaring a Climate Emergency. Much documentation and advice focuses on strategic planning, and until recently there was a dearth of information on action planning. A recently published guide by Ashden,[32] produced in association with Friends of the Earth, fills a much needed gap. What makes this a stand-out resource is that for each of the 31 actions identified, they have worked out the quantifiable carbon savings, the costs and the 'co-benefits' (under health, economy, equity and resilience), all based on a notional council with a population of 100,000, making for easy calculations to scale up or down to any area. They also provide real examples of where these actions have been implemented, wherever possible, and have used the best data available based on a range of assumptions.

The full set of the Ashden 31 data is available as an Excel spreadsheet that can be edited and filtered for ease of use – for example by type of council or by low-cost actions. It can be accessed via their website, downloaded and used by councils: https://www.ashden.org/programmes/top-31-climate-actions-for-councils.

The following table is an edited version to demonstrate its usefulness.

| Actions can be filtered by cost (column D), carbon (column C), co-benefits (columns F, H, J, L) or type of council that can impement them (columns N-R). | | | | | |
|---|---|---|---|---|---|
| **ACTION** | **DETAILS** | **CARBON SAVINGS Tonnes pa** | **COST** | **Cost £k/ tonne** | **EASE OF IMPLEMENTATION** |
| RAISING MONEY | | | | | |
| **1. Introduce a workplace car parking levy and/ or similar initiative to fund sustainable transport** | A workplace levy is an annual fee paid by businesses with (e.g.) 10 or more employee-parking spaces. Income can be used to improve public transport and cycling infrastructure and to support businesses to encourage employees to leave their cars at home. Our figures are based on the Nottingham City Council workplace car parking levy. We've calculated the savings based on using the income to replace 10 diesel buses a year with electric ones. | 245 (based on using income to replace 10 diesel buses with EVs). | £175k pa running cost (plus set-up costs of around £180k), plus £3.5m generated annually (based on Nottingham figures, but scaled down pro-rata with population; in practice, the costs may not be scalable on this basis). | 0.71 | Requires set up funding but then is self-financing. May face some resistance from employers. |
| **2. Set up a Carbon Offset Fund through Section 106 agreements** | Councils can require developers to pay into a 'carbon offset fund' for the carbon emissions of all new homes built. Our figures are based on the Milton Keynes carbon offset fund which has generated more than £1million for carbon-saving projects. (NB the Government's proposed Future Homes Standard may prohibit this). | 590 | £45k pa to cover a full time officer to administer. Will generate funds for investment in low carbon projects. | 0.08 | Will require some set up resource but then self-financing. May face some resistance from developers. May be prohibited by the new Future Homes Standards. |
| BUILDINGS | | | | | |
| **3. Enforce minimum energy efficiency standards in the private rental sector** | Minimum energy efficiency standards have been set by the Government for homes that are privately rented, with a minimum 'Energy Performance Certificate' of E required. Councils are responsible for ensuring that these standards are met, but research suggests that many councils aren't effectively enforcing them at the moment, thus missing a key opportunity for cutting carbon and improving housing quality. | 170 (based on all substandard properties being improved). | £45k pa to cover a full time officer to focus on enforcement. (Costs could be recouped through fees). | 0.26 | Requires suitably trained staff. Could be self-financing through fees. |

| | | | | | |
|---|---|---|---|---|---|
| **4. Encourage 100 Energiesprong (or similar) retrofits a year – initially in social housing and then rolling out to the private sector** | The UK could significantly cut consumer energy bills and reduce its carbon emissions and gas demand using the Dutch 'Energiesprong' (energy leap) approach to retrofitting homes. This achieves an 86% reduction in home carbon emissions. An Energiesprong retrofit currently costs £75k, but costs are forecast to come down to £35k per property in the near future; this is the figure we've used. | 275 (in year one, increasing year on year as more homes are improved). | £7m total cost if council-owned homes, based on £70k per property, to fund the first 100 properties, but with annual savings from reduced maintenance and income generated from 'comfort payments' (made by tenants and designed to be at a level equivalent to their previous energy bills) – and potentially the Renewable Heat Incentive – that will effectively halve this cost. (If RSL-owned, no cost to council beyond time to promote.) Costs are reduced for future properties as the supply chain is developed. | 25.45 | Requires considerable up-front investment. |
| **5. Retrofit council-owned homes to EPC C** | Improving the energy efficiency of council owned homes would cut carbon as well as reducing fuel poverty and improving health. The government has set a target of all homes being improved to Energy Performance Certificate C by 2035; an average town of 100,000 would have 2,862 council owned homes. | 550 (based on 572 homes a year being improved; figure will increase year on year as more homes are improved). | £1.25m pa for 5 years to bring all council homes up to this standard. | 2.27 | Requires considerable investment but should be popular with tenants. |
| **6. Require higher than current national energy efficiency standards for privately built new homes** | Requiring higher than national minimum energy efficiency standards for new homes will cut carbon and also minimise energy costs for the inhabitants. (NB the Government's proposed Future Homes Standard may prohibit this.) However, new homes have a lot of embodied energy; retrofitting existing homes and making better use of empty properties is the most efficient option. | 600 (in first year; 1,200 in second year etc.). | £45k pa to cover a FTE officer to liaise with developers and enforce as necessary. | 0.08 | Requires staffing resource to check compliance. May face resistance from developers. |
| **7. Encourage/ enable retrofit of all existing owner-occupied housing stock to EPC level C or above** | Increasing the energy efficiency rating of all owner-occupied housing to EPC C or higher would cut carbon whilst also slashing energy costs, ensuring 10% of homes per year meet this standard. | 1,874 (based on 1,950 homes a year being improved; figures will increase year on year as more houses are improved). | £323k pa to cover cost of a team of staff to provide retrofit and funding advice. | 0.17 | Requires considerable staffing resource. |
| **8. Require homes built on council land to be Passivhaus standard or similar (and, if developing new council facilities, ensure they are built to the highest standards e.g. BREEAM excellent)** | Passivhaus homes require very little energy to heat them; councils could require all homes built on council-owned land to be built to this or a similar standard. | 26 (based on 19 homes). | No cost to the council. Additional build cost (to the housing developer) would be around 7% of the build costs, or around £10k per dwelling. | 0.00 | No cost to the council. May face some resistance from developer, but additional cost is relatively small. |
| TRANSPORT | | | | | |
| **9. Introduce measures to encourage cycling and walking** | Investing in cycling infrastructure, including facilities for e-bikes, will encourage people out of their cars and onto bicycles. Currently, only 2.2% of people commute via bicycle; this could increase to 26% with suitable cycling infrastructure and the use of e-bikes. | 295 (based on increasing cycle commuting to 26% over 5 years). | £5m pa (based on recommended investment of £50/person/pa). This could be spent on a range of initiatives from the cheaper ones (e.g. require office developments to have secure cycle parking; education/ training programmes) to the more expensive (segregated cycle lanes). | 3.40 | Requires considerable investment. Some measures may intially prove unpopular with residents and businesses (e.g. road closures). Waltham Forest recommend piloting approaches first, to prove their effectivenss and win support, before rolling out. |
| **10. Ban or discourage private cars from the city centre** | Banning or discouraging private vehicles from the city centre will cut carbon and improve air quality. This could be through a congestion charge for combustion vehicles. | 1,200 (based on a 20% reduction in vehicles in the city centre). | £45k pa to cover officer time. Set up costs will depend on the system chosen; a congestion charge could potentially generate more income than it costs. | 0.04 | Measures may initially prove unpopular with some residents and businesses. |

| Actions can be filtered by cost (column D), carbon (column C), co-benefits (columns F, H, J, L) or type of council that can impement them (columns N-R). | | | | | |
|---|---|---|---|---|---|
| **ACTION** | **DETAILS** | **CARBON SAVINGS Tonnes pa** | **COST** | **Cost £k/ tonne** | **EASE OF IMPLEMENTATION** |
| **11. Establish urban consolidation centres** | Urban Consolidation Centres can enable last mile deliveries to be made using electric freight vehicles (including e-bikes) rather than diesel-powered HGVs. Located at the edge of a town or city, goods would be transferred from heavy vehicles at the UCC to the electric vehicles. | 4,400 (based on an 20% reduction on freight emissions; ultimately, up to 80% reduction could be achieved if there was full coverage and uptake of UCCs linked to restrictions imposed by the council on freight traffic). | £45k pa to cover officer time to engage with partners and facilitate solutions. | 0.01 | May prove unpopular with freight companies; will need to be combined with restrictions on access to the city centre by freight traffic. |
| **12. Encourage car sharing** | Many cars on the road have just one or two people in them. Encouraging people to share rides cuts carbon and congestion whilst also improving air quality. Data is based on taking 1,000 commuting cars off the roads each year. | 2,000 (increasing annually as more cars are taken off the road). | £50k set up costs plus £100k marketing pa to take 1,000 cars off the road. (In year 2, 80% of these cars will still be sharing at no additional cost). | 0.03 | Relatively low cost and likely to be popular with residents. |
| **13. Enable the rapid shift to electric vehicles through putting in place EV charging** | Where possible, travel by private vehicles should be discouraged in favour of public transport, walking and cycling. Where private vehicles are essential, encouraging and enabling uptake of electric vehicles by providing a good network of charging infrastructure will cut carbon as well as improving air quality. The carbon emissions of EVs are around 2/3 lower than combustion vehicles when charged from the grid. | 3,440 (based on 6% annual increase passenger cars, vans and LGVs being EV; figure will increase year or year as proportion of vehicles becoming EV increases). | £110k one off cost to fund 44 new charge points (at a cost of £2.5k per charge point with the remaining supplied from government grants). | 0.03 | Relatively low cost given provision of grant funding from central government that will cover 75% of cost; likely to be popular with residents and businesses. |
| **14. Replace existing buses with electric buses** | Replacing diesel buses with electric ones will cut carbon and also improve air quality. Figures are taken from the Nottingham 'electric bus project' and are calculated on the basis of replacing 45 buses. | 1,050 (based on replacing 15 buses). | £15m one off cost (based on replacing 45 buses). | 14.29 | Requires substantial investment but would be popular with residents. |
| **15. Deliver a rapid transition of the council's own fleet to electric** | Switching the council's fleet to electric vehicles (EVs) will cut carbon whilst also improving air quality. | 547 (based on entire council fleet becoming EV); savings will increase as grid electricity becomes lower carbon. | £1.2m pa (comprising the additional 'whole life' vehicle cost of EVs versus combustion engine vehicles). | 2.19 | Requires considerable investment but would be popular with residents. |
| **16. Require all taxis to be electric through licensing** | Councils are responsible for licensing taxis and could require all taxis to be electric vehicles by a certain date. Councils can provide support through providing planning permission for electric vehicle-only taxi ranks and subsidised licensing fees. Figures are based on 435 taxis, with a 60% reduction in $CO_2$ through switching to EVs. | 329 (based on entire taxi fleet becoming EV over 5 years); savings will increase as grid electricity becomes lower carbon. | £18k pa (for 2 days a week of an officer to engage with taxi drivers and ensure planning provision is made for EV ranks). | 0.01 | Low cost. May initially prove unpopular with taxi drivers though should be popular with residents due to air quality improvements. |
| **17. Reduce the need to own and use a car through managing developments in the local plan** | Good land-use planning is critical in reducing the need for car travel. Councils can use their planning powers to avoid urban sprawl and ensure that new developments are centred around good public transport thus reducing private car use. | 230 (increasing each year). | 0 (achieved through planning policies alone; further savings would be achieved through investment in public transport). | 0.00 | No cost to the council. May prove unpopular with developers/ residents, but this can be mitigated by ensuring ease of access to facilities through public transport, walking and cycling. |
| COUNCIL ESTATE | | | | | |
| **18. Encourage and enable energy saving behaviour by all council staff** | Energy savings achieved through campaigns aimed at council and school staff will cut energy bills and reduce carbon emissions each year. | 83 | £42k pa to cover cost of energy saving campaign; but should achieve savings of around £20k per annum. | 0.51 | Relatively low cost, with half the cost recouped through savings. |

| | | | | | |
|---|---|---|---|---|---|
| **19. Ensure council's procurement strategy specifies that low carbon lights and appliances are procured** | When equipment is purchased, making sure it's the most energy efficient type will cut carbon emissions; for example, A-rated computer screens. | 124 (based on achieving a 10% saving of energy used for lights and appliances). | 0 (achieved through a change to the procurement policy; more efficient appliances don't always cost more and where they do, they will usually pay for themselves quite quickly through energy savings). | 0.00 | No cost to the council and easy to implement. |
| **20. Upgrade the insulation and heating systems of council buildings, taking advantage of interest free finance available** | The energy used by councils results in annual emissions of around 7 million tonnes of $CO_2$. Interest free loans are available to upgrade heating and controls which can cut the energy used for heating by about 20%. | 1,386 (based on cutting energy used for heating by 20%). | £45k pa (to cover cost of energy manager; cost of controls could be covered through interest free Salix finance, repaid through bill savings) – but will be more than covered by savings. | 0.03 | Minimal cost to the council, given availability of zero interest loans to fund measures; cost of energy manager will be recouped through savings on enery bills. |
| **21. Switch street lighting to well-designed and well directed LED lights** | Councils responsible for street lighting could upgrade to more efficient LED street lighting to save both $CO_2$ emissions and lifetime running costs. | 1,060 | £45k per annum (to cover cost of energy manager; the lights may cost around £3m but interest free loan finance available through Salix – for measures with a payback of less than 5 years – with repayments paid from bill savings). Salary should be covered by savings. | 0.04 | Minimal cost to the council, given availability of zero interest loans to fund measures; cost of energy manager will be recouped through savings on enery bills. |
| **22. Require the integration of renewable energy such as solar thermal, PV or heat pumps in local authority owned buildings** | Installing renewable energy such as solar thermal, PV or heat pumps on local authority owned buildings will cut carbon whilst also reducing the council's energy bill. | 1,035 (based on supplying 10% of the council's energy use through on or near-site renewables). | £0.8m one off cost (based on a 1MW heat pump) – but income will be generated from the government's Renewable Heat Incentive. | 0.77 | Requires considerable up front investment but will generate income and otherwise relatively easy to implement. |
| | | POWER GENERATION | | | |
| **23. Identify areas suitable for renewable energy in the local plan** | Most councils could dramatically increase the amount of renewable energy generation in their area. Average renewable capacity for a district council like our town is around 32MW, whereas the 'best in class' has 172MW. Increasing renewable capacity depends on finding suitable sites; 1MW of wind capacity requires 25-64 acres of land, whereas 1MW of solar PV requires around 4 acres. (However, solar PV has a lower 'capacity factor' than wind, meaning three times as much solar capacity would be required to generate the same amount of energy as wind). | 180,000 (based on an increase in renewable capacity of 140MW , comprising wind turbines with 30% capacity). | £45k pa (to cover a half-time officer to identify sites and encourage investment). | 0.000 | Low cost measure that is relatively easy to implement. May face some objections from local residents depending on the type of the renewable energy. Some regions may face grid constraints. |
| **24. Invest in the development of renewable energy and energy storage** | Investing in a solar farm and energy storage will provide clean power when it's needed. Figures are based on a project led by Warrington Council. | 31,000 (based on replacing a CCGT power station). | £62m one off cost but with an operating surplus generated over the lifetime of the farm. | 2.00 | Very high upfront investment, though generating an operating surplus in the long run. PVs are unlikely to face much/ any objection from local residents. |
| | | WASTE | | | |
| **25. Cut the council's paper waste by offering papers electronically** | Local authorities use 5.3 million reams of paper a year, requiring 292,000 trees to be felled. Moving to electronic meeting systems could dramatically reduce this waste. | 6 (based on halving the amount of paper used). | £15k pa for an electronic meeting service; could save £20k a year in reduced paper purchases. | 2.50 | Will save more money than it costs. Should be relatively easy to implement. |
| **26. Use food waste according to the food waste hierarchy of prevent, reuse, recycle, and use remaining biodegradable waste to generate biogas** | 10 million tonnes of food are thrown away in the UK each year, generating 20 million tonnes of $CO_2$. Generating electricity from biogas food waste will cut emissions. | 2,635 (based on all food waste being used in the biogas plant – doesn't include the avoided methane from reduced landfill). | £40k per annum for an officer to engage with stakeholders on food waste. £16m total cost for biogas plant (however, this will generate income including from the Renewable Heat Incentive). | 6.07 | High investment cost for biogas plant but it will generate income from sale of energy and from the RHI. |

| Actions can be filtered by cost (column D), carbon (column C), co-benefits (columns F, H, J, L) or type of council that can impement them (columns N-R). | | | | | |
|---|---|---|---|---|---|
| **ACTION** | **DETAILS** | **CARBON SAVINGS Tonnes pa** | **COST** | **Cost £k/ tonne** | **EASE OF IMPLEMENTATION** |
| LAND USE | | | | | |
| **27. Increase tree cover on council owned land and on streets; update local planning strategies to encourage nature based solutions such as increasing tree cover across the council area** | Increasing tree cover provides a valuable carbon 'sink' whilst also supporting nature, improving soil, reducing overheating and improving flood protection. Councils can also encourage citizens and businesses to plant trees. | 52 (based on 2,350 trees each absorbing 22kg $CO_2$ per annum). | £348k to cover 100 street trees (at an average of £3k per tree), a hectare of 2,250 trees costing £8,500, plus a full time officer (£40k pa) to promote tree planting to businesses and households. | 6.69 | Requires considerable investment, but should prove to be popular with residents and businesses. |
| INFLUENCING OTHERS | | | | | |
| **28. Support particularly SME businesses to access funds and expertise for reducing carbon pollution** | Most small- and medium-sized businesses could reduce their carbon pollution through fairly simple, inexpensive measures; councils can support them to access funds and resources to help with this. | 420 (based on 20 organisations a year accessing funds and each saving 21 tonnes of $CO_2$ per annum). | £45k per annum (to cover a half time officer to ensure effective signposting to grants and support). | 0.11 | Relatively low cost and should prove popular with SMEs which can save on their energy bills. |
| **29. Encourage and support schools to cut carbon e.g. through participating in the LESS $CO_2$ programme and through accessing Salix finance** | Collectively, UK schools could reduce energy costs by around £44 million per year through simple energy efficiency measures, which would prevent 625,000 tonnes of $CO_2$ from entering the atmosphere. | 937 | £45k per annum to cover a full time person to support schools in accessing programmes like Salix Finance and LESS CO2. | 0.05 | Relatively low cost and should prove popular with schools which can save on their energy bills. |
| **30. Engage with schools to ensure meals are delivered in accordance with the official Eatwell Guide and the majority of options on menus are healthy and plant-based, with less and better meat** | Getting schools to switch to more plant-based menus will cut carbon pollution whilst also encouraging healthy eating. | 581 (based on 15,700 pupils eating 195 school lunches a year with 0.19kg $CO_2$ saved per meal). | £45k per annum to cover a tull time officer to liaise with and support schools. | 0.08 | Relatively low cost. May face some resistance from some pupils and their families. |
| **31. Through procurement, ensure the local authority supply chain is minimising carbon emissions** | Councils spend millions of pounds buying good and services; they can ensure that their suppliers are doing everything they can to minimise their carbon pollution. Figures are based on a council spending £71 million pa. | 12,070 | £45k per annum to cover a full time officer to change procurement specs, engage with suppliers and check bids. | 0.004 | Relatively low cost and easy to implement. |

As and when good quality assessments are made on both carbon savings and cost, further additions to the actions listed will be made by Ashden, who are inviting feedback on their website. Meanwhile the list is not restrictive as councils could complement with other actions.

Those that might be considered as additions or enhancements:

- **Action 17.** Transport: Rapidly accelerating access to digital appointments and video conferencing for meetings to avoid travel.
- **Action 18.** Council estate: Provide Climate Literacy training for all councillors and staff, by, for example, using the Climate Literacy Project based in Manchester which encourages roll out through training the trainers.[33]
- **Action 27.** Land Use: Make provision for more local growing through estate allocation for allotments, or through provision in Local Plans.
- **Action 27.** Local Plan commitment to flood plains and flooding prevention in development (although there is a debate on whether this is action on climate change or mitigation when it happens).
- **Action 28.** Influencing others. Support for promoting local food/farmers markets and organic agriculture via council estate markets.
- **A new Action 32.** Commitment to public education and engagement via citizens' assemblies: the need to ensure the public is on board for why radical changes are necessary versus business-as-usual.

# 5. Recommendations for a path to action

Key factors contributed to the swift range of action-based work adopted by Lancaster City Council to realise its carbon-neutral vision with urgency, which could be applied universally by councils in the North West.

Based on the Lancaster case study, we highlight the following seven attributes for success:

## 1 DEVELOP CONSENSUS AND LEADERSHIP AT CABINET LEVEL

Cabinet members must demonstrate commitment and be passionate about reaching a zero carbon economy that has community engagement at its heart:

- Alignment of thinking by all cabinet members, across party differences, providing a consistent vision and drive from the 'top' of the decision-making structure.
- Ensuring this is backed up by expertise and deep knowledge or willingness to become informed of the issues, as well as a willingness to look outside and use models and approaches that could add value.

## 2 DRIVE AND SUPPORT AT OFFICER LEVEL AND TO ENGAGE STAFF

Council officers providing support and leadership for all areas of the strategic and delivery plans assist in delivering the potential for real change.

Senior council staff leadership ensures staff engagement which is integral to the process of change.

The more 'champions for change' that emerge, the greater the chance that meaningful changes can be made quickly, impacting the council's direct emissions and also those from within the district as a whole.

## 3 ACT WITH BOLDNESS, AND ACT NOW

"With Greta Thunberg and Extinction Rebellion it's almost become accepted that you need to take a disruptive approach."[34]

A real willingness to take action, and a boldness to take action now, with the best information available (even if, in five years' time, something much better could be done).

This agenda needs to go beyond established measures of success, like recycling rates. It is only by acquiring experience of adopting new technologies and different approaches that new cultures can emerge and be embedded. The journey only has a chance of being successful once it has begun.

## 4 ADOPT A WIN-WIN AND POSITIVE NARRATIVE

There are personal challenges for some people in facing the reality of climate change. Acceptance of the dire need for urgent change to business-as-usual can be an uncomfortable process and one that many find difficult to face. It may involve grief, upset, anger and despair. With this in mind, there needs to be ways of allowing for the range of emotions experienced, and of providing hope, connection and a vision that can inspire others to face the Climate Emergency and take subsequent action.

Challenge the dominant climate change narrative that individuals will need to make huge lifestyle sacrifices, and that a low-carbon future is less attractive than the status quo.

Reframe the challenges of climate action as an opportunity to change other things that are known to be in need of improvement. For example, improving open spaces has the potential for better community cohesion, physical and mental well-being. Reviewing council housing stock for emissions has the potential to reduce energy bills for tenants. Using the Climate Emergency action plan to drive changes 'that we wanted to make anyway'.

## 5 ENGAGE AND BUILD CONSENSUS

Our future is at stake. The journey to making changes is as crucial as the changes themselves. Use the journey to engage, educate and explore both issues and solutions, especially at local level with stakeholders including residents. This extends to communities, officers, councillors, businesses and everyone with a stake in the local plan's powerful context.

## 6 ESTABLISH A BASELINE BEFORE STARTING

Groundwork needs to be done to understand the carbon emissions of the local council as well as other organisations and those within the District. This is a key first step that can help ensure priorities and decision-making are evidence based, and ideally should come before strategic and operational plans are put in place. It is therefore recommended as an integral part of the action planning process.

Council activity (Scope 1 emissions) will account for a very small percentage of emissions for each district; typically, less than 2%. But councils have direct influence over much of the rest. Transport (>40% of UK emissions); homes; waste and recycling. The Government only excludes 4 sources from local authority influence: the motorway system, diesel trains, land use and some large industrial sites in which were part of the EU Emissions Trading System.

One of the key issues are Scope 3 emissions, which cover outsourced contracts emissions; business travel, staff commuting; equipment and consumables purchases and investments (including pension scheme). Government reporting requirements make Scope 3 'discretionary', but it is essential to establish baselines for these emissions, although they will be much less accurate, and report on them.

## 7 SHARE EXPERTISE

As this is a new agenda, it is important that there are forums and opportunities for sharing new ideas, successes, failures and plans. We will collectively be able to develop better solutions and new models with in-built space for reflection and benchmarking, review and adapting responses.

## 8 RISE TO THE TASK OF LEADING OTHERS IN THINKING AND DELIVERY

Recognition that the council must lead the way, 'put its own house in order' and then also influence the wider determinants of carbon emissions within the district, which contribute to a far greater proportion of total carbon released than direct carbon emission. Councils have the scope to promote a Green New Deal (GND) – on a local, regional or national footprint – to enhance the opportunities across key sectors to maximise the benefits of decarbonisation.

Implementing a GND requires new and policy changes at all levels of Government. Yet the decarbonisation action plan following a Declaration of the Climate Emergency creates the context in which local authorities can lead: not just to adapt old practices, habits and methods of delivery to council services, but a once in a generation chance to realise the benefits and prosperity of a zero carbon society shared by the whole community.

# Organisations that can help

## ASHDEN

https://www.ashden.org

Ashden supports and promotes sustainable energy enterprises from around the world. Their mission is to accelerate transformative climate solutions and build a more just world. Amongst other things their aim is for UK schools to get to zero carbon by 2030.

To help councils to deliver their climate action plans, Ashden and Friends of the Earth, with support from CDP (Disclosure Insight Action https://www.cdp.net/en), have put together an evidence-based list of the most effective actions councils can take on climate, as reported in section 4 in this report.

## CARBON TRUST

https://www.carbontrust.com

They offer local authorities and the public sector strategic and technical support both in the UK and overseas. They have helped over 3,000 public sector organisations to cut their energy bills by over £700 million, while reducing their carbon emissions by more than 17.5 million tonnes.

Several similar organisations are listed on the Government's Guidance website:

https://www.gov.uk/guidance/measuring-and-reporting-environmental-impacts-guidance-for-businesses

## CDP DISCLOSURE INSIGHT ACTION

https://www.cdp.net/en

CDP is a global environmental non-profit organisation that helps investors, companies, local authorities, and regions assess their environmental impact and take urgent action to build a sustainable economy. Over 920 local and regional governments worldwide are measuring and disclosing environmental data through our annual questionnaire in order to manage emissions, build resilience, protect themselves from climate impacts and create better places for people to live and work. CDP supports local authorities to help improve transparency and their data quality, providing insights and resources on how to set and meet climate targets, engage local authorities through events and webinars, and provide information about relevant mitigation and adaptation tools and services. In addition, CDP's platform one of the richest sources of information globally on how companies and local governments are driving environmental change. CDP, formerly Carbon Disclosure Project, is a founding member of the We Mean Business Coalition.

## CENTRE FOR SUSTAINABLE ENERGY

https://www.cse.org.uk

CSE is an independent national charity that shares knowledge and experience to help people change the way they think and act on energy.

They do work around planning and help with reviewing of a draft local plans, including policy wording, amongst other things.

They have a good reports and publication section.

https://www.cse.org.uk/resources/category:reports-and-publications

Their latest report, Neighbourhood Planning in a Climate Emergency – A guide to Policy Writing and Community Engagement for Low-carbon Neighbourhood Plans, is available here:

https://www.cse.org.uk/downloads/reports-and-publications/policy/planning/renewables/neighbourhood-planning-in-a-climate-emergency-feb-2020.pdf

## CLES

https://cles.org.uk

CLES is the UK's leading independent 'think -and do- tank' realising progressive economics for people and place. Its aim is to achieve social justice, good local economies and effective public services, putting the Climate Emergency into the centre of their work on community wealth building. A number of North West councils already work together with CLES.

Here is a link to their comprehensive library of well-researched publications:

https://cles.org.uk/publications

**Preston Model**

In 2019 CLES and Preston City Council published a report on the achievements and lessons so far of Preston's successful model of local procurement.

https://cles.org.uk/publications/how-we-built-community-wealth-in-preston-achievements-and-lessons

## CLIMATE EMERGENCY

https://www.climateemergency.uk

Climate Emergency offers information about councils, county councils and combined authorities as well as universities that have declared climate emergencies. The website also contains resources, policies, actions (e.g. Workplace Parking Levy and Passivhaus) and councils' action plans.

The website features a list of UK councils that have declared a Climate Emergency.

Councils in the North West that have not yet declared an emergency can email kevin@climateemergency.uk to get their council added to the list, once they have.

https://www.climateemergency.uk/blog/list-of-councils

## FRIENDS OF THE EARTH/CLIMATE ACTION

https://friendsoftheearth.uk

For over four decades Friends of the Earth (FoE) have campaigned nationally and locally for the environment and building resources to tackle the climate crisis.

**FoE for Councils**

FoE's website "Climate Action" offers research and concrete action plans for carbon reduction for councils.

**50 point Action Plan for Councils**

https://takeclimateaction.uk/take-action/climate-action-plan-councils-explained

**Performance Assessment and suggestions for action**

Enter the postcode of your council to see the results and suggestions for carbon reductions for the district:

https://takeclimateaction.uk/climate-action/how-climate-friendly-your-area-enter-your-postcode-see-results-your-community

The methodology for the local authority data project can be viewed here:

https://takeclimateaction.uk/climate-action/methodology-local-authority-data-project?_ga=2.49206499.41907651.1576675400-1837369607.1575473724

## GREEN NEW DEAL UK

https://www.greennewdealuk.org

Green New Deal UK is an independently registered non-profit organisation that campaigns for a Green New Deal in the UK. They provide an 'organising hub' to facilitate the efforts of ordinary people around the country who want to help campaign for change. They are working to increase widespread public awareness and support for the Green New Deal, while building a grassroots movement of campaigners and volunteers ready to drive the positive change we need.

## TRANSPORT FOR QUALITY OF LIFE

http://www.transportforqualityoflife.com

Transport for Quality of Life offers amongst other things research into sustainable transport solutions; to identify ground-breaking best practice; to monitor and evaluate the effects of new policy interventions, and to develop further policy options, covering social and environmental effects of transport, professional training, best practice guidance, travel plans as well as promotional and information campaigns.

They have worked with the Department for Transport UK and Transport Ireland and a number of councils as well as several campaigns, i.e. Campaign for Better Transport, Centre for Alternative Technology, Citizens Advice, CPRE, Friends of the Earth, National Trust, nef, Noise Association and Sustrans.

## TYNDALL CENTRE FOR CLIMATE CHANGE RESEARCH

https://www.tyndall.ac.uk

The Tyndall Centre provides evidence to inform society's transition to a sustainable low-carbon and climate resilient future. The Tyndall Centre is a partnership of universities, including the University of Manchester, bringing together researchers from the social and natural sciences and engineering to develop sustainable responses to climate change. They work with leaders from the public, including North West Councils, and private sectors to promote informed decisions on mitigating and adapting to climate change.

**Tyndall Centre: Carbon Budget Tool for councils**

https://carbonbudget.manchester.ac.uk

The Tyndall Centre and University of Manchester did comprehensive work on the carbon budgets. The carbon budgets in these reports are based on translating the "well below 2°C and pursuing 1.5°C" global temperature target and equity principles in the United Nations Paris Agreement to a national UK carbon budget and then broken down for each council. The reports provide each council with budgets for carbon dioxide ($CO_2$) emissions and from the energy system for 2020 to 2100. That means for North West Councils that have declared a Climate Emergency with a deadline for being carbon neutral by 2025 or 2030 the figures for carbon reduction have to be adjusted.

Go to https://carbonbudget.manchester.ac.uk/reports. Click on "North West" and a list of all 39 councils will reveal, to click through.

They also provided a means to create Aggregate Budgets for Combined Authorities, Unitary Authorities, County Councils and other combinations of local authorities. If the Aggregate Budget is not available in the list they provide, this tool can be used to create a custom one: https://carbonbudget.manchester.ac.uk/reports/combined.

## GINA DOWDING, FORMER MEP FOR NORTH WEST ENGLAND

**Resources on website**
https://ginadowding.org.uk

During her tenure as the first Green MEP for the North West of England from July 2019 until the end of January 2020 when the UK left the European Union, Gina has focused on helping the region to tackle the climate crisis. She published a report on the Green New Deal in the North West, in which five key areas critical to a low/zero carbon economy were explored: renewable energy supply; energy-efficient buildings; sustainable transport; a zero carbon, circular economy; and land use, food and biodiversity. The report outlines key opportunities and examples of best practice from across the region, setting out some of the policies that are needed to scale-up action.

A follow up report on Sustainable and Active Transport details more precisely the challenges and mechanisms for transforming our public transport system in the North West region. This report is the first detailed regional application of policy and intervention ideas set out by the think tank Transport for Quality of Life, which launched a suite of national recommendations for the UK alongside Friends of the Earth in 2019.

Please find here links to all of Gina Dowding's reports:

**Green New Deal in the North West –** https://ginadowding.org.uk/reports/green-new-deal-in-the-north-west/

PDF: https://ginadowding.org.uk/wp-content/uploads/2019/10/Green-New-Deal-in-the-North-West-WEB.pdf

**Sustainable and Active Transport Report: Putting the Green New Deal Into Action –** https://ginadowding.org.uk/nw-constituency/sustainable-and-active-transport-report-putting-the-green-new-deal-into-action/

PDF: https://ginadowding.org.uk/wp-content/uploads/2020/01/Sustainable-Transport-North-West-FINAL2.pdf

**What's on the Horizon for UK Science, Research & Innovation –** https://ginadowding.org.uk/nw-constituency/whats-on-the-horizon-for-uk-science-research-innovation/

PDF: https://ginadowding.org.uk/wp-content/uploads/2020/01/On-the-Horizon-Report-FINAL.pdf

## REFERENCES


**1** https://www.ashden.org/programmes/top-31-climate-actions-for-councils

**2** Survey by the Excellence in Electrotechnical & Engineering Services (ECA) published in January 2020. https://www.eca.co.uk/energyfoi

**3** https://ginadowding.org.uk/wp-content/uploads/2019/10/Green-New-Deal-in-the-North-West-WEB.pdf

**4** The International Union for the Conservation of Nature (IUCN) https://www.iucn.org/news/gender/202001/environmental-degradation-driving-gender-based-violence-iucn-study

**5** https://bit.ly/2AJPSay

**6** https://www.un.org/esa/forests/wp-content/uploads/2016/02/Forests-in-Paris-Agreement-policy-brief.pdf

**7** https://www.climateemergency.uk/blog/list-of-councils

**8** http://council.lancashire.gov.uk/documents/g7476/Printed%20minutes%2028th-Feb-2019%2013.00%20Full%20Council.pdf?T=1

**9** http://councilportal.cumbria.gov.uk/documents/g11145/Printed%20minutes%2011th-Sep-2019%2010.00%20County%20Council.pdf?T=1

**10** https://policy.friendsoftheearth.uk/sites/files/policy/documents/2019-09/League_table_England_Wales.pdf

**11** https://takeclimateaction.uk/climate-action/how-climate-friendly-your-area-enter-your-postcode-see-results-your-community

**12** https://www.tyndall.ac.uk

**13** https://carbonbudget.manchester.ac.uk/reports

**14** The Tyndall Centre have an independent methodology for setting targets based on IPCC data, informed by the terms of the Paris Agreement and use BEIS data for local authority emissions baselines. The more recent CCC approach used for the Climate Change Act is now a lot closer to the Tyndall Centre's approach on how equity for international emissions is applied and how international aviation is considered. A major remaining difference is that they don't count carbon removal technologies that aren't yet proven at scale in their analysis and this means that emissions need to fall at faster rate than they would if we assumed technology will be available to remove carbon in the future.

**15** https://www.climateemergency.uk/blog/list-of-councils

**16** Emissions grandfathering is a mechanism used for calculating future carbon quotas. The principle is widely used but as it means that historic emissions increase future emission entitlements. https://www.tandfonline.com/doi/pdf/10.1080/09644016.2012.740937

**17** The reporting does not budget to include allocation of UK national aviation and shipping emissions. However if these emissions continue to increase as currently projected by Government, aviation and shipping will take an increasing share of the UK carbon budget, reducing the available budgets for combined and local authorities. They recommend, therefore, serious consideration of significantly limiting emissions growth from aviation and shipping.

**18** http://www.lancaster.gov.uk/the-council-and-democracy/about-the-council/council-structure

**19** https://committeeadmin.lancaster.gov.uk/documents/g7072/Public%20minutes%2030th-Jan-2019%2018.00%20Council.pdf?T=11

**20 Scope 1:** Gas Consumption, Owned transport (diesel), Business Travel (Pool Cars), Fugitive Emissions **Scope 2:** Electricity consumed (Buildings), Electricity consumed (Electric Vehicles) **Scope 3:** Business travel (Staff owned vehicles), Employee commuting activities https://www.carbontrust.com/resources/what-are-scope-3-emissions

**21** See https://ghgprotocol.org/about-us for more detail on Scope 1-3 emissions and protocols

**22** https://www.lancaster.gov.uk/the-council-and-democracy/about-the-council/carbon-dioxide-emissions

**23** https://committeeadmin.lancaster.gov.uk/documents/g7360/Public%20reports%20pack%2005th-Nov-2019%2018.00%20Cabinet.pdf?T=10

**24** https://committeeadmin.lancaster.gov.uk/documents/g7362/Public%20reports%20pack%2014th-Jan-2020%2018.00%20Cabinet.pdf?T=10

**25** https://ats-lancaster.jgp.co.uk/vacancies/view/113183?ga_client_id=d422dbfa-a40b-22fc-a27c-2a8cc807bb7e

**26** Appendix 2 in https://committeeadmin.lancaster.gov.uk/documents/g7360/Public%20reports%20pack%2005th-Nov-2019%2018.00%20Cabinet.pdf?T=10

**27** https://www.preston.gov.uk/article/1339/What-is-Preston-Model

**28** https://cles.org.uk/what-is-community-wealth-building/the-principles-of-community-wealth-building

**29** CLES, the national organisation for local economies https://cles.org.uk.

The five principles are: 1) Plural ownership of the economy, 2) Making financial power work for local places, 3) Fair employment and just labour markets, 4) Progressive procurement of goods and services, 5) Socially productive use of land and property.

**30** https://zerocarbonhousebirmingham.org.uk/wp-content/uploads/2015/06/Code-for-Sustainable-Homes.pdf

**31** https://committeeadmin.lancaster.gov.uk/documents/s75057/Climate%20Change%20Cabinet%20report%20FINALFORCABINET.pdf

**32** https://www.ashden.org

**33** https://carbonliteracy.com/faq

**34** Quote from a Lancaster Council Officer made during the research for this report

*"My involvement in grassroots pressure on local authorities to declare climate emergencies led me to join Gina on a sponsored trip for youth climate strikers to the European Parliament in September 2019. MEPs are carrying out vital work to ensure action on climate change is prioritised. This further inspired me to push for political action at home in the North West.*

*I have continued researching local government responses to the climate emergency, specifically pushing local authorities to include the costs of climate change in their spending and investment practices. This report is a call on councils to show leadership and will provide important support for them to make swift progress."*

**Millie Prosser**

Final Year BSc Natural Sciences Student, and Forest of the Future co-ordinator,
Lancaster University and Student Union tree planting project.

**Gina Dowding MEP**

**www.ginadowding.org.uk**