

Leicester
City Council

**MEETING OF THE ECONOMIC DEVELOPMENT, TRANSPORT AND
TOURISM SCRUTINY COMMISSION**

DATE: WEDNESDAY, 4 DECEMBER 2019
TIME: 5:30 pm
**PLACE: Meeting Room G.01 - City Hall, 115 Charles Street,
Leicester, LE1 1FZ**

Members of the Commission

Councillor Waddington (Chair)
Councillor Sandhu (Vice-Chair)

Councillors Broadwell, Fonseca, Joel, Porter, Rae Bhatia and Valand

Members of the Commission are invited to attend the above meeting to consider the items of business listed overleaf.

Elaine Baker

For Monitoring Officer

Officer contacts:

Jerry Connolly (Scrutiny Policy Officer)

Elaine Baker (Democratic Support Officer),

Tel: 0116 454 6355, e-mail: elaine.baker@leicester.gov.uk

Leicester City Council, City Hall, 115 Charles Street, Leicester, LE1 1FZ

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Further information

If you have any queries about any of the above or the business to be discussed, please contact:

Elaine Baker, Democratic Support Officer on 0116 454 6355.

Alternatively, email elaine.baker@leicester.gov.uk, or call in at City Hall.

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AGENDA

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1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

Members are asked to declare any interests they may have in the business to be discussed on the agenda.

3. MINUTES

**Appendix A
(Pages 1 - 10)**

The minutes of the meeting of the Economic Development, Transport and Tourism Scrutiny Commission held on 16 October 2019 are attached and Members are asked to confirm them as a correct record.

4. PETITIONS

The Monitoring Officer to report on any Petitions received in accordance with Council procedures.

5. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

The Monitoring Officer to report on any Questions, Representations and Statements of Case received in accordance with Council procedures.

6. CITY CENTRE ACCESSIBILITY UPDATE

**Appendix B
(Pages 11 - 16)**

The Director of Planning, Transport and Development submits a report outlining the ongoing work in response to the accessibility issues raised at the Commission's meeting held on 22 August 2019, (minute 21, "City Centre Accessibility", refers). The Commission is recommended to note the contents of this report and comment as appropriate.

7. SOCIAL VALUE AND PROCUREMENT UPDATE

Appendix C
(Pages 17 - 28)

The Head of Procurement will give a presentation updating the Commission on social value and procurement. The Commission is recommended to note the presentation and comment as appropriate.

8. TOURISM ACTION PLAN UPDATE

Appendix D
(Pages 29 - 34)

The Director of Tourism, Culture and Inward Investment submits a report outlining the approach taken by Leicester and Leicestershire to sustain growth in the region's tourism sector over the next five years. The Commission is recommended to note the contents of the report and is invited to propose story ideas to be considered for the new *Uncover the Story* brand campaign.

As the Tourism Action Plan and Tourism Growth Plan are large documents, paper copies have been provided for members of the Committee. The documents also can be accessed from the following links:

[Tourism Action Plan 2020-2025 – Leicester](#)
[Leicester and Leicestershire Tourism Growth Plan](#)

9. LEICESTER'S CLIMATE EMERGENCY CONVERSATION

Appendix E
(Pages 35 - 76)

The Director of Estates and Building Services submits a report informing Members of draft proposals for the city's response to the climate emergency, as well as the associated programme of community consultation and engagement entitled "Leicester's Climate Emergency Conversation". The Commission is recommended to:

- a) note the progress made since the climate emergency declaration, including the consultation and engagement programme currently underway;
- b) comment on the proposals for discussion, including their implications for the city and for the Council;
- c) ask all Councillors to help to publicise the Climate Emergency Conversation through their role as Ward Councillors; and
- d) note the next steps for the development and adoption of a Council action plan to address the climate emergency.

10. ECONOMIC DEVELOPMENT, TRANSPORT AND TOURISM SCRUTINY COMMISSION TASK GROUP UPDATE

Appendix F
(Pages 77 - 84)

- a) The Chair and the Director of Delivery, Communications and Political Governance submit a report (attached at **Appendix F1**) updating the Commission on progress being made in relation to the Task Group looking at economic activity in deprived communities in Leicester. The Commission is recommended to note the report and comment as appropriate.

- b) The Director of Tourism, Culture and Investment submits a report (attached at **Appendix F2**) updating the Commission on work in progress relating to departmental work on inclusive economic development, and the development of a Leicester Employment and Skills Plan. The Commission is recommended to note this report and comment as appropriate.

11. QUESTIONS FOR THE CITY MAYOR

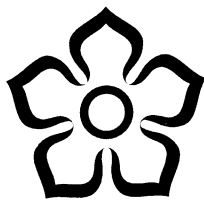
The City Mayor will answer questions raised by members of the Commission on issues not covered elsewhere on the agenda.

12. WORK PROGRAMME

Appendix G
(Pages 85 - 90)

The current work programme for the Commission is attached. The Commission is asked to consider this and make comments and/or amendments as it considers necessary.

13. ANY OTHER URGENT BUSINESS



Leicester
City Council

Appendix A

Minutes of the Meeting of the
ECONOMIC DEVELOPMENT, TRANSPORT AND TOURISM SCRUTINY
COMMISSION

Held: WEDNESDAY, 16 OCTOBER 2019 at 5:30 pm

P R E S E N T :

Councillor Waddington (Chair)
Councillor Sandhu (Vice Chair)

Councillor Broadwell
Councillor Fonseca
Councillor Valand

Councillor Joel
Councillor Porter

In Attendance:

Sir Peter Soulsby – City Mayor

* * * * *

27. APOLOGIES FOR ABSENCE

An apology was received from Councillor Rae Bhatia.

28. DECLARATIONS OF INTEREST

In respect of the Evesham Road Link, it was noted that members of the Commission had received email correspondence from objectors.

Councillor Broadwell also declared that she had previously objected to the principle of any proposals for the link road being brought forward.

29. MINUTES

AGREED:

That the Minutes of the meeting of the Commission held on 22 August 2019 be confirmed as a correct record.

30. PETITIONS

The Monitoring Officer reported that no petitions had been received.

31. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

The Monitoring Officer reported that no questions, representations or statements of case had been received.

32. EVESHAM ROAD LINK

The Chair referred to her decision to allow the 'End of the Road Campaign' to address the Commission on the item, in accordance with Scrutiny Procedure Rules.

It was confirmed that a total of 30 minutes would be allowed, noting that four members of the public had asked to present their views as representatives of the larger number of organisations making up the 'End of the Road Campaign'.

The Chair then referred to the attendance of two Ward Councillors who had also asked to speak. It was confirmed that the Ward Councillors would be allowed 5 minutes each to address the Commission.

As a further procedural point, the Chair explained to Commission members and the public present that the Commission would not be making a decision on any future proposals, but that proper scrutiny of the issue would lead to a recommendation being made to the City Mayor and Executive. The Chair emphasised this point and reminded the Commission that following debate on the item, members would be asked to make any comments for future consideration by the City Mayor.

The Chair then asked the City Mayor and lead Director to introduce the item.

The City Mayor commented on the historical and geographical aspects of the Evesham Road link, as it had been included on previous development plans and documentation.

He stated that there were no current plans to create a link road by extending Evesham Road through to Boundary Road and confirmed he had no plans to allocate any funding to such a scheme.

In the historical context, the City Mayor referred to the other river crossings put in place due to their need in previous times. He commented that an Evesham Road link road had been seen as a possible additional river crossing that may be desirable in the future, as it was argued there could be beneficial as well as detrimental aspects to the idea.

The City Mayor commented that the link road to the Aylestone area and creation of an alternative route and by-pass to relieve congestion in parts of the Aylestone Village had been suggested as a benefit from any future project. The additional benefit to public transport and particularly improved bus routes was also referenced, alongside the expectation that greener and cleaner private cars and vehicles would become more common in the future.

The City Mayor asked the Commission to note that this was why the proposed link road 'line' had been included in previous development plans and had been the subject of an environmental appraisal over 25 years ago. The City Mayor confirmed that the line on the plan demonstrated what was proposed at that time.

In conclusion, the City Mayor stressed the points made at the beginning of his introduction; that there was no proposal to implement an Evesham Road link, and that no funds were available or allocated to support it. It was also explained and accepted that at current values, the likely estimated costs of a river crossing scheme would be too high to allow it to proceed.

The Director of Planning, Development and Transportation was then asked to comment on the item.

It was reported that in terms of the current status, the Evesham Road link road was not allocated in the current adopted Local Plan. It was noted that highway improvement schemes shown as 'lines' on plans were primarily used to give an indication of safeguarded land and that these were shown on local land charge searches. In respect of the emerging options document, as part of the current Local Plan process, the road link was referenced for discussion alongside other historical safeguarded links in the city.

It was noted that since publication of the Agenda, which included a request for written responses, 23 separate objections had been received, beginning with a submission from The End of the Road Campaign, Leicester Friends of the Earth, and Footpaths: Routes to a Greener Future. The objections received were circulated to members prior to the meeting.

The timetable for the Local Plan consultation was presented (PowerPoint Slides attached) and explained as follows:

- Overview and Scrutiny Committee would receive a report and presentation at its meeting to be held on 28 November 2019
- Full Council would be asked to approve the consultation Draft Local Plan in January 2020

- Further themed scrutiny meetings would be convened during the Draft Local Plan consultation between February and March 2020
- The submission of the Local Plan after expiry of the consultation was expected in late 2020
- The 'Examination in Public' would be held in 2021

It was reiterated that comments made at this meeting concerning the Evesham Road link would be considered as part of the wider consultation process described above. Any specific recommendations at this stage would also be referred to the City Mayor and Executive.

The Chair thanked the City Mayor and lead Director for their introduction to the item.

At this point, the Chair welcomed the representatives of the 'End of the Road Campaign' who were invited to address the Commission.

Kim Burley Jones introduced herself and her campaign colleagues; Jill Fisher (Friends of the Earth), Zina Zelter (Footpaths: Routes to a Greener Future), and Andy Warley (Aylestone Meadows Appreciation Society).

The representatives presented separate sections of the Campaign's opinions and objections as follows (PowerPoint Slides attached):

Kim Burley Jones (End of the Road Campaign) referred to the importance of Aylestone meadows as a Local nature Reserve and commented on the number of organisations and individuals that had supported the campaign. Images were displayed of the demonstration in 2028 that had asked the council to remove the road from the local plan

Jill Fisher presented the evidence for induced traffic and referred to Government research on the issue, including a Department of Transport Advisory Committee Study and Evidence Review.

Zina Zelter commented on the Council's own Essential Guide to Travel Planning for Employers in Leicester and advised that in that document it was confirmed that the success of a Travel Plan could be predicted by the package of measures implemented, including car sharing, public transport and cycling measures.

Analysis of data supporting these views was provided and explained.

Kim Burley Jones then referred to the impact the road proposal would have on health, particularly the health of children, and referred to the results of independent air quality testing carried out by the campaign.

Andy Warley reiterated the comments made concerning the designation of the area as a Local Nature Reserve and reminded the Commission that Council policy was to conserve and promote such areas. The importance of the value of the meadows and the wildlife and habitat that would be lost if a road scheme was introduced were explained.

In concluding the public addresses, campaign members expressed their opposition to the road proposals and requested that the Commission:

- Recommend to the Council Executive that they remove the “red line” for this road from the Local Plan
- Recommend that the council make a formal commitment not to build this road in the next 30 years
- Recommend that the council systematically put in place policy and invest in strategies and developments that reduce car use.

The campaign representatives were thanked for addressing the Commission.

The Chair then asked the Ward Councillors to speak on the item.

Councillor Singh Johal as Ward Councillor for Braunstone Park and Rowley Fields Ward began by thanking the large number of residents present for their attendance. He referred to the passion expressed in the objections received and evident in the End of the Road Campaign’s address to the Commission.

He commented on the uncertainty that the ‘line’ on the Local Plan document had raised and reference was made to previous sensitive and controversial planning applications involving land at or adjacent to the Meadows. He asked the Commission to note that although these planning applications were refused consent residents felt that the area was often under threat from proposals for development and were apprehensive about the future of the Evesham Road link. He said the need to ensure full and proper engagement with residents on such issues was therefore vital. The strong community values of those living in the area were described and the Commission was asked to note that many residents had stayed in the area through generations and were not a transient community as found in other parts of the city.

In conclusion, Councillor Singh Johal commented on the arguments of the campaign, which he considered had been well put and asked that the line be removed from the Local Plan, as the uncertainties that its inclusion led to were unwelcome and not in the interests of the residents.

Councillor Singh Johal was thanked for addressing the Commission.

Councillor Kitterick addressed the Commission and supported the campaign’s arguments, particularly those issues raised concerning induced traffic. Examples of situations elsewhere in the city were provided where additional road space had not resulted in any reduction in car use or congestion.

Reference was also made to the likely cost of the scheme which could be estimated at a cost far in excess of what would be reasonably affordable for the Council. Again, examples of similar road schemes were provided to emphasise this point.

Councillor Kitterick also referred to an aspect of the proposal that had not been included in the Campaign's presentation, which was the likely ambition to promote an additional link to Putney Road and across to London Road, which he considered would be of extreme detriment to the south of the city.

Reference was made to the previously stated opportunity for improved bus routes arising from a link road. The Commission were reminded that bus use was focussed on the city centre and doubt was raised on the benefit and demand that such a route would provide.

In conclusion, Councillor Kitterick commented on the anomaly of the Evesham Road link as a proposal conflicting with the Council's corporate objective to promote a city that was beneficial to its people. To support this view reference was made to recent important and valuable schemes to promote cycling and pedestrian links.

Councillor Kitterick was thanked for addressing the Commission.

The Chair then asked Commission members to comment on the item.

Clarification was sought on the status of the 'red line' and whether it was included in the current Local Plan, as there was confusion existed between the thoughts of the End of the Road Campaign and the report by officers. It was considered that clarifying information should be provided on this point before the draft document was published in January 2020.

Councillor Porter supported the point above and also stated that he felt the public had been misled on the issue. In respect of the effect of the proposals on Aylestone, he suggested that simpler solutions were available to avoid congestion. He commented on the bus lanes which he considered had caused the current problems and advised that changes to traffic light sequences would help to reduce congestion.

In response, the City Mayor clarified that the public had not been misled and reiterated his earlier comments as to why the line had remained on previous plans and documentation. He also reiterated his comments that there were no plans to implement a scheme and that no funding existed.

The City Mayor referred to the points made in the presentation by the End of the Road Campaign and he thanked representatives for their considered, comprehensive and well-presented explanation of the concerns. He asked the Commission to note that he had been instrumental in the current status of Aylestone Meadows as a Nature Reserve and that he fully understood the important ecology, noting that the area was previously redundant and inaccessible.

Comment was also made on the counter arguments of those residents that had expressed support for a link road to ease the congestion in their area. The City Mayor pointed out that this view should not be ignored in considering the issue. In response to the need for clarification concerning the 'red line', the Director of Planning, Development and Transportation was asked by the Chair to comment.

The Director reported that the link road had been a formal proposal in the 1983 Local Plan but that it had no formal status in the current Local Plan. Its only recent reference was in the Emerging Options Local Plan documentation which provided an opportunity for the Council to put forward different ideas for early discussion on a range of potential sites and developments including housing as well as transport options. The 'red line' for the Evesham Road link in this options document was shown on a plan highlighting all existing highway safeguarded lines for discussion. These are presently held separately from the local plan for future safeguarding and land searches.

It was noted that the objections would be considered before the presentation of the Draft of the Local Plan was submitted to Overview Select Committee, and on to full Council.

The City Mayor asked the Commission to note that if the Commission recommended that the scheme be removed from the local plan, the wishes of the Campaign not to revisit the scheme in the future could not be accommodated.

The Commission accepted that any decision could not bind a successor administration, and therefore that part of the Campaign's wishes could not be agreed. It was open to the Commission to recommend that the scheme be removed from the Local Plan at this stage.

The Director noted that road schemes such as this should not be included in a Local Plan where there was no degree of certainty that the scheme could proceed during the plan period and that this often related to the availability of funding for such a scheme.

In response to a further question, and for clarity, the City Mayor indicated that he was not minded to include the Evesham Road link road in the presentation to Overview Select Committee.

Councillor Porter left the meeting at 6.48 pm.

In concluding the item and summary, the Chair thanked the End of the Road Campaign and Ward Councillors for presenting their arguments to the Commission. It was noted that a formal commitment could not be made to bind any future administration, but that their other requests would be supported.

AGREED:

To recommend to the City Mayor and Executive that the “red line” for the Evesham Road link road be removed from the Local Plan and that the Council systematically puts in place policy and invest in strategies and developments that reduce car use.

33. SCRUTINY REVIEW SCOPING DOCUMENT - ECONOMIC DEVELOPMENT AT A LOCAL LEVEL

The Chair introduced the item and reminded the Commission of the rationale of the review to develop job creation, skills and investment plans for parts of Leicester which were economically excluded, including opportunities for local businesses and for young people to engage in positive activities. The aims of the review were to explore how those aims could be achieved at local levels.

This review would also seek to evaluate how those commitments were being met and the measures that could be taken to increase economic participation at local levels, through overarching strategies and individual projects. It would identify and characterise what is meant by economic exclusion at a local level and make recommendations to address the key problems and build upon opportunities.

The Chair referred to the process underway to progress those aims and thanked colleagues for the evidence that had been gathered and submitted to date.

The intention to convene a Task Group was emphasised and the Scrutiny Policy officer circulated information concerning members’ availability.

It was confirmed that research support had been offered by De Montfort University to assist in the progression of the scrutiny review.

The City Mayor confirmed his support to the review process and commented on early indications of evidence collected on economic disadvantage.

AGREED:

That the Scrutiny Review document be received and noted and the rationale be endorsed.

34. UPDATE ON INWARD INVESTMENT ACTIVITIES

The Director of Tourism, Culture and Investment submitted a report, which outlined key activities to support business growth and attract new business investment.

The report noted the key activities being delivered or developed to support growth of businesses in Leicester and to attract new investment.

It was noted that in recent years significant successes had created several thousand new job opportunities.

It was reported that six detailed sector-based propositions were being developed to provide up-to-date information and support the early stage investment decision making process, namely:

- Space
- Advanced Manufacturing & Engineering
- Life Sciences
- IT, Professional & Financial Services
- Advanced Logistics
- Food & Drink

In noting the sectors, comment was made concerning the further growth which was evident on the boundary of the city and it was confirmed that as transport was a key to the city economy an efficient network was vital. The Director of Planning, Development and Transportation provided details of the draft bid to Transforming Cities bid in this regard.

Further comments and consideration of car parking policies, and other sustainable transport policies involving improved cycling, walking and public transport links were also noted.

The opportunities to invest in redundant and disused industrial and factory sites was also referred to and the use of Compulsory Purchase Orders to regenerate areas, such as Woodgate and the Waterside scheme, were explained and noted. Other potential sites that would benefit from similar sympathetic regeneration schemes were also discussed and noted.

AGREED:

That the report and update be noted.

35. QUESTIONS FOR THE CITY MAYOR

There were no further questions for the City Mayor.

36. WORK PROGRAMME 2019-20

The Commission's Work Programme was submitted and noted.

37. CLOSE OF MEETING

The meeting closed at 7.30pm.

Report to Scrutiny Commission

Economic Development, Transport and Tourism
Date of Commission meeting: 4th December 2019

City Centre Accessibility Update

Report of the Director of Planning, Transport and
Development

Useful Information:

- Ward(s) affected: All
- Report author: Barry Pritchard, City Centre Streets Programme Manager
- Author contact details 0116 454 2844 barry.pritchard@leicester.gov.uk

1. Summary

Appendix B1 outlines the ongoing work in response to the accessibility issues raised at the Commission meeting in August 2019.

2. Recommendation(s) to scrutiny

Scrutiny is asked to note the contents of this report and comment as appropriate.

3. Supporting Information

At its meeting on 22nd August 2019 the Commission received a report from the Director of Planning, Transport and Development on City Centre Accessibility and a related presentation from Maureen Peberdy, representing Labour Disability. (Minute 21, “City Centre Accessibility”, refers)

The table in the attached appendix sets the on-going work related to the questions raised and items recorded in the minutes of the August meeting.

4. Financial, legal and other implications**4.1 Financial implications**

There are no financial implications arising directly from this report.

4.2 Legal implications

There are no legal implications arising directly from this report.

4.3. Climate Change implications

There are no climate change implications arising directly from this report.

4.4 Equality Implications

Under the Equality Act 2010, public authorities have a Public Sector Equality Duty (PSED) which means that, in carrying out their functions, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who don't.

Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

The Equality Act 2010 also requires that reasonable adjustments be made so that disabled people are not excluded from places that serve the public, including publicly accessible open spaces. This duty is on-going and anticipatory and, therefore, reasonable and proportionate steps to overcome barriers which may impede people with different kinds of disabilities.

There are no direct equalities implications arising from the report recommendations as the report is for noting, rather than decision. However, the future and on-going approach to city centre accessibility will have equalities implications and any further proposals may require equality impact assessment to ensure that the PSED is paid due regard. The report focuses on disability access, however there are wider accessibility issues which could be taken into account which have not been mentioned within the feedback on access issues raised at EDTT, for example those with the protected characteristic of pregnancy and maternity.

Having said this, increased and improved disability access, taking into account a range of different needs, is likely to have positive impacts for the whole population and other protected characteristic groups. Although many of the comments focus on physical access, there are also some comments and suggestions which would be beneficial for those with conditions such as dementia, visual impairments, mental health conditions, and those with neuro diverse conditions such as autism and learning disabilities. Less visible or hidden disabilities will need to be an on-going consideration.

Accessible and inclusive design relating to access schemes in an around the City Centre will support the general aims of the PSED and will be beneficial particularly in removing barriers to participation in public life. Ongoing engagement and consultation with key service user groups, disability groups and organisations is a vital aspect of ensuring that an inclusive approach which is consistent with the requirements of the Equality Act 2010 is taken.

In addition, an equality impact assessment will be required for future schemes to ensure that any potential disproportionate negative impacts on any particular protected characteristic/s are identified and mitigated and to ensure that the schemes are inclusive of individuals and groups with different protected characteristics.

Hannah Watkins, Equalities Manager tel. 0116 454 5811

4.5 Other Implications

None

5. Background information and other papers:

N/A

6. Summary of appendices:

N/A

7. Is this a private report?

N/A

APPENDIX B1

Access Issues raised at EDTT on 22 nd August 2019	Response
Many people did not use certain retail businesses due to poor accessibility, barriers to entry, or poor customer service for disabled people.	<p>Planning and Building Control regulations set out accessibility requirements for new shop development schemes requiring permission.</p> <p>In developing Connecting Leicester street/public realm improvement schemes, accessibility to business properties is a key consideration with an aim to remove barriers to entry wherever possible. The Healthy Streets Assessment is applied to relevant schemes and considers good access requirements.</p>
Some people were not able to navigate cluttered environments, so did not use the city centre.	In our work in the city centre through Connecting Leicester and Legible Leicester schemes and in dealing with private sector proposals we aim to reduce/minimise street clutter and locate what needs to be retained (e.g. seating, bins, cycle racks, essential signing) in ways which minimise obstructions.
Investment in digital democracy could be an important aid to encouraging disabled people to use the city centre. For example, an app could be created enabling people to plan accessible routes, possibly using crowd-sourced information.	Consideration of such provision will be investigated with the Smart Cities team
The provision of Changing Places toilets was very welcome, but these were only located in the city centre and at least one further one was needed there in order to spread the locations more evenly across the city centre.	Advice on where possible options for such an addition will be sought.
A safe space was needed for people who needed to move away from a crowded and/or noisy environment for a short time.	A number of new and safe/quiet public squares have been developed in recent years in the city centre such as at Jubilee Square, Cathedral Gardens, Market Square and New Walk Centre. A number of improved/newly pedestrianised streets have also been developed through the Connecting Leicester programme, creating many more safe spaces.
Induction loops and audio-assistive systems needed to be introduced.	More information required on options for this.
Ramps should be used where possible rather than steps.	In council development schemes ramps will be provided at recommended gradients. Features which currently exist with only steps e.g. footbridges are being progressively replaced with accessible alternatives such as ground level crossings

In general, toilets in the city centre were very badly sign-posted;	Signing of toilets in the city centre has been included in the recently installed wayfinding system. This is due for review and updating of the map shortly and consideration will be given as to whether greater prominence can be given to signing toilets.
A booklet sign-posting people to facilities would be very useful. This could be stocked by the Information Bureau, as it already received requests for this information	Use of the Legible Leicester city centre wayfinding maps for this purpose will be considered.
Ability needed to be considered as well as disability.	Noted
The Council to consider entering the Access Award, which was a European Union award recognising cities that became more accessible to their citizens	This can be investigated.
That all Councillors be invited to advise Highways officers of locations in their Wards at which parking at bus stops prevented bus users from using the high kerbs at the bus stops and that Highways officers be asked to take appropriate action in response to such notifications	Awaiting information.
That the Director of Planning, Development and Transportation be asked to liaise with the Chair and Vice-Chair of this Commission to arrange a walk around areas outside of the city centre to assess the accessibility of those areas	Options for walkabouts under consideration.

Social Value & Procurement Update

Cllr Danny Myers

Asst Mayor (Entrepreneurial Councils)

Neil Bayliss

Head of Procurement

December 2019



Social Value

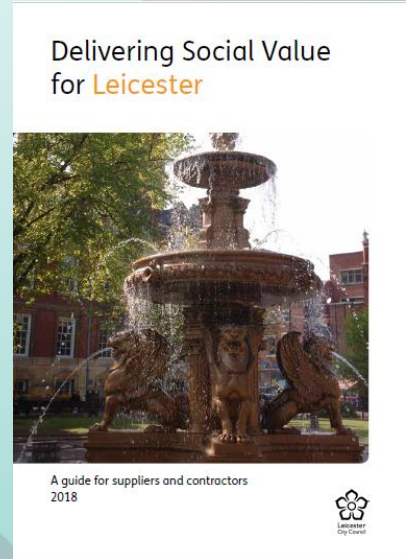
Leicester, like everywhere, faces challenges.

Leicester City Council, like every council, is charged with tackling them.

And we do. But we can't do it alone and we know we are by no means the only organisation that cares about the city. We know that caring about our city, our citizens and our communities is not just the preserve of the public sector but every person who lives here and, especially pertinent to this guide, every business which trades in the city.

Social Value – 12 Months On

- ✓ SV Guide & Charter Launched
- ✓ Senior Officers Consulted and Briefed on SV
- ✓ Training of Procurement & Commissioning Staff Complete (inc. toolkit)
- 19 ✓ Procurement Plan Collation Included SV
- ✓ SV = Standard Inclusion in Large & EU Procurement Processes
- Engagement with Public Sector Partners
- Monitoring System and Engagement with Intermediaries





Social Value Charter

- Of tenders advertised since January
 - 3 out of 3 Social Care contracts have included Social Value questions (3-5% weighting)
 - 3 out of 3 Construction advertised contracts have included Social Value questions (3-10% weighting)
 - 7 out of 9 Other Goods/Services advertised contracts have included Social Value questions (5-35% weighting)

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Front Walls Scheme – Evington Road

21



Bricklaying students gain valuable work experience

Leicester City Council and OD Projects Ltd are working with bricklaying students from Leicester College to re-build and improve the fronts of nearly two dozen houses along a stretch of Evington Road in Leicester. The programme involves mainly bricklaying and hanging gates.


Jamie Moore, a Level 2 bricklaying student who has been gaining valuable industry experience, said: "The work experience has given me the chance to use the tools and to learn and practice a lot more techniques than in the classroom. I like to get stuck in and get on with it."

Jamie, who is due to complete his course in June, hopes to progress into full-time work. He continued: "I used to help my uncle on sites and so a bricklaying course was a natural choice for me. The work can be challenging at times but also very rewarding. You have to be prepared to move around sites and work hard".


Joshua Worrell, Project Manager at OD Projects Ltd said: "We are delighted to be able to offer Jamie and the other students valuable work experience. A skills shortage in the sector is making it hard for building contractors to meet the demand for building work. This is a great time to get into the bricklaying trade."

*How can Leicester Employment Hub help you?
Contact Sandra Rieger on 0116 454 2942*

leicesteremploymenthub.co.uk



European Union
European Social Fund



Leicester
City Council



Quick Examples

- Stray Dog/Kennelling Contract – use of electric vehicle
- Speciality Markets – plastic free policy
- Social Care contracts – Social Value being used to support
- ≈ Leicester Aging Together project
- EEM Community Donation to Brass from the Saff
- Boiler Replacement Contract – Apprenticeships, Work Experience, Financial and Other Support for Local Community Projects

Living Wage

- Included in all in scope contracts as standard
- Process in place to ensure consistency
- 23 – Improvement to Agency Staff Contract
- Internal Audit has reviewed approach
- Cleaning and Security Contracts to be procured shortly – looking to insource elements
- Have engaged with LWF & our local partners

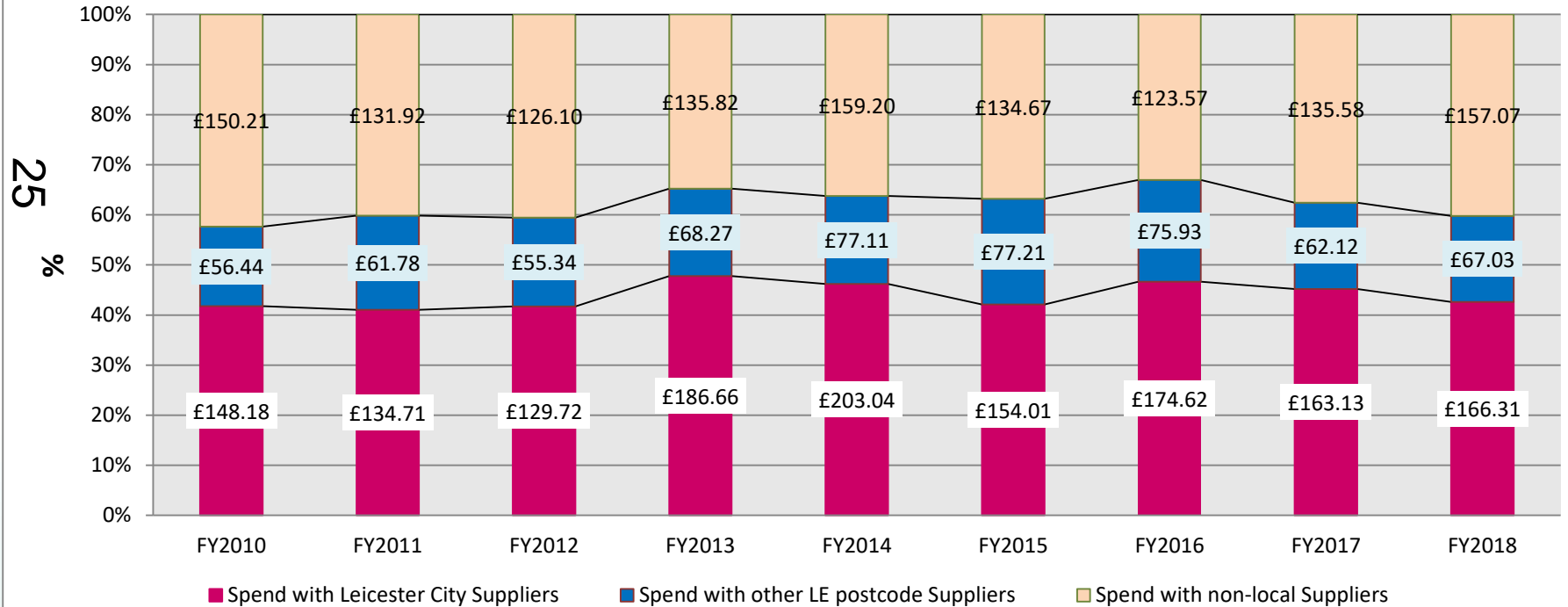


Climate Change Emergency

- New electricity contract – 100% green electricity
- Purchase of new more environmentally friendly vehicles – electric or Euro V/5
- New guidance for all vehicle/plant purchases and services involving use of vehicles/plant implemented

Local Spend

Supplier Spend (% and £M)



New Contract Procedure Rules

- Thresholds raised so quicker more efficient procurement
 - (previous Small and Intermediate bands merged)
- More efficient, quicker processes for low value procurement
- Try to approach more local businesses for quotations and go direct rather than advertise nationally
- Social Value Charter embedded in the Rules
- More processes devolved to department

Summarise

Short Term

- Living Wage
- Insourcing
- Embed Social Value
 - More Supplier education/training

Medium Term

- New Contract procedure Rules
- Improve Measuring/Monitoring Systems
- Public sector partners
- Suppliers and Businesses to adopt SV and policy/charter themselves
- Link to anti-poverty work

Long Term

- Further insourcing
- Co-operatives/mutuals etc.



Economic Development, Transport and Tourism Scrutiny Commission

4th December 2019

Leicester Tourism Action Plan 2020-2025 Update

Report of the Director of Tourism, Culture and Inward
Investment

Useful Information:

- Ward(s) affected: All
- Report author: Sarah Harrison, City Centre Director
- Author contact details: email - Sarah.M.Harrison@leicester.gov.uk , tel - 0116 454 2481

1. Summary

This report outlines the approach taken by Leicester and Leicestershire to sustain growth in the region's tourism sector over the next five years.

2. Recommendation(s) to scrutiny

Scrutiny is asked to note the contents of this report.

Scrutiny is invited to propose story ideas to be considered for the new *Uncover the Story* brand campaign.

3. Supporting Information**Tourism Matters**

Since 2010, tourism has been the fastest-growing sector in the UK in terms of employment. It is predicted to grow faster (at 3.8% per year) than the overall UK economy (at 3% per year) – and much faster than sectors such as manufacturing, construction and retail. Britain will have a tourism industry worth over £257 billion by 2025, just under 10% of UK GDP, supporting almost 3.8 million jobs, approximately 11% of the total number of UK jobs.

Leicester and Leicestershire Tourism Growth Plan

A five-year Tourism Growth Plan has been developed for Leicester and Leicestershire by the jointly-funded Place Marketing Team following a process of consultation across the city and county. The framework will help focus effort, reduce duplication, inform, guide and influence decisions on investment and bring individual partners together to increase their impact. By visualising the area as a single, integrated visitor destination, the sector can achieve more growth, more visitors, more economic value and more jobs. By working collaboratively with the city, county and districts councils, a more joined up approach to developing tourism across the sub-region can be achieved. The Plan is supported by a region-wide Tourism Advisory Board.

Leicester Tourism Action Plan 2020-2025

The refreshed Leicester Tourism Action Plan has been developed closely in parallel with the wider Tourism Growth Plan. Both plans are designed to complement each other. The city plan will help to deliver priorities for the wider area, for example product investment, improved productivity and, in particular, it will support the strategy for creating a strong, distinctive and visible destination through a campaign brand entitled *Uncover the Story*. The brand will be adopted and used by a host of tourism businesses for a range of marketing purposes and is anchored by the King Richard III story.

The plan has also been influenced by the broader strategic priorities and actions set out within the Leicester and Leicestershire Enterprise Partnership (LLEP), Local Industrial Strategy, Leicester Smart City Strategy, Leicester Economic Action Plan 2016-2020 and the city council's Place Marketing Strategy.

STEAM Data

The Scarborough Tourism Economic Activity Monitor (STEAM) is a tourism economic impact model used throughout the UK and overseas by tourist boards, local authorities, national park authorities and many other public and private sector organisations. The city and county have been using STEAM to track change across a wide range of economic measures, sectors and visitor types since 2009.

The value of tourism to Leicester and Leicestershire in 2018 was £1.88 billion. The number of people who visited the region was 34.93 million. 3,076 jobs were created and safeguarded.

The value of tourism to Leicester has grown by 48% over the last ten years to £651 million in 2018. The number of people visiting the city was 11.5 million. 7,911 jobs were created and safeguarded.

Projected growth by 2025 would increase the value of tourism to Leicester to £792 million with a projected 2.5 million increase in visitors and 1,260 more jobs created and safeguarded.

Visitor and non-visitor research was conducted through online surveys in 2018 and a data capture exercise undertaken with tourism businesses to record their growth ambitions and perceived barriers to growth has informed the development of both the Tourism Growth Plan and Leicester Tourism Action Plan.

Aims and Objectives – Leicester Tourism Action Plan

The aims and objectives for the Leicester Tourism Action Plan set out the city's ambition to attract more leisure and business tourism first-time visitors, increase repeat visits and overnight stays. A £100 million investment programme in new and existing tourism offers to improve the quality, diversification, productivity and profitability, will help position Leicester as a sought-after tourism destination.

Growing the city's visitor economy will bring sustainable economic, cultural and social benefits to investors and residents.

Business Tourism

The plan sets out ten clear objectives to achieve this growth over the next five years which includes untapping the potential to build the city as a prime destination for business tourism events. A business tourism delegate typically spends four times that of a leisure visitors and business tourism events happen all year round. The city's ambition is to realise the full economic potential of business tourism through a sustainable and collaborative approach that unlocks opportunity for tourism businesses across Leicester and Leicestershire. New resources are being committed to do this.

Hotel Investment

The city's confidence in future growth is shared by the private sector and evidenced by the huge investment in new city hotels and tourism attractions. Hotel development plans in the city will deliver an additional 850 bedrooms. The 250-room Novotel and Adagio aparthotel complex, developed by Charles Street Buildings on the edge of Leicester's Waterside regeneration area, will open in January 2020. Already in the pipeline for a summer 2020 opening is a new 67-bed Travelodge in the heart of the city at the Haymarket. Soon to follow is a premium 110-bed aparthotel which will transform the old Fenwick department store building. Leicester Tigers plans to be on site in 2020 with a new 180-bed hotel and conference centre, while the planned expansion of the King Power stadium also includes a plan for a new hotel.

Visiting Friends and Relatives Market

Leicester has a large Visiting Friends and Relatives (VFR) market and by fostering civic pride amongst residents to act as our ambassadors the city has plans to capitalise on this important sector.

Three Key Target Groups

Three key target groups have been identified as being

- Existing visitor base – Empty Nester Couples with Traditional Values – mostly mature couples with no children at home who enjoy holidaying in the UK and appreciate heritage and culture.
- Active Family Fun Seekers – families and groups of families with children under 16 who want lots to do, whatever the weather, and are specifically interested in visitor attractions, activities and events
- Free and Easy Mini Breakers - typically under-35s and enjoy travelling solo, in couples or in groups. They are interested in living like a local and getting insider tips.

Uncover the Story

To be successful in a highly competitive marketplace, Leicester needs a strong identity to differentiate itself. *Uncover the Story* is a campaign that invites intrigue and curiosity, and a desire to find out more. It will repackage our tourism offer in an imaginative and memorable way. King Richard III is the city's hero story, but the *Uncover the Story* campaign will be effective for discrete as well as collective stories. The initial themes for the campaign have been selected following consultation with city tourism organisations. The brand campaign will be launched at the end of 2019

and a brand toolkit will assist individual attractions and venues to promote their own stories. This collective identity campaign will enable our destinations to feature prominently and visibly in wider tourism partnerships, such as Midlands Engine and with Visit Britain. Closer to home, campaigns and strategies will be developed working closely with local district tourism partnerships with the Tourism Advisory Board and city Tourism Forum.

Four Themes

The Tourism Action Plan is organised around four main themes: Product, Place, Positioning and People with actions clearly identified under each theme.

Actions and Delivery Approach

In total there are over eighty actions and the delivery of these actions will be managed by the Tourism, Culture and Inward Investment division working in close partnership with the tourism attractions and venues and the county and districts. This collaborative approach will enhance engagement and support from all partners.

9. Financial, legal and other implications

9.1 Financial implications

There are no significant immediate financial implications arising from this report. However, the costs of any particular initiatives should be identified and considered as they arise – Colin Sharpe, Deputy Director of Finance, ext. 37 4081.

9.2 Legal implications

N/A

9.3. Climate Change implications

The Tourism Action Plan recognises that worldwide tourism is growing as people get richer. However, tourism has expanded so rapidly it now accounts for 8% of greenhouse gases (New Scientist May 2018). Tourism will be affected by policy change and efforts to reduce the greenhouse gas emissions which are causing global warming. This could be a good opportunity for Leicester if 'staycations' exploring the UK start to be preferred over international travel.

Further implications will be considered on a project by project basis as the Action Plan is delivered.

9.4 Equalities Implications

One in five people in the UK has an impairment and those with health conditions, and their travelling companions, are estimated to spend £12 billion on trips in England each year (Source: HM Government Industrial Strategy Tourism Sector Deal). Half a million British Adults cited 'lack of accessibility provision' as the reasons they did not take a domestic trip in the last 12 months. Leicester's pedestrianised city centre is compact and accessible and many of the city's attractions and venues have excellent facilities. This will feature in future marketing strategy and plans. Objective 3 on p48 of the Action Plan outlines the action to 'Produce an accessibility guide for the city and encourage individual attractions and destinations to create their own guides online'.

9.5 Other Implications

None

10. Background information and other papers:

Leicester and Leicestershire Tourism Growth Plan
Leicester Tourism Action Plan 2020-2025

11. Is this a private report?

No

12. Appendices

As the Tourism Action Plan and Tourism Growth Plan are large documents, paper copies have been provided for members of the Committee. The documents also can be accessed from the following links:

[Tourism Action Plan 2020-2025 – Leicester](#)

[Leicester and Leicestershire Tourism Growth Plan](#)



Leicester's Climate Emergency Conversation

For consideration by: Economic Development, Transport
and Tourism Scrutiny Commission

Date: 4th December 2019

Lead director: Matthew Wallace

Useful information

- Ward(s) All
- Report author: Duncan Bell, Corporate Environmental Consultant
- Author contact details: duncan.bell@leicester.gov.uk Tel: 0116 454 2249

1 Purpose of report

- 1.1 To inform Members about draft proposals for the city's response to the climate emergency, as well as the associated programme of community consultation and engagement entitled "Leicester's Climate Emergency Conversation".
- 1.2 To invite comments on the proposals, for consideration as part of preparations for a new council action plan to respond to the emergency.

2 Report

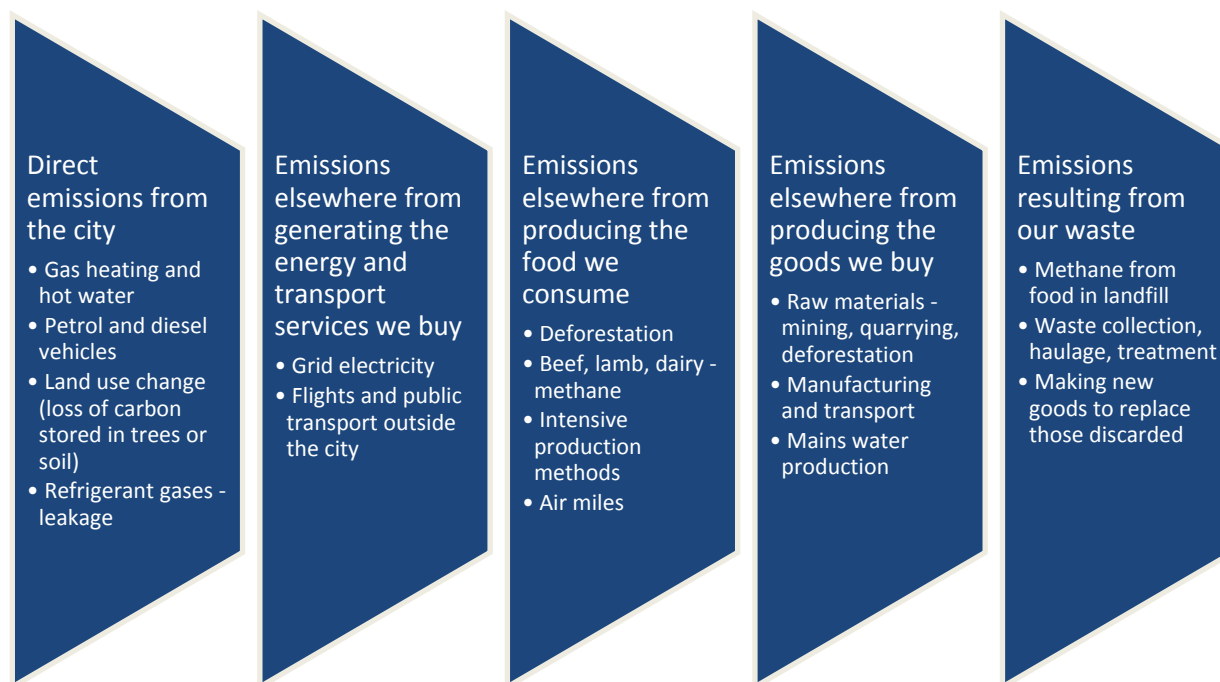
Background to the council's proposals

- 2.1 On 1st February 2019 Leicester City Council declared a climate emergency, in recognition that urgent action is needed to prevent global heating from exceeding 1.5°C above pre-industrial levels. This is the limit beyond which scientists believe we could see climate change become irreversible, with catastrophic implications for humanity and the natural world.
- 2.2 In its declaration the council committed to produce a new action plan to address the emergency, and to review its existing climate change targets. This report addresses the first of those commitments.
- 2.3 Following the declaration, research was undertaken to identify:
 - How Leicester would need to change to become a carbon neutral and climate-adapted city
 - What the key opportunities are for the council to address the emergency through its own powers, responsibilities and service delivery
 - What current and forthcoming actions by the council will help address the emergency, and what the key opportunities for further action could be.
- 2.4 The research identified that far-reaching changes will be needed if Leicester is to become carbon neutral, affecting every individual and organisation. These include:
 - Homes and workplaces becoming much better insulated and gas heating systems being replaced with low-carbon heating
 - A lot more renewable energy being generated in the city – on homes, workplaces and other buildings
 - A big increase in the role of walking, cycling and public transport, as well as all petrol, diesel and LPG vehicles being replaced with ultra-low emissions vehicles

- Dietary choices shifting towards more plant-based foods, with a much-reduced emphasis on meat, eggs and dairy produce
- Consumer demand driving a transformation of manufacturing, distribution and service delivery towards a low-carbon, resource-efficient and low waste model producing long-lasting, sustainable products
- A greener city, proactively using tree planting and green spaces to protect the city from the impacts of climate change, including heatwaves and flood risk – while at the same time increasing biodiversity.

2.5 The research highlighted that Leicester's carbon footprint includes those emissions it causes indirectly outside the city boundaries (refer to Figure 1), as well as the direct emissions from within the city. Many of these emissions caused outside the city cannot currently be measured, but all the city's emissions will need to be reduced if the city is to become carbon neutral.

Figure 1: Components of the carbon footprint of a city



Leicester's Climate Emergency Conversation

- 2.6 Based on the research, a set of proposals has been developed and published. A 12-week programme of consultation and engagement activities about the proposals began on 18th November 2019 entitled "Leicester's Climate Emergency Conversation".
- 2.7 Through the conversation, the council is seeking to gain the views of the widest possible range of people and organisations in the city. The programme therefore combines traditional consultation methods with more innovative approaches, as summarised below:

Online questionnaire Available throughout the conversation period (18th

November 2019 – 9th February 2020) on the council's [Consultation Hub](#).

Community discussions A conversation pack is available throughout the conversation period for any group of people wanting to run their own discussion event and to feed back the results. The pack is available by emailing sustainability@leicester.gov.uk

Leicester's Climate Assembly A one-day workshop event on Saturday 18th January 2020 run in partnership with the RSA. The event is designed to find out the views of a cross-section of Leicester's population. It will help people to learn more about the climate emergency and our proposals, and to share their views directly. Anyone interested in applying to take part should email sustainability@leicester.gov.uk

Young People's Climate Assembly A one-day workshop event on Monday 27th January 2020 for city secondary schools, supported by Leicester's Youth Council. Schools interested in taking part should contact Lee Jowett, Environmental Education Co-ordinator at the council. Email lee.jowett@leicester.gov.uk

Dialogue The council's online moderated forum will open for discussion of a series of climate emergency 'challenges' starting on Monday 16th December. In addition to challenges posted by the council, participants can post their own ideas too for comment.

- 2.8 The conversation is being publicised via print and social media, as well as officer attendance at events including Ward Community Meetings where these fall within the conversation period.

Next steps after the conversation

- 2.9 Following the Climate Emergency Conversation, feedback from the public will inform the development of a draft action plan for the council's response to the emergency.
- 2.10 The action plan will be presented to Full Council.

3 Recommendations

3.1 Members are asked to:

1. Note the progress made since the climate emergency declaration, including the consultation and engagement programme currently underway;
2. Comment on the proposals in Appendix 1, including their implications for the city and for the council;
3. Help to publicise the Climate Emergency Conversation through their role as Ward Councillors; and
4. Note the next steps for the development and adoption of a council action plan to address the climate emergency.

4 Financial, Legal and other implications

- 4.1 There are no immediate significant financial implications. However, the costs of any future specific initiatives should be identified at the time, and similarly the costs of any required changes to embed climate change considerations in 'business as usual' activity.

Colin Sharpe, Head of Finance. tel. 0116 454 4081

- 4.2 There are no legal implications arising from the recommendations of the report however legal advice must be sought as this work progresses.

Emma Jackman, Head of Law (Commercial, Property & Planning). tel. 0116 454 1426

- 4.3 Climate Change and Carbon Reduction implications

Contained in the body of the report and in Appendix 1.

Duncan Bell, Corporate Environmental Consultant. tel. 0116 454 2249

- 4.4 Under the Equality Act 2010, public authorities have a Public Sector Equality Duty (PSED) which means that, in carrying out their functions, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment and victimisation and any other conduct prohibited by the Act, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who don't. Due regard to the Public Sector Equality Duty should be paid before and at the time a decision is taken, in such a way that it can influence the final decision.

Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The report outlines the programme of community consultation and engagement entitled "Leicester's Climate Emergency Conversation" to contribute towards the development of the approach and actions to address the climate emergency. An initial RAG rating has been undertaken to identify priority areas to target further work to understand the equalities impacts of possible approaches, however the RAG rating should be viewed as an initial assessment based on basic evidence and assumptions which will need to be explored in more detail before actions are implemented, rather than it being viewed as a comprehensive examination of the equalities and human rights impacts. It will be an iterative process to ensure that we pay due regard to our Public Sector Equality Duty at every stage of decision making due to the breadth of areas that the proposals will cover. The evidence and views gathered as part of the community consultation and engagement outlined within this report should be utilised to inform the equality impact assessment/s of different proposals along with other relevant evidence. Efforts to ensure that the engagement and consultation targets groups who may be disproportionately impacted by any of the proposals or suggestions, and to ensure that we receive views from a wide range of people with different

backgrounds, identities, protected characteristics and needs will be vital in paying due regard to the general aims of the PSED.

As work progresses, service area leads looking at the feasibility of any suggestions coming from the engagement and consultation will need to robustly assess the equalities impacts of any proposals which may be taken forward, prior to a decision being taken. Where any disproportionate negative impact is identified on any protected characteristic group/s or individuals, steps must be taken to reduce or remove that impact.

The Equalities Team will provide continued advice and support to the sustainability team and service leads as required.

Hannah Watkins, Equalities Manager tel. 0116 454 5811

5 Supporting information / appendices

- 5.1 Appendix 1: Leicester's Climate Emergency Conversation – Proposals for discussion – November 2019.

6 Is this a private report (If so, please indicated the reasons and state why it is not in the public interest to be dealt with publicly)?

No

7 Is this a “key decision”?

No



Leicester's Climate Emergency Conversation

Proposals for discussion - November 2019



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Introduction

Leicester's Climate Emergency Conversation

On 1st February 2019 Leicester City Council declared a climate emergency. The declaration is an acknowledgement that:

- climate change is happening, and threatens the wellbeing of everyone in Leicester and worldwide
- the speed and scale of global and local action to tackle the problem needs to be dramatically increased.

In its declaration, the council committed to developing a new action plan to address the emergency through our own services and projects – to follow on from our recently-completed Sustainability Action Plan. We also want to inspire others to join us and take action too.

Leicester's Climate Emergency Conversation is a 12-week opportunity to raise the issue of climate change and start to map out how the city should respond. Through the conversation we want to involve local organisations, and individuals from all walks of life, in discussing what needs to happen. We believe this needs to include:

1. Understanding how Leicester and daily life here will need to change to respond to climate change.
2. Understanding what the implications will be for individuals and organisations – including the implications for people on low incomes and others who might be more vulnerable.
3. Discussing what action could be taken by the council, other local organisations, individuals and central government to bring about the change needed here.

How to join the conversation

Leicester's Climate Emergency Conversation is taking place from 18 Nov 2019 – 9 Feb 2020. It will involve an online questionnaire, as well as interactive events and activities to provide opportunities for face-to-face discussion. In addition to the events being organised by the council, we are providing a conversation pack for groups to run their own discussion events too. We hope to see lots of groups making use of this to involve as many people as possible.

On the next page is a summary of the conversation activities and how local organisations and the public can get involved.

Activity	Target Audience
<p>Online questionnaire</p> <p>Seeking views on key proposals taken from this document. Available throughout the conversation period on the council's Consultation Hub.</p>	<p>Open to any organisation or individual throughout the 12-week period.</p>
<p>Conversation pack for community discussions</p> <p>For any group of people wanting to run their own discussion event and to feed back the results. This could be a community or campaigning group, a student group, a tenants group, a trade union or employees group, or any other group of people living or working in the city.</p> <p>For a copy of the pack please email sustainability@leicester.gov.uk</p>	<p>Open to any group of people living or working in the city throughout the 12-week period.</p>
<p>Leicester's Climate Assembly</p> <p>A one-day event designed to find out the views of a cross-section of Leicester's population.</p> <p>To apply to take part in this event email sustainability@leicester.gov.uk</p>	<p>Saturday 18th January 2020.</p> <p>To make sure we get a cross-section of people reflecting Leicester's population, there is an application process for this event.</p>
<p>Young People's Climate Assembly</p> <p>A one-day discussion event for city secondary schools, supported by Leicester's Youth Council.</p> <p>Schools interested in taking part should contact Lee Jowett, Environmental Education Co-ordinator at the council. Email lee.jowett@leicester.gov.uk</p>	<p>Monday 27th January 2020.</p> <p>Open to any secondary school based in the Leicester City local authority area.</p> <p>Places available for groups from up to 8 schools.</p>
<p>Dialogue – online discussion forum</p> <p>A moderated discussion platform providing an opportunity for interactive online debate and discussion of ideas. Users can join conversations started by the council or others, or start their own.</p> <p>A link to the Dialogue conversation will be available on the climate emergency page of our website from 16th December.</p>	<p>Open to anyone in the city.</p> <p>Forum opens 16th December 2019</p>

Terms used in this document

We have tried to keep technical terms to a minimum in our proposals, but we've had to use some. Here is an explanation of two key terms used:

Carbon emissions – by this we mean the gases released into the atmosphere which are adding to climate change. The main gas involved is carbon dioxide (CO₂) – hence the term 'carbon emissions'. Carbon dioxide is released when fuels such as natural gas, petrol and diesel are burned.

Carbon emissions can include other gases. The main one of these which is relevant to our proposals is methane. Methane can be released from waste food and other organic matter as it breaks down in landfill sites. It is also released by some farm animals including cows and sheep.

Carbon neutral - when we say in the proposals that Leicester will need to become carbon neutral, we mean that the total carbon emissions caused directly or indirectly by everyone here will need to reduce until they're as close as possible to zero.

Then, we will need to compensate for any remaining emissions. This is also known as 'offsetting' those emissions. This could be by doing something to absorb an equivalent amount of carbon emissions from the atmosphere as the emissions we emit e.g. by planting trees. Other ways could be to generate a surplus of renewable energy, or to pay for other people to do these things on our behalf through a commercial offsetting scheme.

'Net zero carbon' is another term which means the same as carbon neutral.

The term carbon neutral can be applied to a whole city, or to an individual part of it, such as a building or an organisation. Where we have used the term in the proposals, we have made it clear what we are applying it to.

Part 1: Why have we declared a climate emergency?

Scientists now agree that the climate is changing as a result of human activity. Global average temperatures have increased by 1°C from pre-industrial levels and sea levels are rising.

World leaders have set a target in what's known as the Paris Agreement to stop the temperature increase from going beyond 1.5°C. This is what scientists believe is needed to prevent catastrophic impacts.

It will require major changes over the next decade and beyond to stop temperature rise going past this limit. It has become clear that the speed and scale of change will need to be much greater than anything that's been done so far to tackle climate change.

Many people think that if humanity doesn't act decisively now, climate change could threaten the lives of many millions of people as well as much of the world's wildlife. This is why the term 'climate emergency' is now used.

In Leicester, the City Council took the decision to declare a climate emergency for several reasons.

- We believe that climate change poses a very great threat to the wellbeing of present and future residents of the city, and to Leicester's future success and prosperity.
- Cities including our own have been estimated to be responsible for about 70% of worldwide carbon dioxide emissions. We believe that the council and the rest of the city has a responsibility to play our part in tackling the challenge.
- Leicester has a lot to gain from acting decisively now, rather than waiting for other cities and other countries to act first. For example, many of the clean technologies required will make the city a healthier place to live. By adopting them as soon as we can, we think this could help our economy get a head-start in the new emerging low-carbon economic sectors, and the jobs being created in them.
- This could be the last opportunity to put the world on the right path in a planned and manageable way, rather than in a chaotic way which risks causing negative impacts – particularly on the more vulnerable members of society. We think Leicester should plan for change now, not wait for outside events to force change upon us.

Part 2: How is the climate changing?

Records show that global average temperatures have increased by around 1°C from pre-industrial levels already. Sea levels around the UK have risen by an average of 16cm since 1900 and they will continue to rise for centuries, even if we stop creating carbon emissions, due to time lags in the climate system.

For central England, the Met Office is predicting that average summer temperatures could rise by between 1.1 and 5.8°C by 2070 compared to the period 1981-2000 in a 'high emissions scenario'. Hotter summers are expected to become more common, with the chance of seeing temperatures similar to the 2018 heatwave increasing to around 50% by mid-century.

Summers could become drier and winters wetter on average, but with increasing variability. This means that Leicester and the surrounding area will need to cope with more frequent intense rainfall, and also prolonged dry periods.

Amongst the implications of these changes for Leicester:

- More frequent and severe heatwaves could present a risk to health. Children, older people and those with a pre-existing health condition tend to be more vulnerable.
- The risk of overheating and the need for, and expense of, air conditioning in buildings could increase if steps are not taken to adapt them. Public spaces could also be at risk – particularly those with little or no shade or vegetation in the most built-up areas.
- Key infrastructure can also be at risk during heatwaves.
- With more frequent intense rainfall, the city's drains and rivers are expected to come under greater pressure. Steps are already being taken to deal with these pressures in the River Soar corridor and elsewhere. Measures to slow rainwater run-off or disperse it in other ways will also be needed.
- While central England is not expected to be as severely affected by drought as the south-east, there will still be a greater need to conserve mains water to avoid the eventual need for new reservoir capacity.

Globally, sea level rise will increasingly threaten the safety of many millions of people living in lower-lying coastal areas. Changes in weather patterns will affect the productivity and even viability of farmland in some areas, threatening food production.

At the same time, biodiversity is already being affected over large areas and this will intensify. While some species may benefit from changes, a lot more are expected to be threatened by them. Many could be unable to respond quickly enough – resulting in potentially large-scale population reductions and extinctions.

The exact impact of these changes on Leicester are not known, but what we can say is that the city's future is bound up with that of the rest of the world in almost every aspect of life. Through the goods we import, family links between continents and in countless other ways, local interests and global interests are the same.

Part 3: How will life in the city need to change and what should we do about it?

This part of the document presents our proposals for how we think Leicester will need to change if it is to respond to the climate emergency. It is split into six themes.

For each theme we explain the reasons for our proposals. We also suggest some possible actions that could be considered by individuals in the city and organisations including the council itself.

Through the Climate Emergency Conversation, we welcome further ideas and alternative suggestions as well comments on our own proposals.

At home

Background and explanation of our proposals

Heating of homes and the use of electricity for lighting, appliances and gadgets causes about a third of carbon emissions in Leicester from our direct fuel and energy use. So housing will have to change. We think the following things will need to change.

1. Carbon neutral housing

For Leicester to become carbon neutral, housing will need to become carbon neutral too. This will mean changes to heating, insulation, lighting and appliances as well as a lot more generation of renewable energy.

There will be some houses which can't do as much as others. For example, historic buildings won't be able to have solar panels and may not be as easy to insulate. However, others will be able to do more and some will need to be 'carbon positive'. This means they will generate more renewable energy than they need.

2. Replacement of gas heating

Gas boilers will no longer be able to be used for heating because of the carbon emissions they create when gas is burned. Instead, homes will need to be heated, and hot water supplied, using low-carbon alternatives. The main options could be:

- Heat pumps – they use electricity to extract heat from the air or the ground. They are tried and tested and already used in many buildings. They work best when the building is very well insulated. They can struggle and be expensive to run if it isn't. For buildings that are less well insulated, a heat pump could be combined with a small boiler to boost the heating in very cold weather.
- Hydrogen boilers – hydrogen can be used as a fuel in the same way as gas and doesn't produce carbon emissions when it's burned. It's not available at the moment. Central government would need to step in to support zero-carbon hydrogen production and conversion of the gas network.

- Heat networks – Leicester already has many hundreds of homes supplied from underground hot water pipes connected to large neighbourhood boiler houses. Heat and hot water can be generated more efficiently at this large scale. Existing and new heat networks could be an option if they used large scale heat pumps or hydrogen boilers.

Wood-based fuel, known as biomass, and liquid biofuels made from other plant materials are sometimes suggested as alternative low carbon options for heating fuels. We are not proposing these as a solution for Leicester because we have concerns about the environmental impact of creating and transporting them. We are also worried about the risk of air pollution when they're burned.

We believe that the government needs to make decisions about the best way for homes and buildings to be heated in future – and make national plans for the changes needed to move away from gas. We think these plans will need to include proposals for how those on low incomes will be financially supported to make any changes.

At a local level, the council is encouraging the operator of Leicester's existing heat network to draw up plans for introducing low-carbon heating technologies. We also require new developments in the city to connect to the heat network where possible so that it can be expanded. We are proposing to continue to do this. We could start to introduce heat pumps in some of our council housing too.

3. Warm, insulated homes

We believe it will be necessary to make houses and flats very highly insulated to keep people warm with much less heating than a typical house today.

Warmer, low-energy homes will be needed for heat pumps to be effective and affordable to run. They will also be necessary to limit the extra pressure on the electricity grid as gas is phased out. Warmer homes should help to improve health too by reducing damp, draughts and underheated homes.

Making homes warmer will require large-scale programmes to fit draught-proofing, loft or roof insulation, cavity or solid wall insulation and double or even triple-glazing wherever they're not already installed.

The council has already made many of these improvements to council houses in the city. We could continue to invest in insulating council houses. A particular area where there's more we could do is in fitting external insulation to solid-walled houses which don't yet have it.

We are also considering introducing a Selective Licensing Scheme for private rented housing in parts of the city with a high concentration of privately rented property that are in poor condition. The issuing of a license would include an inspection of property and checks would be made to ensure they are in good repair and have adequate heating and insulation. This idea will be the subject of a formal consultation to gain the views of interested parties.

For other housing, we think that the government will need to step in to provide incentives for private landlords, housing associations and private homeowners to invest

in improving their properties. We think that these incentives will need to ensure that those on low incomes can benefit from better insulation along with everyone else.

4. Renewable energy

Even with lots of insulation and a low-carbon heating system, homes will still be responsible for some carbon emissions. This is because electricity from the grid will continue to be generated partly from gas-fired power stations for some time to come. To compensate for this, we think that wherever possible houses and blocks of flats will need to generate as much as possible of their own renewable energy. If possible, some will need to generate more renewable energy than they need, to make up for those which can't generate any (refer to point 1 above).

We think that most houses and flats with a suitable roof area will have to have solar panels. Panels which generate electricity (called photovoltaic or 'PV' panels) will probably be a more popular option in most cases than 'solar thermal' panels generating hot water because many homes no longer have a hot water tank.

The council has already fitted about 11,000 PV panels to council houses and we could continue this until all our suitable houses have them. We estimate that this could take many years to complete and would cost a significant amount of money, but it could make a big difference.

As the number of PV panels continues to go up, the capacity of the electricity grid may need to be increased in places to handle the extra input.

We are not proposing that wind turbines on or next to housing should have a role in powering homes in Leicester. They're usually not very effective with the low wind speeds in an urban area. They could also present a nuisance to neighbours and cause damage to buildings from vibration if they are attached to them.

5. 'Smart' energy controls

A whole generation of new 'smart' technologies is becoming available which provide opportunities to help Leicester become carbon neutral by making energy storage, distribution and use more efficient.

- Smart meters can help people save energy by showing where and when the most energy is used in the home – allowing them to spot excessive use and turn things off.
- Similarly, equipment is becoming available for people to remotely control their heating, lighting, appliances and gadgets.
- For those with PV panels, smart equipment will soon become available to control the storage of electricity from the PV panels in a battery. This could be the battery in an electric car or a battery to store electricity for use in the home. The equipment will also be able to sell the electricity to the grid at times of peak demand. This will make the best use of renewable electricity and generate a profit for the owner.

We propose that all of the above smart technologies should have a role in helping Leicester become carbon neutral by saving energy and supplying renewable electricity to the grid when it's most needed at peak times.

The council could encourage the introduction and uptake of these technologies by trialling them in our own buildings. We are already testing a system for storing electricity from our PV panels at City Hall in our electric fleet vehicles.

6. Keeping cool without air conditioning

As summers become hotter and heatwaves more common homes will be more at risk of overheating. As a result, more air conditioning use could undermine efforts to save energy.

Improved insulation of houses and flats as described under point 3 above will help by slowing down the rate that heat from the sun is transferred through the walls. Some homes will need other measures to cope with heatwaves too though without resorting to air conditioning. Options could include:

- fitting external shutters or shades
- fitting 'solar control' window glass which lets in less heat from sunlight
- planting deciduous trees to provide summer shade without blocking the light in winter.

The council could look at having an expert study done to find out whether tree planting can help prevent overheating in any parts of the city. Refer to the section on Land use, green space and development of the city for more on this.

7. Saving mains water

Periods of drought are expected to be more common in the East Midlands as the climate changes, making it increasingly important to make sure that water is not wasted.

We believe it will be important to save water through straightforward measures including dual-flush toilets and water saving taps, showers and appliances in all homes. Collecting rainwater will need to become the norm for watering gardens.

Refer to the section on Land use, green space and development of the city for details of our proposals for new homes.

Summary of our proposals

Vision for existing homes

- Homes will need to be very highly insulated to keep warm using much less energy. This will mean that fewer people get health problems from cold homes.

- Everyone will need to replace gas heating and hot water with low-carbon alternatives. Most often this will mean using heat pumps. They use electricity to extract heat from the ground or air.
- In areas with denser housing, low-carbon heat networks will be the best answer. These provide heat and hot water to whole neighbourhoods through underground pipes. In the future hydrogen could also replace gas as a fuel for boilers.
- The move away from gas will increase electricity demand. Homes will need to have their own renewable energy like solar panels. These will provide power to the house and owners could get money for selling back excess electricity.
- Houses will need 'smart' systems such as remote control for heating and lighting, and batteries to store extra energy from solar panels. They will also need to be able to charge electric cars.
- Homes will also need to be kept cool without air conditioning, as this uses a lot of energy. This might mean fitting shades and shutters, or planting trees for shade.
- Water use will need to fall, as low rainfall could become more of a problem.

Potential actions for existing homes

Potential actions by the council and other public service providers

1. The council could allocate money to continue improving insulation of council houses, prioritising those solid-walled houses which have not yet been insulated.
2. The council could allocate money to continue installing solar PV panels on suitable council houses.
3. The council could look at the potential to trial further replacement of gas boilers with heat pumps in suitably insulated council houses.
4. Housing associations could look at similar actions for their properties.
5. The council is considering introducing a Selective Licensing Scheme, subject to consultation. This could make sure that private rented homes in parts of the city have adequate heating and insulation.

Potential actions by businesses

6. Landlords of private rented homes could increase the insulation of their properties and install low or zero-carbon heating, along with solar panels where feasible.
7. Heating installers could prepare for the phase-out of gas by moving into low carbon systems including heat pumps and renewables.
8. The operator of the district heat network could make plans for upgrading the district heat network from gas to low or zero-carbon heating systems, so that homes supplied by the network can become carbon neutral.

Potential actions by individuals

9. Most homeowners will need to install more insulation.
10. Homeowners will need to replace their gas boiler with a heat pump or other low-carbon heating system in future.
11. Homeowners could fit solar PV panels if they have a suitable roof area, and a battery to store the electricity they generate.
12. Tenants in poorly insulated or heated housing could ask their landlord to make improvements. The landlord must make improvements if the property is below an 'E' energy efficiency rating.
13. Homeowners could choose water-saving fittings and appliances when replacing these items.
14. Gardeners could install water butts to collect rainwater instead of using mains water.

Potential actions by the government

15. The government could make a national plan for fitting insulation and low carbon heating in homes – including timescales and measures to help house-owners and occupiers during the changeover.

Travel and transport

Background and explanation of our proposals

Transport is responsible for a quarter of the city's carbon emissions from direct fuel and energy use. These emissions come from petrol, diesel and LPG vehicles.

Leicester's population is expected to keep growing, so more people will need to access work and facilities. If changes are not made this will add to Leicester's carbon emissions.

We believe that the way we travel and access the services we need will have to change to tackle the climate emergency. Ultra-low emission vehicles (ULEVs)* will need to be part of the answer. However, we don't think Leicester should rely only on ULEVs to make its travel and transport carbon neutral.

** Ultra-low emission vehicles or ULEVs produce a very low level of carbon emissions. They include electric and hydrogen vehicles. Some models of 'plug-in hybrid' electric vehicle also meet the definition.*

1. A much larger share of journeys taken by walking and cycling

We believe that the role of walking and cycling needs to substantially increase. These zero-carbon modes of travel can help Leicester avoid a rise in congestion as the population goes up. They can also reduce carbon emissions and air pollution. A bigger role for walking and cycling would help to limit the extra electricity demand from electric vehicles to ensure that the grid in Leicester can cope.

Many people in the city don't have access to a car. Making it easier to walk and cycle is a vital part of ensuring that everyone has access to convenient and affordable transport.

The council has been working over many years to promote walking and cycling. This includes providing a high quality network of safe cycle tracks along main roads and through neighbourhoods. We are proposing to continue this work. Upcoming projects include a bike share scheme and more cycle parking in the city. We are also developing walking and cycling routes and networks beyond the city centre.

We've seen positive results from our promotion of walking and cycling so far. However, in common with other UK cities, we have not seen the levels of increase that we think will be necessary. We aim to meet the government target for 2024 of a 10% share of journeys by bike. As such, we will need to look at new ways to increase uptake. We are interested to hear ideas from the public about this.

2. A much larger share of journeys on public transport

For journeys which can't be made by walking or cycling (or walking or cycling only), there needs to be an increase in the role of public transport. This will need to be provided by ultra-low emissions vehicles.

In terms of bus services, the council will need to continue working with the private bus companies. We have previously completed a range of projects to support increased bus use. These include the remodelling of Haymarket Bus Station to increase capacity and the creation of 'bus priority corridors'.

We are proposing to continue with measures to improve bus services and reduce emissions. These include more bus priority measures, connecting services, better links between bus services and other travel modes, more accessible bus stops, the introduction of smart ticketing and expansion of real time information.

We believe that park and ride services will play an important role. We are introducing electric buses for the Birstall Park and Ride site and an option for the future could be to convert the other sites to electric buses. We could also look at the potential for more park and ride services.

The council is considering the introduction of a Workplace Parking Levy (WPL) on employers who provide dedicated parking spaces for staff. Revenue from a WPL would be spent on sustainable transport improvements and a public consultation will be held on the proposals in due course. We are also preparing a new Local Transport Plan (LTP4). This will address the climate emergency by including measures which will reduce carbon emissions. There will be a separate public consultation for LTP4 too.

As with walking and cycling, we believe that a step-change in the role of public transport will be needed. We think there needs to be a focus on making it easier to make journeys by more than one mode without a car. Alongside steps to improve public transport, we think that measures will be needed to manage the demand for, and impact of, private vehicle journeys. This will need to include consideration of car parking, road capacity and access.

We would like to hear ideas from the public about how Leicester can achieve the big increase in the share of journeys by public transport that we'll need.

3. Moving to zero carbon vehicles

In the future all vehicles including private cars, public transport, taxis and business vehicles will need to be zero carbon. In the short term this means moving to ultra-low emission vehicles (ULEVs). We think that electric vehicles will be the main technology that's used. These will be capable of becoming zero carbon when coal and gas is no longer used in the generation of electricity for the national grid. In addition, hydrogen may be needed as a fuel for lorries.

The council has already started to replace our fleet vehicles with electric vehicles where we can. We could look at the potential to speed up this replacement programme. It would require increased spending on our fleet for a number of years. Businesses, other public service providers and residents could also look at replacing their diesel, petrol or LPG vehicles with electric or 'plug-in hybrid' electric vehicles (PHEVs) too.

Grants are available to encourage people to buy electric vehicles and the government could promote quicker uptake by increasing these grants or extending the grant scheme for longer. It could also bring forward the date of 2040 when it is planning to phase out sales of new petrol and diesel cars.

Electrification of the Midland Mainline would also reduce diesel engines travelling through the city.

4. Improved zero carbon vehicle charging and refuelling infrastructure

To support the use of electric vehicles there will need to be a big increase in the number of charging points. They will be needed in public and workplace car parks, at company fleet depots, on-street and at home.

The council has already installed a number of charging points in car parks and has plans to increase this number. We also have a pilot scheme coming up to install on-street charge points. The government provides a grant to support the installation of chargers in homes and businesses, and could support EV uptake by continuing this scheme.

To enable the large scale take-up of electric vehicles we expect that the local grid operator, Western Power Distribution, will need to increase the capacity of the grid in parts of the city. For those with solar photovoltaic panels and electric vehicles there will be an opportunity to use 'vehicle-to-grid' technology. This stores any extra solar energy generated from the panels in the electric vehicle battery, which can also be sold into the grid at times of peak demand. The council is carrying out a vehicle-to-grid trial scheme at the moment.

If hydrogen technology does also play a role, there will also need to be hydrogen refuelling stations developed locally.

5. Greater sharing of vehicles

Some people think that with new transport technologies and online booking systems we may start to see a culture change in which private car ownership starts to reduce. A proportion of people might opt to replace individual car ownership with a combination of walking, cycling, public transport and membership of e-bike share and electric car club schemes for those journeys where a bike or car is necessary. New types of 'demand responsive' transport service could become popular such as pre-bookable bus services and, ultimately, bookable driverless electric vehicle services. This type of shift in attitudes to individual car ownership could help speed up the reduction of carbon emissions from travel.

6. Reducing the need for travel

A further way to reduce carbon emissions from travel is to reduce the vehicle trips that people need to make to access services. This could mean making sure that as many services as possible are available online. Also, ensuring that services and facilities are provided within walking distance of where people live. The council's planning policies already promote key facilities and services in local neighbourhoods. Refer to the Land use, green space and development of the city section for more on this.

Summary of our proposals

Vision for travel and transport

- A much greater share of journeys will need to be made by walking, cycling and public transport. A city-wide network of walking and cycling routes, along with improved public transport, will be among the improvements needed to make this possible.
- Journeys that can't be taken by walking, cycling or public transport will need to be made by ultra-low emission vehicles. These will mainly be electric vehicles, although new HGVs may need to be hydrogen-powered.
- Electric charging-points will need to be widely available across the city. The electricity grid in Leicester may need upgrading to allow this. More solar panels will help provide some of the electricity needed.
- Some electric cars will need to be part of 'vehicle-to-grid' systems. These store surplus renewable electricity from solar panels in electric car batteries. They help the electricity grid by selling it to the grid when demand is high.
- Alternative travel and transport services, such as ride-sharing, electric car clubs and e-bike share could be used more instead of private car journeys.
- Services and facilities will need to be easy to access without car journeys. This includes making them accessible online, and available nearby within communities.

Potential actions for travel and transport

Potential actions by the council

1. The council could continue to invest in infrastructure for walking and cycling. It could also expand existing programmes to encourage people to walk and cycle.
2. Subject to consultation, the council could introduce a Workplace Parking Levy and use the funds to improve sustainable transport.
3. The council could continue to invest in improved public transport. It could consider an increase in the number of Park and Ride sites and convert more of the existing ones to use electric buses.
4. The council could look at further ways to reduce demand for private vehicle journeys. This could mean changing vehicle access to areas, changing parking, and supporting shared transport services.
5. More could be invested in replacing the council's own vehicles with ultra-low emission vehicles.
6. More publicly accessible electric vehicle charging points could be installed by the council.

Potential actions by businesses and other organisations

7. Employers could encourage staff to commute to work on foot, by bike or using public transport. They could also set a policy to reduce carbon emissions from business travel and deliveries.
8. Employers could replace their existing vehicles with 'ultra-low emission' alternatives and install charging points for fleet and staff electric vehicles.
9. Public transport providers could invest in new and improved services with smart ticketing and real-time information. They could also replace their fleet with 'ultra-low emission' vehicles.
10. Local companies could grow and create jobs by designing and building components for ultra-low emissions vehicles.

Potential actions by individuals

11. Individuals could switch to walking, cycling or public transport instead of using a car for journeys where possible.
12. Individuals could join car sharing schemes and car clubs in preference to owning private vehicles.
13. Instead of a petrol or diesel vehicle, individuals could buy an ultra-low emission vehicle.
14. Those with an electric vehicle and photovoltaic (PV) panels could buy 'vehicle to grid' equipment to store and trade their renewable electricity via the vehicle battery.

Potential actions by the government

15. The government could increase the funding available to local government to make improvements to walking, cycling, public transport and electric charging infrastructure.
16. The government could continue and increase the grants provided to individuals and businesses for ultra-low emission vehicles and charging points.
17. The government could end sales of new petrol and diesel cars earlier than 2040, as is currently planned.

Our choices as consumers

Background and explanation of our proposals

As well as the carbon emissions we produce within the city, we are also responsible for emissions elsewhere produced from making and delivering the products and the services we buy in from outside. They could add at least another 40% to the total. For the city to become carbon neutral we have to do something about them too.

1. Becoming informed consumers

Our impact from consumption results from the many weekly decisions we all make about what and how much to buy. We believe that to make progress in cutting the emissions from consumption, we all need to know more about which decisions have the biggest impact and what climate-friendly alternatives to look for.

Businesses are most important here. It is essential that they make information available to customers about the impact of different products, their durability and repairability. Without this, customers can't make informed choices.

Schools, colleges and universities have a role to play too, by giving students a good foundation of understanding about climate change, its causes and the possible solutions.

The council and other public sector organisations who have regular daily contact with the public could also look at what they can do as part of any information they provide. The council already supports schools through the Eco Schools programme. Similarly, local community projects, advice services and charities could have a role.

2. Changing our diets

Estimates suggest that food accounts for 20-30% of carbon emissions worldwide. Most experts believe that current western diets, with their emphasis on meat and dairy produce, are not sustainable because of the energy and resources used for intensive production, the land needed for growing animal feed and the methane generated by

cattle and sheep. (Methane is another gas that adds to climate change, alongside carbon dioxide).

So for Leicester to become carbon neutral, the typical diet will need to change considerably. The average household will ultimately need to consume a lot less meat – particularly beef and lamb – and a lot less dairy produce and eggs. Plant-based ingredients will need to play a much bigger role in a nutritionally balanced diet.

Food transport adds to the problem. Consumption of air-freighted food will need to reduce and an overall reduction of 'food miles' will be necessary.

Food businesses can – and many already are - helping make dietary changes easier for people by offering appetising, nutritionally balanced meat, egg and dairy-free options. They can also look to source ingredients locally where possible and pick 'in season' vegetables and fruit to reduce food miles.

Schools can look to do similar things and for those schools choosing to have their school meals provided by the council, these already include meat-free options and a proportion of fresh seasonal and local ingredients. Vegan menus are available where required. The council's School Meals Service has achieved the Food for Life 'silver award' standard.

Growing some of our own food can make a small contribution to reducing food miles too. It can also help raise awareness about this and other food and environmental issues where it's part of a community project. The council provides allotments and is supporting local growing projects through the Food Plan.

3. Our influence as individuals

Each of us can use our buying power to have an influence on how goods and services are produced. If we ask retailers and service providers for information and consider climate impacts when we're making our choices, this gives a clear message that there's demand for climate-friendly products.

Apart from food, some other products likely to have a big impact include: mobile phones, computers, other electrical goods and clothing – especially 'fast fashion'. Similarly, if we choose to fly that can add a lot to our carbon footprint – particularly if it's long haul. Unless or until zero carbon flights become possible, we will have to fly less.

When we're buying goods, important questions to ask are: "Will it last?" and "Is it designed to be repairable?" because the lowest-carbon product is the one that doesn't need to be replaced too often.

4. The influence of purchasing choices by organisations

Organisations including businesses, the public sector, schools, universities and community organisations are responsible for buying a significant amount of the goods and services coming into Leicester. Like individuals, they have an influence through their purchasing choices on how these goods and services are produced.

The council provides 'sustainable procurement guidance' for our staff and suppliers about environmental standards we expect goods and services to meet. This guidance was written before the climate emergency was declared and could be reviewed to see if it fully addresses the need to reduce emissions.

Proposals for businesses' purchasing are in the At Work section.

5. What is 'carbon offsetting' and does it provide an answer?

Many of us will have been offered the chance to 'offset' the carbon emissions from a purchase we're about to make – such as tickets for a flight – by paying a bit extra. Couldn't we all just pay to offset the emissions from what we buy?

The idea behind carbon offsetting is that the extra we pay funds a project somewhere else which will either absorb an equivalent amount of carbon emissions – often by planting trees – or will reduce someone else's emissions by the same amount – such as by saving energy or generating renewable energy to reduce fossil fuel use. There is disagreement about whether buying carbon offsets is a good way to deal with the impact of our purchases. Criticisms include:

- How do we know that the actions are really cutting emissions? (Although many offsetting schemes offer guarantees)
- By buying offsets instead of looking for alternative low or zero-carbon products, or finding different ways of doing things, we're not influencing suppliers to develop lower-carbon products
- We should be focusing on reducing our own emissions first.

Up to now the council has focused on reducing its own emissions and choosing goods and services which help us to do this. We don't currently pay to offset any of our emissions.

Is there sometimes a case for buying carbon offsets though? If so, is there any merit in considering a local offsetting scheme – which local individuals and organisations could pay into to fund projects in the city?

We would like to hear the public's views about carbon offsetting.

Summary of our proposals

Vision for consumer choices

- All of us will need to become well-informed about the climate impacts of what we buy – so that we can make climate-friendly choices.
- Customer demand for climate-friendly products and services will need to convince shops, manufacturers and suppliers to provide them.

- Customer demand will need to convince manufacturers to produce long-lasting products which can be repaired. Disposable and short-lived products cause extra carbon emissions when they have to be replaced.
- The overall consumption of beef, lamb and other meat, eggs and dairy produce will need to be a lot lower than today. There will need to be much more emphasis on plant-based ingredients. 'Food miles' will need to reduce too.
- Air travel will need to reduce a lot unless zero-carbon flights become possible.

Potential actions for consumer choices

Potential actions by the council and other public service providers

1. Schools could teach pupils about the causes of climate change including the impacts of what we buy.
2. The council could look at how we could help raise awareness amongst the public about consumer choices they could make to reduce their carbon footprint.
3. The council's school meals service could see if there is more it could do to reduce 'food miles' and provide appetising, healthy choices for pupils wanting to reduce or avoid meat, eggs and dairy products.
4. The council could keep supporting local food growing in the new Food Plan through allotments and the Get Growing scheme.
5. The council could lead by example with what it buys. It could see if its 'sustainable procurement guidance' for staff and suppliers needs changing in light of the climate emergency.

Potential actions by businesses

6. Shops and other businesses could provide more information to customers about the climate impact of their products.
7. Food businesses could ensure that they're offering an appetising, healthy choice of options for customers wanting to reduce or avoid meat, eggs and dairy products.

(Refer also to the At Work and Waste sections for more potential actions by businesses.)

Potential actions by individuals

8. Individuals could find out more about the climate impacts of goods and services. They could use this knowledge to reduce the carbon footprint of what they buy.
9. Individuals could create customer demand for climate-friendly products. They could choose long-lasting and repairable products for example and avoid disposable products.
10. Individuals could reduce their dietary impact by eating less meat, eggs and dairy produce. They could also reduce 'food miles' by choosing local and seasonal ingredients and buying less air-freighted food.
11. Individuals could grow some of their own food.

12. Individuals could choose to fly less.

13. Groups of people could set up community schemes such as 'tool banks' to share items that are only needed occasionally.

Potential actions by the government

14. The government could introduce mandatory labelling schemes for the carbon footprint of products.

15. The government could look at how it could encourage the supply of longer-lasting consumer goods.

Waste

Background and explanation of our proposals

Disposal and treatment of waste is a large source of carbon emissions in Leicester. Emissions come from the collection and transport of waste, the energy used to process it, and from the breakdown of waste in landfill sites. When things that could still be used, repaired or recycled are thrown away, more emissions are also produced to make new things to replace them.

The best way to reduce waste, and the carbon emissions it causes, is to follow the 'waste hierarchy'. This says that it is best to prevent waste in the first place, re-use what we can, and then recycle what can't be avoided or re-used. Anything that can't be recycled should be treated to recover energy or resources, for example through Energy-from-Waste or composting plants, with disposal to landfill as the worst option.

If the waste hierarchy is followed it will reduce emissions from collecting and disposing of waste, and from the production of new goods and raw materials.

To reduce these emissions, we think the following things will need to change:

1. Reducing the climate impact of domestic waste

Reduce

Households will need to reduce the amount of waste they produce, firstly by not buying things that aren't needed, and buy items and products that will produce less waste.

This could include buying more second-hand items, products with less packaging and, when choosing things like clothes and electricals, picking products that are designed to last longer and be repaired.

Food waste is particularly important, as a quarter of all food purchased in the UK is wasted, mostly by households. Carbon emissions are released during the production and transport of food. Food waste that is landfilled also emits carbon emissions when it decomposes.

Households will need to change their buying and consumption habits, to reduce avoidable food waste.

Reuse

Attitudes to throwing away things that are not working or are no longer needed will need to change, especially for waste electrical and electronic equipment.

Where possible, people will need to have things repaired or refurbished instead of buying new. Where usable items are no longer needed, they should be sold or donated.

The council already provides a reuse shop operated in partnership with LOROS at its Gypsum Close Recycling Centre, which diverts waste for resale. Opportunities for a second reuse shop could be explored.

Recycle

The council is responsible for organising the collection, treatment and disposal of household waste and recycling. The Council has a good overall recycling and composting rate for a large city, but the council will need to work to further increase this.

There is currently limited scope for changes to the system, as recycling services are provided through a long-term contract. However, the UK Government has recently consulted on their Resources and Waste Strategy, which aims to increase the recycling rate across the UK. The final strategy is likely to require changes to household waste and recycling collections. The UK Government plans to further consult on the strategy in 2020.

The council will need to produce a new Waste Strategy for the city following the final publication of the government's strategy. It will need to look at how to significantly increase recycling rates in Leicester, in line with the government's required changes.

Where food waste cannot be avoided it will need to be composted. More garden waste will also need to be captured and composted. Changes to food waste collection may be required as part of the Resources and Waste Strategy. The council already provides a garden waste service, and this could be more widely promoted to residents.

Expansion of UK domestic reprocessing capacity and end markets for recyclables is critical to improving recycling rates. Industry will also need to use materials and packaging that are easily recycled.

Recover

Whilst some waste could be sent to Energy-from-Waste plants, this should only be done with anything that can't practically be re-used or recycled. Whilst this can be better than simply landfilling waste, burning it does cause carbon emissions.

The majority of household food waste in Leicester is sent to an 'anaerobic digestion' plant. This breaks down the waste to produce biogas and soil conditioner. The biogas is burned to produce electricity. While burning biogas releases carbon emissions, it produces less than if the waste were landfilled.

2. Reducing the climate impact of waste from businesses and other organisations

Businesses and other organisations generate a significant amount of Leicester's waste. Like household waste, the carbon emissions it causes will need to be reduced substantially by following the waste hierarchy and ensuring that resources are continually reused in a 'circular economy'. The means that they will need to start by looking at their production processes, how their services are delivered and their distribution and logistics to find ways of reducing waste at source.

Where waste can't be prevented through efficient processes, it will need to be re-used where possible. This could mean using it within the organisation or finding ways to pass it to other organisations that are able to use it. Food waste from operations will need to be diverted from landfill and sent for composting, or potentially to plants that could use it to produce a 'biogas' fuel. Programmes that redistribute surplus edible food to those in need could also be expanded.

Any waste that can't be re-used should be recycled. All households, businesses and organisations have a Duty of Care to responsibly dispose of their own waste. Unlike households, businesses and organisations are responsible for organising their own waste collections. The council already operates a trade waste facility and could further work to promote this more to local SMEs.

Where waste services are provided by a waste contractor, businesses and organisations will need to ensure the provider collects recyclable materials separately, processes them correctly and recycles as much as possible. Waste from construction work will also need to be reduced, for example through the recycling of the vast majority of demolition waste.

Businesses will have to design, manufacture and sell products that enable these changes. For example, they will need to use more recycled materials, and make their products easier to repair and recycle. This is discussed further in the At Work section.

The council also produces waste from many of its own operations, much of which is already re-used and recycled. Examples of this include re-use of office furniture, recycling of aggregates from road repairs, use of tree waste to make fencing and mulch, and composting of green waste from parks. There is more however that it could do to further avoid, reduce, reuse and recycle its waste just like other organisations. The council should, where possible, take a leading role on this in Leicester, demonstrating good practice and sharing learning.

Summary of our proposals

Vision for waste and recycling

- Households will need to produce less waste. This will mean not buying things that will be wasted, buying products and services that are produced sustainably and re-using and repairing what they already own.
- Businesses and organisations will need to produce less waste. This includes reducing waste from what they make and sell and the services they provide.

Products and packaging will also need to be easier for consumers to re-use, repair and recycle.

- As much waste as possible will need to be recycled. The council will need to support homes to do this through the city's waste collection service. Businesses and organisations will need make sure their waste is disposed of responsibly. Food and garden waste will need to be composted.
- Where waste can't be recycled, it will need to be used for energy instead of landfilled. This includes a small amount of Energy-from-Waste and biogas.
- The council will need to lead by example, to reduce, re-use and recycle waste. The council will also need to educate residents and businesses and promote its existing waste and recycling services.
- The UK government will need to support this through their new Resources and Waste strategy. The council will need to produce a new Waste Strategy for the city based on this.

Potential actions for waste

Actions by the council

1. The council will need to produce a new Waste Strategy. This will need to follow the publication of the UK Government's Waste and Resources Strategy.
2. The council's existing household recycling and garden waste services could be promoted more, to encourage greater use.
3. The opportunity to develop a second reuse shop, to resell items that would otherwise be thrown away, could be investigated by the council.
4. More work could be done by the council to continue to promote the existing trade waste facility to more businesses and organisations.

Actions by businesses

5. Businesses and organisations could reduce the waste generated by their manufacturing, distribution and service delivery processes.
6. Waste generated by businesses and organisations could be re-used or redistributed to other organisations which can use it.
7. Businesses and organisations could ensure that the provider of their waste services is correctly processing their waste and recycling as much as possible.

(Refer also to the At Work section for more potential actions by businesses on sustainable production.)

Actions by individuals

8. People could change buying habits to produce less waste. This could mean buying items that will last longer, have less packaging and can be easily re-used or recycled.

9. Things that people no longer want could be sold or donated, instead of thrown away. Gadgets, appliances, clothes and other things could be repaired instead of buying new things.
10. People could make sure that as much of their household waste as possible is recycled through the council's household waste service.

Actions by the government

11. The government will need to publish the final version of the Waste and Resources Strategy. It could also make sure local councils have the resources and funding needed to improve their recycling, composting and waste reduction services.
12. The government could look at how to support an increase in UK reprocessing capacity for recyclable waste materials and create stronger end markets for recyclable materials.

At Work

Background and explanation of our proposals

Electricity and gas use by organisations in the city is responsible for over 40% of Leicester's carbon emissions from our direct fuel and energy use. Employee commuting and business travel, and transporting goods to and from businesses, also contributes a lot to the city's emissions from transport. The materials used by businesses have a carbon footprint of their own too. As well as reducing carbon emissions, to stay competitive business will need to provide sustainable products and services in order to meet changing consumer demands.

This section covers businesses in the city as well as organisations such as charities, educational institutions and public services including the council and NHS.

1. Carbon neutral organisations

For Leicester to become carbon neutral, businesses and organisations will need to play their part. This will mean changes to heating, insulation, lighting and equipment - and much more generation of renewable energy.

This will require support and funding from central government, and from the Leicester and Leicestershire Enterprise Partnership (LLEP). The LLEP will need to take account of the climate emergency in local strategies, direct national funding to address these issues and lobby central government for the changes that are required.

2. Installing low carbon heating and cooling

Most businesses and organisations are still heated using gas boilers, or gas-powered blowers. Natural gas heating will need to be phased out due to the carbon emissions

from burning it. Instead heating and hot water will need to come from zero or very low carbon sources, such as:

- Heat pumps – these use electricity to extract heat from the air or ground, and are more energy efficient than standard electric heating.
- Hydrogen Boilers – hydrogen could replace natural gas as a fuel if it can be produced using a carbon neutral process. Hydrogen is not yet widely available though.
- Infra-red heaters – these heat a specific area instead of a whole space. They may be a more efficient way of heating large premises like warehouses, where heat is needed only in certain areas.
- Heat Networks – these generate heat more efficiently at a central boiler, and pump it to multiple buildings. More information can be found in the At Home section.
- Electric blowers – in some spaces, if heat pumps are not suitable these could replace gas blowers, but would likely use a lot of electricity so aren't ideal.
- Heat re-use – some machinery and processes produce lots of waste heat. This could be captured and re-used to heat premises.

As discussed in the At Home section, we are not proposing the use of wood-based 'biomass' fuel at a large-scale in Leicester.

Keeping buildings cool will become more important as hotter summers and heatwaves become more common due to climate change. This will need to be done without air-conditioning where possible, to avoid increasing electricity demand further. More information can be found in the At Home section.

3. Energy Efficient Workplaces

Many buildings are poorly insulated, and it will be necessary to improve their insulation to reduce the energy use and cost of heating them. High levels of insulation will be needed for heat pumps to be effective and affordable to run. They will also be necessary to limit the extra demand on the electricity grid as gas is phased out.

Non-domestic properties are often harder to insulate than homes, as there is a much wider range of building types and uses. They often have lower levels of existing insulation too. Solutions will need to be found to allow these buildings to be insulated.

All lighting in workplaces will need to be energy efficient. This will mean replacing halogen and fluorescent lighting with LEDs.

4. Renewable energy

Organisations will continue to have a carbon footprint from electricity use as long as gas is used to generate some of the electricity in the UK. Electricity demand is also likely to increase significantly in the future, meaning that more generating capacity will be needed.

We think that most organisations will need to have renewable energy generation systems installed. Those premises with a large roof space will be especially suitable for solar PV panels, and organisations with a high electricity demand will be able to use the energy on-site. Solar PV panels could also help to generate a financial return for the organisation.

Battery storage systems will be needed in some organisations to store excess electricity generated. These will allow self-generated renewable electricity to continue to be used on site when generation is low and can cut electricity costs.

Organisations which have high electricity demand but are able to vary the time at which they use it could benefit from taking part in 'demand response' programmes. These programmes can pay participants to reduce energy use when demand on the grid is high. As renewable energy is less predictable than fossil fuel sources, these programmes make it easier to utilise renewable capacity as it is produced

'Smart' energy controls will be appropriate for many organisations. This could include monitoring devices and software to show where energy is wasted, or usage could be reduced. More detail on other technologies is available in the At Home section.

5. Travel and transport

Businesses and organisations are also responsible for a lot of carbon emissions from travel. This includes emissions from vehicles they own or rent, employees commuting and business travel, and the transport of goods to or from the business.

The Travel and Transport section explains the overall changes that will need to be made, which businesses and organisations will need to implement.

6. Low-carbon production

Production and manufacturing services which use a lot of electricity and gas can be responsible for a large proportion of many organisations' carbon footprints. This includes energy use for computers and electronic systems used to provide services.

When buying new equipment and machinery organisations will need to choose the most energy efficient options. Existing machinery could also be refurbished to improve its efficiency. Whilst this may lead to a higher initial capital cost, the energy savings should provide pay-back over time.

Where these machines and processes use electricity, this will need to come from renewable sources. This will require organisations to install their own renewable energy technologies as discussed above. Where gas is used for production processes low carbon alternatives will need to be found.

Organisations will also need to look at ways to use behaviour change schemes to help staff reduce carbon emissions and save energy. This could involve using switch-off procedures or educating staff on energy-saving. Incentive schemes and improved facilities could also be used, for example making it easier for staff to walk or cycle to work.

7. Waste

The waste produced by businesses and organisations will also need to be reduced, as waste causes carbon emissions in a number of ways. This is discussed further in the Waste section.

8. Creating low carbon products

Manufacturers will need to design products so that they can be more easily repaired and refurbished, and retailers will need to supply them to consumers. Replacement parts and repair instructions for items will also need to be made available to consumers more easily. The government could support this through legal and regulatory changes to make it easier. Items such as clothes will need to be designed to last for more than one season.

Any organisations purchasing goods, including raw materials, components, ingredients and finished products need to buy them from sustainable sources, and suppliers that are tackling their own carbon footprints. This includes using as much previously recycled material as possible. Packaging materials will also need to change, with all products provided in recycled and recyclable or re-usable packaging. Local organisations will need to use their influence to drive these changes in their own supply chains.

These changes will also be driven by changing consumer demands, as public awareness of and engagement with the climate emergency increases. Demand for products that have been produced sustainably, have a small carbon footprint and can be re-used or recycled easily will increase. Businesses will therefore need to meet these demands to make sure they remain competitive in a changing market.

The council has already brought in sustainable procurement guidelines for its purchasing and can play a role in leading by example, ensuring the guidance is strengthened over time. We are also embedding 'social value' into our contracts, giving us the chance to seek additional outputs through our contracts where appropriate.

9. The public sector leading by example

Many of the largest employers in the city are public sector organisations. These include schools, the NHS and the council. These organisations should help to lead by example through addressing their own emissions.

The council has already invested in increasing the energy efficiency of its own buildings and fitting renewable energy sources. We will look to continue this work.

The council is also the landlord of a large number of business rental units. It could work to further improve the energy efficiency of these premises. Tenants could be engaged on how to reduce energy use and carbon emissions too.

Summary of our proposals

Vision for employers

- Businesses and other employers will need to use low or zero carbon heating and cooling systems and generate their own renewable electricity wherever possible. Workplaces will also need to be more highly insulated to reduce their heating need.
- Business processes and equipment will need to be much more energy and resource efficient. Production processes will need to be carbon neutral – using renewable energy generated on-site where possible.
- All items and materials procured by businesses and organisations will eventually need to come from sustainable sources, for example using recycled materials.
- Customers will expect the good and services they use and buy to be sustainable and zero carbon, so businesses and organisations will need to achieve this to stay competitive.

Potential actions at work

Potential actions by the council and other public service providers

1. The council could invest in improving the energy efficiency of the business premises they own and rent out, and educate tenants about energy savings and carbon reduction.
2. More could be invested in improving the energy efficiency of the council's and other public sector organisations' own buildings. This could include investment in more renewable energy systems.
3. The council could apply for more funding to support to local businesses and organisations, particularly SMEs, to increase the energy efficiency of their premises.

Potential actions by businesses

4. Employers could replace gas heating with low carbon alternatives such as heat pumps or connect to district heating networks. They could also improve building insulation.
5. More solar PV panels or other renewable energy systems could be installed by employers. Where appropriate they could also install battery storage systems to make full use of energy generated on-site.
6. Employers with high electricity demand could sign up to demand-response programmes where they are available.

<p>7. Existing machinery and equipment could be replaced with more efficient alternatives by employers. They could also replace machinery using gas or other fossil fuels with electric alternatives.</p> <p>8. Organisations could design, manufacture and sell products that use sustainable materials, and are designed to be re-used and repaired.</p> <p>9. The Leicester and Leicestershire Enterprise Partnership (LLEP) could integrate the climate emergency into their strategies, direct national funding to the climate emergency and lobby government for more support.</p>
<p><i>Actions by individuals</i></p> <p>10. Individual staff could encourage their employers to take action on the climate emergency, for example through staff incentive schemes and behaviour change programmes.</p>
<p><i>Actions by the government</i></p> <p>11. The government could make a national plan for moving to low or zero-carbon heating and provide funding and support to employers.</p> <p>12. Support and funding could also be provided by the government to improve other aspects of energy efficiency in businesses and organisations premises.</p>

Land use, green space and development of the city

Background and explanation of our proposals

The quality of new development in the city, the management of green space and tree cover and planning for future land use and infrastructure will all be important to enable Leicester to become carbon neutral and to adapt as the climate changes.

With the city population predicted to continue growing, an estimated 29,104 homes will need to be built by 2036 (1,712 dwellings per annum between 2019-2036) along with more employment sites, schools, community facilities and infrastructure. This could add to Leicester's carbon footprint and affect its vulnerability to a changing climate unless steps are taken to make sure that development is carbon neutral and adapted to future conditions.

The proposals below set out how we think Leicester will need to change in terms of land use, green space and development if it is to become carbon neutral and adapt to the changing climate. They are aspirational and may not necessarily be achievable within the current constraints and limitations of the planning system, the property market and other factors. They are presented to prompt discussion and gain views on what might need to happen, both locally and in terms of action by national government, to bring about the changes we think are needed.

1. Making new homes and other new buildings carbon neutral and climate-adapted

We will need the levels of carbon emissions generated by new development of all kinds to reduce as quickly as possible, to the point where all new buildings are designed and built to be carbon neutral wherever possible. This will include very high levels of insulation, generation and use of renewable energy and an end to the use of gas for heating and hot water in new buildings. Refer to the At Home and At Work sections for more details.

Wherever possible, new buildings will also need to be designed for a changing climate:

- to keep cool without aircon where possible during more frequent heatwaves
- to use less mains water in response to prolonged spells of dry weather
- to be located and/or designed to protect occupants from the risk of flooding, and
- to reduce the pressure on the drainage and river system during intense rainfall by dispersing rainwater runoff in other ways (known as 'sustainable urban drainage systems' or SuDS).

While the design features and the technologies needed to create carbon neutral, climate-adapted buildings already exist and are being successfully used in buildings today, they do currently add to the cost of construction. This is hindering their wider uptake. The affordability of new housing is an acknowledged issue and developers are not confident that customers will be prepared or able to pay more for a low carbon building - despite it being cheaper to run. There are also currently other constraints within the planning system on all new development, including the need to make sure that development remains viable. This may impact on the ability of the council as Local Planning Authority to make low carbon, climate-adapted design a requirement on all developments coming forward.

For carbon neutral, climate-adapted development to become the norm, we believe that changes to minimum standards for new building will have a role to play. This is discussed below in point 5.

In the meantime, the council and other public service providers such as the NHS could all aim to set an example with their own developments immediately. Projects would cost more up-front, but the resulting buildings would be cheaper to operate and the future cost of upgrading them to be carbon neutral – which will be necessary for existing buildings - would be avoided. The cost of retrofitting buildings is typically much more than the extra cost of building them to be carbon neutral in the first place.

Similarly, where the council releases land onto the market for new development by private developers or others, there is the potential to seek a commitment from the developer to build to low carbon standards, as part of any sale or development agreement. The council has already done this successfully on some sites. In the current market it could result in a lower sale price for the land being realised by the council, which results in less capital income and therefore potentially less for spending on other projects. It would, however achieve significant and lasting emissions reductions.

2. Use of low-carbon building materials

The impact of new buildings on climate change goes beyond just the carbon emissions generated when construction is finished and they are in use. Research has shown that the emissions caused by the manufacture and transport of the building materials – such as cement and steel – is very significant too. Use of timber can also add to climate change and destroy wildlife through deforestation if it's purchased from companies who operate irresponsibly.

For these reasons, we believe that the climate change and other environmental implications of choices for construction materials will need to be given much more careful consideration. Less energy-intensive alternatives to concrete, steel and other products will need to be favoured, or suppliers found who manufacture using renewable energy. Responsibly-produced 'sustainable' timber is already widely available and its increased use could in fact be positive for climate change by 'locking up' carbon in the structure of new buildings to offset some of the other emissions caused by the building. We welcome views on how these changes to choices of materials could come about outside of the planning process.

The council has a long-standing policy of using only proven sustainable timber and is looking at what other environmental standards it should apply to its own developments. The use of low-carbon alternative construction products could be prioritised, as could the potential to make more use of sustainably sourced timber.

3. Development designed for zero carbon travel

The location of new development, the design of footpaths, cycleways and roads on the site and the inclusion of facilities such as cycle parking, bus stops and electric vehicle charging points will all affect how straightforward, safe and convenient it is to travel to and from the development using low or zero carbon modes of travel.

Development needs to be designed for a city in which ultimately all travel and transport must be by zero carbon modes. This will mean that homes, employment sites and public facilities will need, for example:

- more space for cycles and e-bikes,
- nearby bus services, with stops on or near the development, and
- enough electric vehicle charge points.

The council's planning policies in the Core Strategy already address some of these issues and the public will be able to comment on the proposed policies for the new Local Plan (see point 5 below). Even in the event that the Local Plan is able to develop and adopt such policies it should be noted that they will need to be balanced against other, sometimes competing, considerations in the planning system too.

4. Maintaining and adding to tree cover and green spaces

Trees in Leicester are estimated to be storing about the equivalent amount of carbon dioxide as the city generates in a 7-8 month period (826,000 tonnes). It is also estimated that if all of the suitable land in the city without trees was planted up, the

extra carbon dioxide absorbed over a 25 year period (279,000 tonnes) would be equivalent to about 2-3 months' emissions.¹ This suggests that an urban area like Leicester with limited space cannot rely very much on tree planting to offset our emissions, even if people were prepared to see much or all of Leicester's open green space covered in trees. However, it doesn't mean that we shouldn't look after and increase our tree stock.

As the biggest owner of green spaces and trees in the city, the council already has a Tree Strategy through which we maintain our existing tree stock, replace trees and plant more where we can. In response to the climate emergency, we propose to continue to do this, and to investigate how we can best target our planting to get the most benefits for the city including:

- Increasing biodiversity and providing beautiful spaces for recreation
- Limiting the impact of more frequent heatwaves by increasing summertime shade and reducing heat build-up
- Reducing flood risk by slowing down rainwater run-off - to stop rivers and drains being overwhelmed during intense rainfall
- Reducing people's exposure to air pollution
- Absorbing carbon emissions to the extent that we reasonably can.

Despite limited scope to absorb carbon emissions by new planting, due to the constraints on land we have available in the city, we propose to look for opportunities to increase our tree stock through the Tree Strategy. We will consider carbon storage as one of the factors when we decide which tree species to plant.

Aside from trees, Leicester's green spaces store relatively little carbon in other vegetation (only 3% compared to 97% in the trees) but they have an important role, like trees, in reducing the impacts as the climate changes: limiting heat build-up during heatwaves and slowing the run-off of rainwater to protect from flooding.

As well as managing a network of public open spaces across the city, the council has planning policies to protect green spaces and to make sure that new development includes an appropriate amount of green space and trees. Developers are also encouraged to consider including 'green roofs' in their designs and these can provide at least some of the benefits of green space at ground level for wildlife, flood risk reduction and heatwave protection.

The council as Planning Authority will continue to apply its planning and conservation powers to protect existing trees and a network of green spaces, and to make sure that new trees and green spaces are provided as part of development where appropriate and possible. Refer to point 6 below.

¹ Based on the results of research by Sheffield University and on Leicester's estimated city-wide carbon dioxide emissions for 2017 published by the Department of Business, Enterprise and Industrial Strategy (BEIS).

5. Planning policies and building standards to address the climate emergency

National minimum standards for energy efficiency and carbon emissions from new buildings are set by the government through the Building Regulations and the council applies planning policies (consistent with the National Planning Policy Framework or NPPF) to make sure that development addresses climate change. Current policies in the Core Strategy for the city cover areas including: energy efficiency, renewable energy, district heat networks, transport and accessibility, flood risk and open space.

The council is currently preparing a new Local Plan which will seek to include policies for land use and development to address climate change. We will be publishing a draft of the new Local Plan for consultation and if you would like to be notified when the consultation starts please email planning.policy@leicester.gov.uk.

The government is currently consulting on proposals to raise energy efficiency and low carbon standards in the Building Regulations from 2020, as a stepping stone to a new Future Homes Standard from 2025. Details are available on the [GOV.UK website](https://www.gov.uk) where the consultation is open until 10th January 2020.

Summary of our proposals

Vision for land use, green space and development of the city

- All new buildings will need to be designed and built to be carbon neutral. This means they will need to be very highly insulated and use low-carbon heating instead of gas heating. Renewable energy such as solar panels will need to be installed.
- New buildings will need to keep cool in hotter weather without using air conditioning, as it uses a lot of electricity. They will also need to use less water. To reduce the risk of flooding they will need to disperse heavy rainfall without overwhelming drains and rivers.
- Building materials made with much less energy, or with renewable energy, will need to be used. To prevent deforestation, all timber used for construction will need to come from sustainably managed forests.
- Travel to and from new developments will need to be easy, convenient and safe on foot, by bike and on public transport. There will need to be charging points for electric vehicles too.
- Tree cover will need to be maintained and increased where possible. New planting will need to provide for recreation, wildlife, flood prevention and respite from heatwaves. It will also need to absorb carbon emissions.

Potential actions for land use, green space and development of the city

Potential actions by the council and other public service providers

1. The council, NHS, schools and other public service providers could lead by example in their own building projects. They could allocate money to make them as close as possible to being carbon neutral.

<p>2. When selling land for development, the council could seek an agreement with the developer for the new buildings to be as low-carbon as possible.</p> <p>3. The council and other owners of green spaces could plant more trees to help keep the city cooler during heatwaves and safer from flooding as the climate changes. More trees can also absorb some carbon emissions.</p> <p>4. The council could make sure that the new Local Plan addresses the climate emergency.</p>
<p><i>Potential actions by businesses</i></p> <p>5. Developers could more actively market the advantages of low-carbon homes and offices to create more customer demand. Low running costs are a particular advantage.</p> <p>6. Construction companies could train more of their workforce to build to very low carbon standards. The industry needs to be ready for all buildings to be built this way.</p> <p>7. Businesses commissioning new premises could specify high standards of energy efficiency, low carbon emissions, renewable energy and facilities for bikes and electric vehicles.</p>
<p><i>Potential actions by individuals</i></p> <p>8. Those looking to buy a new-build home could ask developers for details of the energy efficiency and reduced carbon emissions of their properties for sale, to show that there is customer demand for higher standards.</p> <p>9. Anyone can read the council's consultation draft Local Plan when it is published and comment on its policies for addressing climate change. They can also comment on the government's proposals for the Future Homes Standard.</p>
<p><i>Potential actions by the government</i></p> <p>10. The government needs to make sure that its proposed Future Homes Standard and changes to the Building Regulations will raise carbon-saving standards quickly enough.</p>



Economic Development, Transport and Tourism Scrutiny Commission Task Group update

Decision to be taken by: N/A

Decision to be taken on: N/A

Lead director: Miranda Cannon

Useful information

- Ward(s) affected: N/A
- Report author: Jerry Connolly
- Author contact details: jerry.connolly@leicester.gov.uk 01164541066
- Report version number plus Code No from Report Tracking Database: 1

1. Purpose of report

To report on progress being made in relation to the EDTT Task Group looking at economic activity in deprived communities in Leicester

2. Summary

The first meeting of the task group set up to look at how to promote economic activity in deprived communities within Leicester has met.

A second meeting is being organised for Thursday 19th December 2019

Overview Select Committee (OSC) was due to confirm approval of the review at its meeting on 28 November 2019

Future meetings, including a visit to Preston, are planned.

3. Recommendations

To note the report and comment as appropriate.

4. Report/Supporting information including options considered:

The EDTT meeting on 16 October 2019 agreed a scoping document on the issue of economic development at local level. The document was due to be considered by the Overview Select Committee for approval on 28 November 2019. In the interim, the Chair of OSC agreed that information and data gathering could begin ahead of formal OSC approval.

The Task Group held its first meeting on 24 October 2019 to consider data which had been provided through the September 2019 IMD (Indicators of Multiple Deprivation) data for Leicester. IMD data is updated every four years.

The meeting looked in particular at wards which have particularly severe levels of deprivation and identified areas in two wards – Saffron and Western, which are among the most deprived in the city, and indeed the country.

It was agreed that the review would concentrate on these areas and would start to map not just deprivation within these areas but also what resources were available to these communities, and who was able and willing to access them.

There was a report on work done in Preston to create a circular economy, and a more detailed report would be presented at the next meeting of the Task Group. A visit to Preston is likely to be organised for early in the New Year.

De Montfort University (DMU) had indicated interest in providing resources for the review, and the Chair met with Professor Jonathan Payne to discuss how DMU could help with research and analysis of the work being done within the review. A separate meeting with Professor Ed Cartwright was also being arranged.

A further meeting of the Task Group is being arranged, with a likely date being 19 December 2019.

5. Financial, legal and other implications

5.1 Financial implications

N/A

5.2 Legal implications

N/A

5.3 Climate Change and Carbon Reduction implications

N/A

5.4 Equalities Implications

N/A

5.5 Other Implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

N/A

6. Background information and other papers:

EDTT Scrutiny Commission meeting of 16 October 2019 Agenda item 8: Economic Development at a Local Level, (minute 35 refers)

7. Summary of appendices:

N/A

8. Is this a private report (If so, please indicated the reasons and state why it is not in the public interest to be dealt with publicly)?

No

9. Is this a “key decision”?

No

10. If a key decision, please explain reason

N/A



Economic Development, Transport and Tourism Scrutiny Commission

Date of Commission Meeting: 4 December 2019

Employment and Skills Plan

Report of the Director of Tourism, Culture and Investment

Useful information

- Ward(s) affected: All
- Report author: Peter Chandler
- Author contact details: 0116 454 6415 peter.chandler@leicester.gov.uk

1. Purpose of report

- 1.1 This report updates on work in progress relating to departmental work on inclusive economic development, and the development of a Leicester Employment and Skills Plan

2. Recommendations

- 2.1 To note the contents of this report and comment as appropriate.

3. Supporting information

Background

- 3.1 The manifesto includes a specific commitment to “develop job creation, skills and investment plans for parts of Leicester which are economically excluded, including opportunities for local businesses and for young people to engage in positive activities”.
- 3.2 Work is underway to develop a Leicester Employment and Skills Plan, which will
- Develop an outcome-based document including a skills needs analysis, an overarching city profile/ activities and the development of more detailed action plans for key neighbourhoods.
 - Link with and support wider city council strategies such as the Anti-Poverty Plan, Sustainability Action Plan, and align with other initiatives such as the Living Wage and Social Value
 - Have clear reportable targets measured and monitored at least annually.

Data to support policy development

- 3.3 Officers in the Tourism Culture and Investment (TCI) Division have started to engage with Scrutiny officers around the sharing of data and information, to develop a common understanding of the context around the inclusive growth agenda. This has included providing details and map of the top 200 business in Leicester, and a list of providers and intermediary organisations that might usefully inform the scrutiny’s review of this area of work. Further relevant data and contacts can be provided as the work develops.
- 3.4 A wide range of data has recently been collated from various services by the NES division to create individual ward profiles which will inform and provide

Councillors and ward members with an overview of the key demographics and significant facilities/assets within each ward. The profiles provide an overview of health and deprivation, significant building assets and facilities, amongst some key performance information and investment data. This provides an overview of the ward health and the challenges/different circumstances which people face within their local area. The profiles also include the new 2019 Indices of Multiple Deprivation data which have recently been released. Work to develop an Anti-poverty strategy has also recently seen the collation of relevant data.

- 3.5 Officers in Economic Regeneration and Adult Skills and Learning have provided input into these areas of work to provide information relevant to employment and skills. It is anticipated that this work will continue to develop to produce a useful source of data to inform policy.

Partnerships/ building on existing activities

- 3.6 A broad range of services that support the inclusive growth agenda are being delivered by the Council, partners, intermediaries and third sector organisations. The fragmented and dynamic nature of funding for this area means that it is difficult to have a complete and comprehensive picture of provision at any one time.
- 3.7 The Economic Regeneration service has a long standing collaborative approach to work in this area, working with a range of Council services and external organisations. Building on this collaborative approach, a task group of key officers and external providers is being formed to guide the development of a Leicester Employment and Skills Plan. This task group will steer the development of job creation, skills and investment plans for parts of Leicester which are economically excluded, in line with the manifesto commitment.
- 3.8 A specific snapshot of the work of the Council in relation to employment and skills was completed in March 2019. This 'Celebration of Leicester to Work' showcased the diverse work of the Council across a range of services, and how this supports those most in need to enter the labour market, gaining the relevant skills and addressing the needs of business.
- 3.9 Specific initiatives currently being delivered include the Employment Hub and work to engage with businesses, work to support specific priority groups across the city, and initiatives to drive the take up of apprenticeships or that help develop learning, skills and wellbeing. These various initiatives will continue to deliver across the city for the benefit of local residents and businesses. It is hoped that through developing an evidence based framework through this process, that this will inform the targeting and approach to delivery of these and other initiatives.
- 3.10 The following work is currently being progressed to build on this:
- To gather information from this broad range of Council initiatives around reach and impact at the ward level, where this is available, to both map existing work programmes and identify any gaps in provision
 - To identify what key funders are commissioning to update and build a picture of the current external provider landscape

3.11 It is proposed to provide updates to the EDTT Scrutiny Commission at key milestones as this work develops.

5. Financial, legal and other implications

5.1 Financial implications

There are no financial implications arising directly from this report.

5.2 Legal implications

There are no legal implications arising directly from this report.

5.3 Climate Change and Carbon Reduction implications

There are no climate change implications arising directly from this report.

5.4 Equalities Implications

Not applicable at this stage. An Equalities Impact Assessment is in development to guide the work.

5.5 Other Implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

Not applicable.

6. Background information and other papers:

None

7. Summary of appendices:

None

8. Is this a private report (If so, please indicated the reasons and state why it is not in the public interest to be dealt with publicly)?

No

Economic Development, Transport and Tourism Scrutiny Commission

Work Programme 2019 – 2020

Meeting	Topic	Actions Arising	Progress
27 June 2019	1) Overview of the scope of the Commission 2) Manifesto programme relating to EDTT 3) Connecting Leicester update, including reference to existing and proposed programme 4) Task group review – invitation to members 5) Work programme	Chair meeting officers and executive members to identify priorities A further request made to members to suggest topics	Chair met with Cllr Clark and Cllr Myers relating to manifesto and other programme issues. Issue identified for task group: The Living Wage in Leicester
22 August 2019	1) Questions to City Mayor 2) City Centre accessibility 3) The Local Plan: scrutiny issues 4) Planning enforcement performance 5) Work Place Levy 6) Work programme		
16 October 2019	1) Questions to City Mayor 2) Evesham Road link 3) Inward Investment 4) Scoping document in relation to local job creation 5) Work programme		

Meeting	Topic	Actions Arising	Progress
4 December 2019	1) Questions to City Mayor 2) Procurement and social value 3) Sustainable Leicester/Climate change emergency 4) Accessibility in city centre: update on actions arising from meeting on 22 August 2019 5) Leicester Tourism Action Plan update 6) Update on work of inclusive growth scrutiny review		
5 February 2020	1) Questions to City Mayor 2) Leicester's Draft Local Plan 3) Update on work of job scrutiny review 4) Draft revenue budget		
1 March 2020	1) Questions to City Mayor 2) Leicester's Draft Local Plan	To deal with issues not covered by the previous meeting	

Economic Development, Transport and Tourism Scrutiny Commission 2019/20 DRAFT FORWARD PLANNING

Date of meeting	Topic	Brief description of actions	Progress
ONGOING 2019 / 2020	City Mayor & Executive Plan of Key Decisions	Commission to keep a watching brief and receive regular reports / updates on executive key decisions planned relating to this portfolio.	Ongoing
	Spending Review Programmes linked to: a) Councils General Fund Revenue Budget Report 2018/19 to 2020/21 b) Capital Programme Projects	Commission to keep a watching brief and receive regular updates on issues related to budgets with this portfolio <i>(Full council in February 2018 agreed Council's General Fund Revenue Budget report 2018 to 2021).</i>	Ongoing
	Connecting Leicester Projects	Commission agreed to be involved at the early stages of development of plans	Ongoing updates
	'Leicester: Great City' Economic Action Plan 2016-2020' Website Link: https://www.leicester.gov.uk/media/57817/economic-action-plan-2016-2020.pdf	Commission to receive regular updates and reports relating to the 5 themes within the Economic Action Plan.	Ongoing
Autumn 2019	City Centre audit	Report on city centre retail take up / city centre plans	
	Smart City	Deferred from December meeting	
	Fuel poverty		
	Bus related issues	Deferred from February 2020	
TBC	Healthier Air for Leicester – Air Quality Action Plan 2015 – 2026	Progress update on actions (joint with health & wellbeing scrutiny)	
TBC	Cultural Quarter	Update	
TBC	Waterside regeneration	Update	
TBC	Pioneer Park/Space Park	Update	

TBC	'Leicester Flood Risk Strategy'	Update	
TBC	Midlands Connect (MC)	Report on progress	
TBC	Strategic Transport Plan	Report on progress	
TBC	Major Transport Projects (including NPIF projects)	Report on progress	
TBC	Neighbourhood Highway Safety schemes	Report on progress	
	Audit on cycle parking	Referred from par 20: minutes 22 August 2019	
TBC	Sustainability Action Plan		
TBC	Leicester's Biodiversity Action Plan 2011-2021	Update on progress on actions	
TBC	Leicester City Cycle Action Plan	Report on progress on the actions	
TBC	Leicester City walking Action Plan'		
Late 2019	Hearing relating to making the city a living wage city and a driver for better working conditions and workers' rights across all sectors, including the textile industry		
Early 2020	Employment Hub update Including Jobs, Skills, Training and Apprenticeships issues where appropriate	Report on progress	
January 2020	Overall Adult Skills and Learning Performance	Following performance self-assessment report for Ofsted and is prior to planning for the 2010-21 academic year	
Autumn 2019	Inward investment	Report on progress including recent web site investment and general progress	
TBC	Leicester, Leicestershire Enterprise Partnership (LLEP)	Update/local Industrial strategy	
TBC	Transforming Cities Programme	To report on developments / negotiations with government	

Late 2019	Business Support Update	To receive a report on progress	
Early 2020	Bus services	To receive update following task group report	

