

## Climate Leadership Gloucestershire Meeting 3: 13/4/2022 14.00-16.00

### Notes and actions of the meeting

#### 1. Attendance

The following partners were in attendance:

Partner organisation	Attendees	Apologies
Cheltenham Borough Council	Cllr Max Wilkinson Mike Redman Laura Tapping (Observer)	
Cotswold District Council	Rob Weaver	Cllr Rachel Coxcoon
Forest of Dean District Council	Cllr Chris McFarling (Vice-Chair) Peter Williams	
Gloucester City Council	Cllr Richard Cook Jon McGinty	
Gloucestershire County Council	Cllr David Gray (Chair) Colin Chick Luisa Senft-Hayward	
Stroud District Council	Cllr Chloe Turner Rachel Brain	Brendan Cleere
Tewkesbury Borough Council	Cllr Jim Mason	Simon Dix
Hospitals Trusts		Deborah Lee Jen Cleary
Clinical Commissioning Group		
Gloucestershire Police and Crime Commissioner and Gloucestershire Constabulary	Mandy Gibbs	
GFirst Local Enterprise Partnership	Sarah Danson	Emma Hanby
Gloucestershire Local Nature Partnership	Doug Hulyer Roger Mortlock	
Countywide resource and Secretariat	Julian Atkins	
UK100 Local Power in Action	Roger Evans	
W.S. Atkins	Tamsin MacMillan	

Apologies for the meeting had been received from:

Emma Hanby – GFirst LEP Board representative and the LEP's first Net Zero Champion

Simon Dix – Tewkesbury Borough Council

Brendan Cleere – Stroud District Council

Rachel Coxcoon – Cotswold District Council

Deborah Lee – Gloucestershire Hospitals NHS Foundation Trust

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Jen Cleary - Gloucestershire Hospitals NHS Foundation Trust

### 2. Welcome and Introductions

Cllr McFarling, Vice-Chair, welcomed Roger Evans, the UK100 Local Power in Action Consultant appointed to provide support to the County Council and CLG in developing a transport decarbonisation plan for the County. Cllr McFarling also welcomed Laura Tapping, Climate Emergency Programme Officer with Cheltenham Borough Council who was attending the meeting as an observer.

### 3. CLG Working Principles

The Secretariat explained that it had become clear that there was a need for CLG to establish some working principles to supplement the agreed Terms of Reference to provide greater clarity around the status of reports and information which are presented to the group. The Secretariat also explained that while CLG had agreed Lead Organisations for the 10 themes there was a need for each partner to nominate a senior Lead Officer to work with the Secretariat to manage the development and delivery of CLG's Strategic Climate Action Plan and disseminate the strategic priorities and recommendations agreed by CLG as we move forward. Finally, the CN2030 Group of climate change officers across the county had requested the opportunity to attend CLG meetings on occasion as observers. The Secretariat and Chair had both agreed that it was a good idea to strengthen the connections between the strategic discussions at CLG and officers working on the ground provided that the number of observers at any one meeting was limited. The working principles seek to address all of these points and will be kept under review.

It was queried whether there was a need for Members to declare interests as part of Climate Leadership Gloucestershire's work for the sake of transparency and there was consensus that it made sense to do so at the start of the agenda even though CLG was not a formal meeting.

Climate Leadership Gloucestershire approved the Working Principles

**22/11 Action: Secretariat to add a Declarations of Interest section at the start of future agendas.**

**22/12 Action: All Partners to nominate a senior Lead Officer for the Theme they are leading on and to communicate their nomination to the Secretariat.**

### 4. UK100 Local Power In Action

The Vice-Chair introduced Roger Evans to the meeting. Roger introduced himself and explained that he would be working one day a week to support the County Council's transport team and that his role was to focus on the political and public engagement challenges involved in decarbonising transport. An important part of his work would be talking with the Districts to ensure that the County's transport plans had buy-in from the Districts and were aligned with Local Plan policy etc. so that collectively we take the steps necessary to reduce people's need to travel. He looked forward to working with Climate Leadership Gloucestershire to develop the Transport Decarbonisation Plan between now and January.

The largely rural nature of Gloucestershire was highlighted as this presented particular challenges in transport decarbonisation terms.

### 5. Transport Theme Discussion - (Paper 2 and presentation)

Luisa Senft-Hayward, Team Leader Strategic Transport Planning, presented the work the County Council have been doing with the support of Atkins to understand the decarbonisation challenges for transport and set out a transport decarbonisation pathway aligned to the County Council's Climate Change Strategy and Local Transport Plan. Central Government has made it clear that future funding will depend on there being clear transport decarbonisation strategies in place.

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Decarbonising transport is critical to Gloucestershire's climate change ambitions, with this sector alone accounting for 32% of all CO2 emissions in the county (44% including through traffic). Of this, 58% of emissions are from car travel, 39% from freight (HGVs 26%, LGVs 13%) with rail and bus combined accounting for just 3%.

Gloucestershire's carbon emissions targets are to have reduced emissions by 80% by 2030 and to be net zero by 2045. The uptake of electric cars alone will not achieve the 2030 reductions that are necessary and other means are needed to close the emissions gap. However achieving net zero by 2045 is not enough. We also need to stay within our carbon budget so any slippage in decarbonisation action means we will need to take even more rapid and drastic steps to stay within our cumulative emissions ceiling.

With longer journeys accounting for the largest proportion of emissions, bus and rail have the most potential to replace the most emitting trips. At the same time, reducing emissions will be more difficult in rural areas but urban areas also act as trip generators. We therefore need to replace particularly high mileage vehicles with zero emission alternatives. Cycling can provide an alternative for journeys up to 10km but this could be extended through improved facilities and e-bikes.

Potential interventions were grouped under three headings:

### Smarter Access

- Land use planning – e.g. 20 minute neighbourhoods
- Digital connectivity – but needs access to 5G and good connectivity
- Travel planning – e.g. delivery hubs

### Mode Shifts

- To public/shared transport – e.g. mass rapid transit/ bus service improvements
- To more active travel – e.g. Gloucestershire cycle spine, e-bikes/e-scooters
- Demand management – e.g. manage parking
- Behaviour change – e.g. Thinktravel and travel planning

### Improve vehicles:

- Shift to zero emission vehicles – e.g. buses, car clubs, fleet operators
- Effective network management – e.g. maximise use of information to plan journeys

To illustrate the scale of change which is needed, Luisa set out a suite of measures to illustrate how the necessary carbon reductions could be achieved. Luisa noted that they weren't so radical as to be impossible but nevertheless they were very challenging – particularly with regard to the uptake in active travel and bus ridership that was needed:

Gloucestershire has invested significantly in sustainable transport measures in recent years but more work was needed. Successfully decarbonising transport requires us all to work together and CLG members have shared responsibilities in terms of:

- Securing the funding necessary to achieve a just transition in decarbonising transport
- Engaging with residents and businesses, especially in our town centres
- Developing land-use planning policies which reinforce transport decarbonisation
- Applying parking policies which boost the use of sustainable transport options, especially in relation to out of town parking capacity.

The next steps for the Transport theme include:

- Undertaking further data analysis on transport emissions sources across the county
- Holding a Climate Change Transport Forum with stakeholders to gain feedback in the findings presented here (Event planned for July, 2022)

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- Further carbon reduction pathway work to provide better understanding of the implications of traffic growth and development growth on the pathway developed thus far.

The aim is to have drafted a Transport Decarbonisation Plan by December 2022/March 2023 (at the latest) which is supported by stakeholders.

In the detailed discussion on the presentation the following points were made:

The presentation was both frightening and inspiring in equal measure and highlighted all of the key issues and challenges we face but people do now understand that we have to drive changes in behaviour and develop new capabilities to make sustainable travel viable.

It was queried why rail wasn't featured more prominently in the mix of solutions and the reason was that while rail was an important mode, the opportunities to develop additional rail infrastructure between now and 2030 were limited. The County Council can and will continue to lobby for improved rail services and additional stations but the priority has to be to improving bus services/networks while making best use of the current rail network through improving connectivity and access to existing stations. Journeys into and out of the County also needed to be factored in as these typically were longer journeys. [Note journeys that start or end in the county have been included in the calculations]

There were a lot of planned rail improvements in the pipeline for the medium/longer term but in the short term we have to make it easier for people to get to stations in the first place through improved connectivity and better supporting infrastructure (such as cycle storage and improved bus connections to rail services). However, challenges with mixed mode journeys, especially with rail operators, were highlighted as it is still nearly impossible to take your bike with you on train journeys across the county.

The County Council has a rail strategy and had used this to improve rail services. There were now better hourly rail services to London as a result and a whole raft of other rail improvements were in the pipeline. The priority now was to improve the bus network and services to make bus more attractive for journeys over 5km, especially in the rural parts of the County where the bus is really the only viable alternative to the car, and to promote much greater uptake in active travel for the shorter journeys.

Land-use planning policy can tackle transport impacts arising from new developments but the lead in times are such that it doesn't tackle the decarbonisation actions needed to achieve our 2030 targets. Nevertheless Local Plan policy needed to support transport decarbonisation and reduce the reliance on cars by creating more liveable places.

There were challenges in developing car clubs as the role of the county and district councils, and the private sector, in developing these at scale is not yet clear nor is the best way of providing the infrastructure necessary to support their roll out.

The 20 minute neighbourhood was highlighted as a powerful tool for thinking about developing more sustainable places but it was recognised that retrofitting the concept to existing neighbourhoods is going to be challenging.

There needs to be more discussion over the role District Councils can play in encouraging behaviour change beyond the stick of restricting/removing parking and there are opportunities for councils and the NHS to collaborate more effectively to promote active travel as part of healthier lifestyles.

The Cheltenham-Gloucester cycle spine was a great initiative for encouraging modal shift but there was also high demand for safer routes from the edges of Cheltenham into the town Centre. It was also important to recognise that achieving modal shift in the rural parts of the County is going to require very different solutions to those available for the urban areas.

Encouraging modal shift to more active travel for the shorter journeys across our main urban centres needs to be an objective and it was noted that 70% of car trips within Cheltenham are under 2km in

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length which is an easily walkable distance for most able-bodied people. The classification of e-scooters as active travel was also queried and were issues around irresponsible e-scooter usage.

Opportunities to align work at district and county levels needed to be grasped and the example of aligning Cheltenham's Connecting Cheltenham report with the County Council's Local Cycling and Walking Improvement Plan was highlighted.

A surprising finding from the work done to date is that while 40% of all trips in Gloucestershire are short distance trips these don't make up the bulk of the carbon dioxide emissions. Nevertheless, active travel is still vitally important and it is essential that we get people to choose the right mode for the right journey.

There was support for the cycle spine but also a desire to see more and safer connector routes developed. The health benefits of active travel, particularly cycling, were highlighted as was the need for us all to make informed travel choices as individuals. It was noted that most residential neighbourhoods are relatively safe and there is a lot of work is going on already with the Think Travel and Bikeability programmes to improve cycling proficiency. The County Council is about to commission a piece of work looking at a strategy for interchange provision and this work can be brought back to CLG once the work is complete. The County Council have also recently bid for more Active Travel funding to enable further connector routes to be developed and the overall aim is to provide a much wider choice of transport provision so that it would become possible to cycle or take a demand responsive bus to an interchange, store the bike securely, and take an express bus into town for example. And it was confirmed that officers are working to maximise the opportunities presented by the county hosting stages for both the men's and women's Tours of Britain this year to promote more cycling and active travel.

The value of improving biodiversity along active travel corridors was highlighted as there is strong evidence to show that routes with high nature value increase uptake. It is therefore important to keep focussed on the opportunities to integrate the net zero/nature recovery agendas.

The relative level of resources available to implement active travel initiatives compared to the money being spent on more conventional road enhancement schemes such as the A417 was highlighted and this needs to be reviewed.

Public transport services needs to be affordable, reliable and frequent, particularly in the rural areas of the county if we are to achieve the necessary modal shifts onto public transport and this could be improved if urban transport revenues were used to cross-subsidise rural bus services.

The DfT are seeking to achieve cheaper and more frequent bus services through more innovative rural bus services and more bus prioritisation in urban areas to achieve faster services with the savings that are generated then being reinvested to increase the frequency of services. The profitability of urban services is also an issue and so innovation will be key. The County Council has just secured £1.3m to invest in a demand-responsive transport system which should go live in May.

Work by Prof. Phil Goodwin at University College London had demonstrated the importance of offering services which are attractive to users. Increasing ridership can help reduce the need for subsidies and there were good examples of such initiatives across the country (London and South Yorkshire for example). It requires imagination and the will to deliver novel approaches.

Part of the challenge is changing people's perceptions of what is acceptable/desirable and that involves changing people's lifestyles and expectations, perhaps more so for the current generation as for future generations. The days of the car being king of the road are drawing to a close and car trips need to become the exception rather than the norm. Achieving these shifts is going to require active communications and engagement activity and a planning system which reinforces sustainable travel to get to a place where walking and cycling are the preferred travel options. But it will require all of us to

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work together which was why CLG had been set up and why the Transport Forum is being arranged for July.

The challenge of tourists visiting the County predominantly by car was highlighted as Gloucestershire welcomes four times more day visitors each year than the Brecon Beacons National Park. There is a need to understand the carbon impacts of tourism travel to the county's honey pot sites and the roll out of EV charging points across the county needed to be informed by tourism pressures. and there will be a need to work with Visit Gloucestershire and others to increase sustainable tourism. Under the biodiversity theme, creating attractive, accessible greenspaces close to where people live will be important in providing credible alternatives to the honey pot sites

The carbon impact of reducing speed limits was raised as there was some evidence from Canada that a 10mph reduction in speeds had a significant impact in CO2 emissions. it was noted that how we drive is an important factor and that smoother driving can help but the most efficient speed in terms of relative emissions levels is 50mph.

It was noted that the plans for modal shift were very ambitious and it was important to remember that the lead in times for major infrastructure projects were very lengthy. Ensuring travellers have access to really good travel information is vitally important and there are opportunities to harness the power of mobile phone apps etc. to provide real-time information. In terms of active travel, many people are deterred over safety concerns so segregation and the provision of quiet routes are important considerations. The provision of secure cycle storage at the start and end of journeys is also important and the planning system needs to help deliver this. Finally, it is important to focus on the modal shift away from car users as there were examples elsewhere where the modal shift to cycling had been as a result of bus users swapping modes.

It was key that Climate Leadership Gloucestershire members endorse the development of the Transport Decarbonisation Plan and that each organisation plays its part in delivering the actions which are needed. Engaging deeply with businesses and residents at the earliest opportunity and having a clear rationale explaining the need for change would be fundamental to achieving successful behavioural change, especially in relation to any specific schemes that would involve changes to traffic flows and parking arrangements.

The planned Transport Forum was highlighted as a key platform for engaging with stakeholders on the scale of the challenges ahead and invitations for this would be coming out shortly. However, there has to be leadership in finding the solutions which will be necessary. GCC need CLG to endorse the report as this would provide the foundation for work with other stakeholders and in other fora. All of the organisations on CLG need to be actively working together to develop communications messages which encourage people to make more informed transport choices when they travel so that they walk and cycle more and use the car for fewer journeys each month. Finally, it is also important that there is a visible signal of intent and support for the development of the proposed mass rapid transit link and hub and spoke network would help give that signal that we are moving to a decarbonised transport future. There was a need to revisit past funding decisions to enable the mass rapid transit scheme to be progressed and CLG could assist by recommending that the City Region Board and GJEC reconsider the funding needed to enable the scheme to move forward. Making progress with the mass rapid transit link would strengthen Gloucestershire's credibility with DfT and help unlock other potential sources of funding to deliver further affordable public transport improvements in the future.

The secretariat highlighted the need for CLG to formally endorse the principles set out in the paper and so that this could be recorded in the meeting notes and it was agreed that the Secretariat would draft a proposal/position paper with transport colleagues for approval at the next meeting which sets out the actions all partners need to sign up to including CLG agreeing to work together to devise and implement a common communications strategy (starting with some quick actions we can all take now such as communicating the need to drive more smoothly, take fewer trips, and using public transport for longer journeys). There was also consensus for CLG giving its support to the mass transit scheme proposal so that this can be fed back into the City Region Board, GJEC and elsewhere as necessary. CLG



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formally agreeing the proposal would set a very clear expectation that partners have agreed to collaborate and align activity to deliver the vision and meet the targets set out.

**22/13 Action: Secretariat to work with transport colleagues to formalise a proposal which sets out Climate Leadership Gloucestershire's position in clearly endorsing the findings of the transport decarbonisation work undertaken to date and committing partners to undertaking collaborative actions which align to achieve the vision and targets set out.**

### 6. Thematic Updates Report and related asks of CLG (Papers 3 and 3B)

The Secretariat highlighted that he had developed a new report format for the Updates Report in response to comments made at the February meeting. The new format was intended to bring more clarity and consistency to reporting and the report was presented here on an exceptions basis to enable CLG to raise any queries. No queries were raised.

The Secretariat went on to say that there were several asks of CLG within the update reports and that it was important that these were not overlooked. He had therefore produced Paper 3B which summarised the asks and set out proposals for how CLG might respond in terms of approaches/actions.

Climate Leadership Gloucestershire approved the proposed approaches and actions in response to the asks set out in the paper, and as set out below:

**22/14 Action: That CLG reviews the Themes (in terms of their focus and structure) as part of the Annual Report to Leadership Gloucestershire**

**22/15 Action: That the Secretariat works with CN2030 Officers to complete Action 22/06 and brings a Climate Action Resources Report to CLG once the analysis is complete**

**22/16 Action: All Partners to submit suggestions for Green Wetland/ Flood Alleviation/ Green Infrastructure projects to the GLNP.**

**22/17 Action: That the Secretariat engages with Gloucestershire County Council and Gloucester City Council to garner support for the River Severn Nature Park.**

**22/18 Action: That the Secretariat ensures biodiversity enforcement challenges are fed into the proposed Building with Nature workshop being planned by Stroud District Council on behalf of the Strategic Directors Group.**

**22/19 Action: That all partners submit nominations to attend the Energy mapping workshop to Alastair Chapman at the Forest of Dean (Theme Lead): [Alastair.Chapman@fdean.gov.uk](mailto:Alastair.Chapman@fdean.gov.uk)**

**22/20 Action: That Secretariat meets with GFirst LEP and Severn Wye Energy Agency to discuss post ERDF funding risks for the Retrofit theme and how they can be mitigated.**

### 7. Meeting Notes of the Last Meeting (Paper 4)

The Secretariat briefed CLG that Meeting Notes were on the agenda for final sign off. Members of the Group had previously had the opportunity to comment on them and a few comments had been made regarding the accuracy of the notes. These had been incorporated into the meeting notes now presented.

Climate Leadership Gloucestershire approved the Meeting Notes and these will now be made publicly available in line with the approved Working Principles.

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**22/21 Action: Secretariat to publish the Meeting Notes on the Greener Gloucestershire website.**

### **8. CLG Action Tracking Report (Paper 5)**

The Secretariat introduced the action tracking report which had been produced to ensure that the key actions agreed by CLG were not overlooked and to give CLG the necessary assurance that progress was being made. He noted that many of the actions had been completed since the last meeting and Cllr McFarling said he welcomed the report as it was important that CLG kept track of how work across the themes was progressing.

**Climate Leadership Gloucestershire noted the Action Tracking Report and the good progress being made.**

### **9. CLG Revised Forward Look (Paper 6)**

The Secretariat explained that in response to a request at the last meeting to review CLG's forward business programme and consider both the order in which the Themes are discussed and whether there was a need for additional meetings, he had reached the conclusion that two more meetings a year were needed if CLG were to have detailed discussions on all 10 themes within a calendar year. The Chair had agreed the need for 2 additional meetings and two more dates had been added to the calendar: May 10<sup>th</sup> and October 12<sup>th</sup>. (both pm meetings). Placeholders have been sent to everyone to hold these slots in diaries.

The Secretariat noted that Planning would be the topic for discussion at the May meeting and this had been deliberately structured to follow Transport because of the important linkages between the transport decarbonisation challenges and land-use planning decisions. He highlighted that there was one other change to the Forward Look issued in the agenda pack which was to bring the Retrofit theme forward in the programme to the June meeting, with Energy being pushed back to the November meeting. The change addressed both CLG's request that Retrofit be considered earlier in the timetable and a request from the Forest of Dean (as Energy Theme Lead) that they needed more time to do the work necessary to facilitate a productive discussion on Energy issues and challenges.

The Secretariat also noted that Thematic Updates would not be coming to the May or October meetings as these occurred too soon after the April and September meetings. The intention was to use the available time to learn from best practice elsewhere. Lancashire County Council were about to publish a suite of climate action reports and it was hoped that these would be available in time for the meeting.

**Climate Leadership Gloucestershire noted the Action Tracking Report and the good progress being made.**

### **10. Any other climate business**

No other business was raised.