

**MINUTES OF A MEETING OF THE
CLIMATE EMERGENCY WORKING GROUP
HELD REMOTELY VIA MICROSOFT OFFICE TEAMS
ON 20TH NOVEMBER 2023**

PRESENT –

Councillor S. Cockburn-Price (Chair)

Councillors

*Zafar Ali
Mohammad Kaleem
Yvonne Tennant
Tom Whipp*

Co-optees

*Sylvia Godfrey
David Penney
John Turley
Jane Wood*

Officers in attendance:

<i>Phillip Spurr</i>	<i>Director of Place</i>
<i>Iftikhar Bokhari</i>	<i>Head of Economic Growth</i>
<i>Gill Dickson</i>	<i>Programme Manager</i>
<i>Kerry Ford</i>	<i>Programme Officer</i>
<i>Jessica Robinson</i>	<i>Committee Administrator</i>

(Apologies for absence were received from Dr Caroline Spencer-Palmer and Councillors David Albin and Chris Church.)

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1. MINUTES

AGREED

That the Minutes of the meeting of the Climate Emergency Working Group held on 18th September 2023 be agreed as a correct record and signed by the Chair.

2. ANNUAL EMISSIONS REPORT

The Director of Place submitted Pendle Borough Council's (PBC's) 2022/23 Annual Carbon Emissions report for the Working Group to consider.

Each year PBC calculated the carbon emissions generated from its operations, building stock, fleet and business travel in accordance with the DEFRA "Environmental Reporting Guidelines" to produce Annual Emissions reports. In these reports, data was captured as either Scope 1 (PBC gas consumption), 2 (PBC electricity consumption) or 3 (indirect emissions from PBC operations). It was acknowledged that Scope 3 was quite limited as currently only business travel was

monitored, but there could be potential for it to be expanded in the future should PBC's provision of services change, or if reporting requirements became stricter in relation to suppliers.

In a change to reporting in 2022/23, the data for Pendle Leisure Trust (PLT) had been incorporated in Scopes 1 and 2 as PBC generated emissions, rather than being reported in Scope 3. To ensure consistency of reporting methodologies, the data for the last five years had been recalculated and was presented in Table 1 in the report to provide an accurate picture of progress to date and the likely trajectory towards the achievement of carbon neutral status by 2030.

With regard to Scope 1 and disregarding results for 2020/21 due to Covid, there had been a 10% reduction in gas consumption in 2022/23. This reduction had been largely owing to the Hydrated Vegetable Oil pilot in PBC's fleet vehicles which had resulted in a 6% decline in fleet emissions. Whilst this was encouraging, it would not be sufficient to realise the 2030 target.

With regard to Scope 2, there had been an 8% reduction in electricity consumption in 2022/23 and consumption was slightly lower than that during Covid levels in 2020/21. This reduction, however, was largely due to energy infrastructure changes and the decarbonisation of UK electricity generation and not as a result of actions implemented by PBC.

With regard to Scope 3, there had been an increase in emissions business travel in 2022/23 and the figure was even higher than it had been in pre-Covid years. It was felt that this figure might have been affected by the cost of living crisis. PBC would soon be making two e-bikes available for its staff to use when making short journeys which would have a positive impact on business travel figures in future years.

The total reduction for all Scopes was 9% for 2022/23.

The downward trend, however, would not continue without active intervention. The reduction in Green House Gas emissions was likely to plateau if current trends continued to rely on passive, external factors. For PBC to meet its carbon neutral commitment by 2030, and to achieve net zero by 2050 in line with UK commitments, further action and appropriate targets would be required.

It was asked if PLT's Leisure Centres had installed solar panels on their roofs and it was confirmed that they had. The Group was then advised that a Strategic Leisure Review was currently in progress. Consultants had been engaged and as part of their remit they were seeking to identify environmentally sustainable operating models to enable the continued operation of all three of PLT's Leisure Centres.

It was also asked if PBC had engaged the services of the North West Net Zero Hub who had delivered a presentation at this Working Group's meeting of 13th March, 2023. There had been discussions with them and they would be engaged to assist with the submission of any future Public Sector Decarbonisation Scheme application for PBC/ PLT estate.

AGREED

That the report be noted.

3. COUNCIL CLIMATE PLAN SCORECARD UPDATE

The Director of Place submitted a report to inform the Working Group of Pendle Borough Council's (PBC's) 2023 Climate Action Scorecard assessment.

Climate Emergency UK had assessed all UK Councils on the actions they had taken towards Net Zero. Councils were assessed across seven different sections; Buildings and Heating; Transport; Planning and Land Use; Governance and Finance; Biodiversity; Collaboration and Engagement; and Waste Reduction and Food. PBC scored highest in the Collaboration and Engagement section (41%), incurred a penalty of -4% in the Transport section due to air quality and received a total score of 21%.

The Group noted that the assessment of each section and related scores for PBC and other Councils were not entirely accurate due to oversights. However, despite PBC's results not providing a totally accurate picture of its current position, the scorecard did provide a useful tool for identifying areas for improvement and further showcased examples of best practice by other Councils which could be replicated to achieve better outcomes.

PBC's Climate Emergency Action Plan (CEAP) was currently being refreshed and the Council Climate Scorecard methodology would be used to identify any gaps in it. There would be a particular focus on air quality in the refreshed CEAP and PBC would continue to work with Lancashire County Council on transport issues and implement actions to improve air quality and other associated targets.

AGREED

- (1) That the report be noted.
- (2) That the findings of the Climate Action Scorecard 2023 Assessment be used by Pendle Borough Council to identify strengths and areas for improvement for inclusion in the Climate Emergency Action Plan it was currently refreshing.

4. PENDLE CLIMATE FORUM TASK GROUP ENGAGEMENT UPDATE

The Director of Place submitted a report which proposed an approach to enable effective long-term engagement opportunities on climate change within Pendle.

The Pendle Climate Forum Task Group had identified three key audience groups to engage with across Pendle to increase and support climate action; schools; businesses; and communities. PBC's Policy Team had then considered how best to deliver the outputs put forward by the Task Group and would be developing support which would be tailored to the different specific needs and priorities of each group.

In order to build on the success of previous activity, avoid repetition and ensure that any measures developed were the most appropriate for each group, consultation with each audience was currently being undertaken. It was anticipated that engagement activities would commence from February 2024. The specific format for the engagement would be confirmed following the consultation, but was likely to include; competitions and workshops with schools; peer-to-peer networking opportunities for schools and businesses; linking with partners to develop a programme of business events or learning sessions dedicated to priority issues; community engagement events; and celebrations.

It was suggested by the Group that the following be considered:

- Involving pupils in the development and implementation of a Climate Action Plan for their schools - a Department of Education initiative.

- Encouraging Schools to get involved with Eco-Schools' Cut Your Carbon campaign that was running throughout November 2023.
- Opening a repair Shop and/or Bric-a-Brac Shop for the re-use of unwanted but still usable items.
- Setting up a Local Exchange Trading System in Pendle.
- Addressing climate change and health and wellbeing issues together i.e. through promoting cycling and walking, vehicle exclusion zones around schools and setting up walking buses.
- Approaching the Pendle Vision Board to see how businesses in Pendle could contribute to addressing climate change issues i.e. through sponsorship.

All suggestions were noted and would be looked into further. Furthermore, Lancashire County Council would be approached and asked about the support they could offer with a view to pooling resources for schools. There were already plans to apply for funding from the Lancashire Public Health Team for promoting cycling and walking in Pendle. The Pendle Vision Board would be meeting on Friday, 24th November, 2023 and climate change issues would be fed into the agenda for that meeting. The Head of Economic Growth would advise on how best to approach businesses in Pendle for sponsorship.

AGREED

- (1) That the report be noted.
- (2) That the approach for engagement with schools, businesses and communities across Pendle as outlined in the report be approved.
- (3) That the suggestions made by this Working Group be noted and investigated further by all group members to assess their potential for addressing climate change issues in Pendle.

5. DECARBONISATION OF PENDLE BOROUGH COUNCIL'S FLEET UPDATE

The Assistant Director Operational Services submitted a report to provide the Working Group with an update on the financial impact and carbon emission savings created through the use of Hydrated Vegetable Oil (HVO) within the Council's recycling and landscape maintenance fleets. The report further sought support for the extension of HVO usage into the mechanical street cleansing service.

In relation to costs, Pendle Borough Council (PBC) had incurred additional costs of £6,626.65 for fuel by using HVO over diesel in 11 of 31 recycling and landscape maintenance vehicles since April 2022. The increase in expenditure on fuel had not been as significant as predicted, but should fuel prices reduce and the gap between HVO and diesel consequently widen, it was likely that PBC's expenditure on fuel costs would increase to the levels previously estimated, somewhere in the region of £24,000 and £27,000.

With regards to emissions, based on the recorded usage of 44,235.70 litres of HVO from September 2022, a carbon saving of 101,742.11kg had been achieved.

There was now an opportunity to extend the use of HVO into the Council's mechanical sweeping fleet subject to appropriate Member approval. The Group agreed that this approval should be sought in order to ensure that PBC could meet its target to reduce emissions from its entire transport fleet as set out within the Climate Emergency Action Plan 2020-2025.

It was asked if there would be an opportunity for PBC to share best practice with businesses in Pendle following the success of the pilot to encourage them to use HVO. It would be possible in time, but not before there were improvements to local infrastructure. Currently, there were no local forecourts supplying HVO, PBC was using re-purposed storage tanks at the Fleet Street Depot, Nelson. This issue would be raised at a future meeting of the Pendle Vision Board.

The scope for increasing the number of fleet vehicles using HVO from 11 was enquired about. A Green Fleet Review is to be commissioned in 2023 as part of the contract review process; further roll-out would be looked at as part of that review.

AGREED

- (1) That the report be noted.
- (2) That the subsequent increases in costs for both fuel and infrastructure incurred for the continued use of Hydrated Vegetable Oil (HVO) within Pendle Borough Council's (PBC's) recycling and landscape maintenance vehicle fleet be acknowledged.
- (3) That the Executive be recommended to support the Assistant Director Operational Services in seeking appropriate approval from the vehicle provider to allow the use of HVO to be extended to PBC's mechanical sweeping fleet.
- (4) That the lack of local infrastructure for the supply of HVO be raised at a future meeting of the Pendle Vision Board.

6. GIBB HILL UPDATE

The Working Group received a verbal update on Gibb Hill.

The site had now officially been declared as a Local Nature Reserve by Natural England and work on developing a Site Management Plan was currently being undertaken.

PBC now needed to reapply for planning permission to allow for change of use. There would need to be some provision of formal car parking spaces in order to satisfy requirements. The importance of finding a fine balance when meeting these requirements was emphasised by the Chair, given the potential for increased access to become problematic. It had been agreed that PBC would lease a number of spaces from Together Housing (TH) at the end of Liddesdale Avenue, Colne. A lease was currently being drawn up in writing by TH's Legal Team and once received a planning application would be submitted.

It was asked if there had been any more work on the introduction of a wetland area at the Reserve. This and the future ownership and management of the Reserve would be discussed at a future meeting of this Working Group once all outstanding issues had been resolved.

It was proposed that outreach work with the schools that back onto the Reserve be considered going forward.

AGREED

- (1) That the update be noted.

- (2) That progress on the introduction of a wetland area at the Gibb Hill Local Nature Reserve, along with its management be discussed at a future meeting of this Working Group.
- (3) That outreach work with the schools that backed onto the Reserve be considered going forward.

7. ELECTRIC VEHICLE CHARGING POINTS IN CAR PARKS UPDATE

The Working Group received a verbal update from the Head of Economic Growth on the provision of electric vehicle (EV) charge points in PBC's car parks.

The installation of EV and bicycle charge points in PBC's car parks was now being looked at as part of a wider review of car parking strategy across Pendle. Understanding grid capacity and energy availability would also form part of this review. Electricity North West would be sharing information with PBC which would enable energy hotspots to be mapped out across the Borough to support the review.

PBC had been in discussions with Lancashire County Council regarding accessing Local Electric Vehicle Infrastructure (LEVI) Capital funding. Funds totalling £10.1million were available to install 6,655 EV charging points across Lancashire by 2030.

Another option also being considered was allowing private companies to manage PBC's car parks on its behalf. The companies would run and maintain the charge points and would provide PBC with a source of revenue. Reservations were expressed by the Programme Officer about favouring this option above others and she would discuss them further with the Head of Economic Growth following the meeting.

The timescales for delivery were enquired about. It was too early to give an indication. All options needed to be considered fully, as did the potential investment and return for PBC in the long-term.

AGREED

- (1) That the update be noted.
- (2) That a further update on the provision of electric vehicle and bicycle charge points in PBC's car parks be provided at a future meeting of this Working Group.

8. ITEMS FOR NOTING

- **Active Travel Update
Buses**

Lancashire County Council (LCC) was proposing a two-way sustainable transport corridor in Colne town centre through Market Street to improve bus journey times and service reliability. The draft design of the scheme was available on LCC's website and consultation was due to take place. [Colne town centre - proposed sustainable transport corridor - Lancashire County Council](#). The Colne scheme was the major intervention proposed as part of the Bus Service Improvement Plan (BSIP) affecting Pendle, in addition to the other whole-network improvements. However, following a site meeting with LCC officers and stakeholders, it was agreed that revisions to the original scheme should be made and presented. Other works included improvements to the Nelson Interchange. Full details of the BSIP and up to date information was available on LCC's website [Bus Service Improvement Plan - Lancashire County Council](#)

Cycling

Cycling infrastructure improvements had been identified as part of Accessible Nelson project (AN), which was funded by the Town Deal Fund, Levelling Up Fund and Active Travel Fund, with LCC managing the works. There were seven sections within AN to make Nelson more accessible to pedestrians, cyclists and all traffic. AN would improve traffic flow into and through Nelson. Furthermore, it would create quality environments at key gateway routes and introduce better walking and cycling opportunities for sustainable transport. The Accessible Nelson plans had gone out to consultation on 17th November 2023 and it was expected that works would commence in mid 2024. Further details of the project and its consultation events would be circulated to the Group following the meeting.

An additional cycle route for Nelson was being developed by LCC with funding from the Active Travel Fund which would link to the Accessible Nelson schemes. The exact route was currently being discussed but would connect to the canal towpath.

LCC was also funding Healthy Streets in Brierfield, Nelson and Colne. The aim was to make certain streets safer for people to walk, cycle and play, making the spaces greener and less focused on car use. Consultation for this scheme would be launched on 28th November 2023.

Mobility Hubs for Brierfield and Nelson were currently in development and LCC had completed several workshops on what these should include, such as secure cycle parking for residents in terraced houses, real-time travel information and café provision.

LCC was also currently developing the Burnley and Pendle Local Cycling and Walking Infrastructure Plans (LCWIP). The second round of public consultation had just completed. Once LCC had completed the LCWIP for PPBC would develop its new cycling strategy, ensuring that it was cohesive with the LCWIP and that it addressed any gaps not covered by the LCC plan.

- **The Super Slow Way Linear Park Community and Local Energy Scoping Study.** This scoping study, a copy of which had been submitted for information, investigated the potential to increase renewable energy, specifically through local and community ownership, and other opportunities to reduce the carbon impact of the built environment along the canal. It identified the gasometer in Brierfield as a potential for a small-scale solar scheme, providing power for any lighting of the structure, artwork and associated nearby cultural events.
- **Planning Newsletter** 'Framework' Issue 55 www.pendle.gov.uk/framework. This provided a brief update on progress with the Pendle Local Plan Fourth Edition 2021-2040 following the recent public consultation. It included further details on PBC's Local Green Space Report and Methodology, which was being consulted on until 12 noon on Monday, 27th November 2023.
- **Tree Planting.** PBC had secured £20,000 for community groups to install mini orchards across Pendle. This scheme would be promoted in early December 2023 for planting schemes up to March 2024 and any remaining budget would be used in Winter 2024/25. Funding had also been secured to create two or three micro woodlands with approximately 800 trees per site. LCC was requesting a list of urban tree sites for inclusion in their 2024/25 tree planting season.
- **Biodiversity Net Changes.** Biodiversity Net Gain (BNG) was an approach to development, and/or land management, that aimed to leave the natural environment in a measurably better state than it was beforehand. The relevant legislation was currently underway and BNG would be a requirement for all developments, but exemptions and small sites, from January 2024.

AGREED

- (1) That the items be noted.
- (2) That further details of the Accessible Nelson project and its public consultation events be circulated to this Working Group following the meeting.

9. ITEMS FOR A FUTURE AGENDA

The following were suggested for inclusion on Agendas for future meetings:

- Changes to Waste Legislation.
- Carbon Literacy Training.
- Exploring Pendle's solar and wind energy potential.
- Community waste initiatives.
- The management of the Gill Hill Local Nature Reserve.
- A presentation from Reverend Andy Froud on the Pendle Festival of Health planned for September 2024.
- Guest Speaker from Lancashire County Council's Climate Change Team.

AGREED

- (1) That the listed items of business be included on Agendas for future meetings of this Working Group.
- (2) The Reverend Andy Froud be invited to the next meeting of this Working Group to deliver a presentation on the Pendle Festival of Health planned for September 2024.
- (3) That Lancashire County Council's Team of Climate Change Officers again be approached by the Programme Manager and invited to attend a future meeting of this Working Group.

10. DATE OF NEXT MEETING

The next meeting would be held on Monday, 15th January 2024 at 6.00 p.m.

Chair _____