

AGENDA

Place Panel

**Thursday, 21 July 2022 AT 16:00
In the Flensburg Room, Civic Centre, Carlisle, CA3 8QG**

****A pre meeting for Members to prepare for the Panel will
take place 45 minutes before the meeting****

The Press and Public are welcome to attend for the
consideration of any items which are public.

Members of the Place Panel

Councillor Bainbridge (Chair), Councillors Allison, Ms Ellis-Williams,
Glendinning, Mrs Mitchell, Mitchelson, Sunter, Dr Tickner (Vice Chair)

Substitutes:

Councillors Alcroft, Atkinson, Mrs Birks, Brown, Bomford, Collier, Mrs
Finlayson, Glover, Lishman, McKerrell, Morton, Patrick, Pickstone, Robson,
Shepherd, Miss Sherriff, Southward, Miss Whalen and Wills.

PART A

To be considered when the Public and Press are present

APOLOGIES FOR ABSENCE

To receive apologies for absence and notification of substitutions

DECLARATIONS OF INTEREST

Members are invited to declare any disclosable pecuniary interests, other registrable interests and any interests, relating to any items on the agenda at this stage.

PUBLIC AND PRESS

To agree that the items of business within Part A of the agenda should be dealt with in public and that the items of business within Part B of the agenda should be dealt with in private.

MINUTES OF PREVIOUS MEETINGS

7 - 14

The Chair will move the minutes of the meeting held on 16 June as a correct record. The only part of the minutes that may be discussed is their accuracy. (Copy minutes herewith)

A.1 CALL-IN OF DECISIONS

To consider any matter which has been the subject of call-in.

A.2 LOCAL ENVIRONMENT (CLIMATE CHANGE) STRATEGY UPDATE

**15 -
50**

Portfolio:	Environment and Transport
Directorate:	Economic Development
Officer:	Steven O'Keeffe, Policy and Communications
Report:	PC.09/22 herewith

Background:

The Corporate Director of Economic Development to submit a report that updates the Panel on the delivery of the Local Environment (Climate Change) Strategy.

Why is that item on the agenda?

Item included on the Panel's Work Programme.

What is the Panel being asked to do?

Comment on the progress made against the updated action plan.

A.3 ST CUTHBERT'S GARDEN VILLAGE – DELIVERY VEHICLE BUSINESS CASE PROGRESS REPORT**51 -
60**

Portfolio:	Economy, Enterprise and Housing
Directorate:	Economic Development
Officer:	Neil Cole, Head of Investment and Policy
Report:	ED.15/22 herewith

Background:

The Corporate Director of Economic Development to submit a report that updates the Panel on the progress made in preparing the Delivery Vehicle Business Case Scheduled to be submitted to Government in summer 2023 to support the long term delivery of St Cuthbert's Garden Village.

Why is this item on the agenda?

Carlisle Plan/Economic Growth programme update.

What is the Panel being asked to do?

Note the progress made in the preparation of the Development Corporation Business Case and the programme for taking it forward over the next two years.

A.4 REAL ESTATE INVESTMENT & INFRASTRUCTURE FORUM (UKREiIF) UPDATE**61 -
66**

Portfolio:	Economy, Enterprise and Housing
Directorate:	Economic Development
Officer:	Neil Cole, Head of Policy and Investment
Report:	ED.15/22 herewith

Background:

The Corporate Director of Economic Development to submit a report updating Members of the outcomes following the Council's attendance at the Real Estate and Investment & Infrastructure Forum (UKREiiF) held between 16 and 18 May 2022.

Why is this item on the agenda?

Item included in the Panel's Work Programme.

What is the Panel being asked to do?

Note the report.

A.5 OVERVIEW REPORT

**67 -
70**

Portfolio:	Cross Cutting
Directorate:	Cross Cutting
Officer:	Rowan Jones, Overview and Scrutiny Officer
Report:	OS.19/22 herewith

Background:

To consider a report providing an overview of matters relating to the work of the Place Panel.

Why is this item on the agenda?

The Place Panel operates within a Work Programme which is set for the 2022/23 municipal year. The Programme is reviewed at every meeting so that it can be adjusted to reflect the wishes of the Panel and take into account items relevant to this Panel on the latest Notice of Executive Key Decisions.

What is the Panel being asked to do?

- Note the items (within Panel remit) on the most recent Notice of Executive Key Decisions;
- Discuss the Work Programme and prioritise as necessary.

PART B

To be considered when the Public and Press are excluded from the meeting

-NIL-

Enquiries, requests for reports, background papers etc to:
democraticservices@carlisle.gov.uk



Place Panel

Date: Thursday, 16 June 2022

Time: 16:00

Venue: Flensburg Room

Present: Councillor Trevor Allison, Councillor James Bainbridge, Councillor Ms Jo Ellis-Williams, Councillor Mrs Anne Glendinning, Councillor Michael Mitchelson, Councillor Peter Sunter, Councillor Dr Les Tickner and Councillor Mrs Ann McKerrell (for Councillor Mrs Linda Mitchell)

Also Present: Councillor Ellis - Finance, Governance and Resources Portfolio Holder
Councillor Mrs Bowman - Economy, Enterprise and Housing Portfolio Holder

Officers: Corporate Director of Economic Development
Homeless Services Manager
Policy and Communications Manager
Overview and Scrutiny Officer
Ms Thorn - Director of Homes & Communities, Riverside
Mr Jones - Director of Development, Riverside

PLP.01/22 APOLOGIES FOR ABSENCE

An apology for absence was submitted on behalf of Councillor Mrs Mitchell.

PLP.02/22 DECLARATIONS OF INTEREST

No declarations of interest were submitted.

PLP.03/22 PUBLIC AND PRESS

It was agreed that the items in Part A be dealt with in public and the items in private be dealt with in Part B.

PLP.04/22 CALL-IN OF DECISIONS

There were no items which had been subject of call-in.

PLP.05/22 RIVERSIDE COMMUNITY AND REGENERATION ACTIVITY UPDATE

The Chair welcomed Mr Thorn and Ms Jones to the meeting. The Corporate Director of Economic Development presented information about Riverside's work to support tenants and communities in Carlisle (ED.11/22)

Ms Thorn and Mr Jones gave a presentation covering: Riverside's economic contribution within

Carlisle; investments made in its properties, employees and customers; regeneration projects; a 10 year place based strategy; and, Riverside's partnership approach.

In considering the report and presentation Members raised the following comments and questions:

- Was Riverside able to access the Disabled Facilities Grants (DFG) funding provided by the Council?

Ms Thorn advised that Riverside operated a similar fund which provided for small property alterations, adaptations that were more structural in nature were more likely to seek DFG funding.

The Panel welcomed proposals to update existing housing stock in the district. Mr Jones stated that Riverside was aware of the St Cuthbert's Garden Village project, discussions with the Council had focused on the importance of developing existing neighbourhoods in the district to modern build standards. An aspect of those developments would be the inclusion of sustainable elements into properties and initial testing was underway with customers to identify the most suitable products.

- Was Riverside's Botchergate office open to the public?

Ms Thorn advised that the office was open on an appointment only basis rather than drop in as it did not have reception facilities.

- A Member commented, in regard to the proposed redevelopment of single bedroom flat style properties in Morton, that the idea was welcomed by residents in the area. It was important that the new properties were highly energy efficient and he hoped the new dwellings would utilise innovative design.

Mr Jones responded that Riverside were, on a project out with the district, exploring modern methods of construction, their implementation was dependent on them being financially viable. Different ownership models for example multi-tenure and secured affordable rented properties would also be considered for Morton but were dependent on the agreed funding package.

Another Member noted that 74% of homeless people required single occupancy dwellings, she sought clarification that Riverside would remain able to meet demand for one bedroom properties.

Mr Jones replied that research had been undertaken on local housing need; whilst the portfolio of single bedroom properties was being rationalised in the Morton area, that work was part of an overall mixture of properties in the district to ensure a good mix of property types.

Ms Thorn added that the Council had indicated a need for one bedroom properties, Morton was not considered the most appropriate location with preference being given to the city centre, however, that work remained in development.

- What was Riverside's view on the government's updated Right to Buy policy?

Ms Thorn noted that the policy now required Registered Social Landlords to offer Shared Ownership properties with a stake for the resident of as little as 1%, the new policy also imposed a duty to replace properties bought under the scheme.

- The Chair noted that the £35M regeneration project had £17M of committed funds, he asked where the remaining monies would be found?

The Corporate Director of Economic Development explained that the inclusion of that information in the report was essentially to inform Members of plans for regeneration in the future. Riverside were aware of the decision to bring unitary councils to the area, and any decision with regard to future funding would be for the new Cumberland Council.

- A Member asked for further detail on the Riverside Foundation's packages for those looking to return to work or education.

Ms Thorn advised that the Foundation had disbursed £75,000 of funds in the preceding year to help people in work poverty change to better employment, the fund had also supported people to provide clothing or transport to interviews for employment or education.

Mr Jones provided an overview of the recent Demonstration Project which had helped to bridge the skills gap by training local students at Carlisle College in construction industry skills who had then worked on building new properties. The Panel discussed the importance of providing skills training that was relevant to the modern workforce.

- The Chair commented that in certain areas there were properties where furniture or appliances had been disposed of in the garden area rather than properly removed, which had a detrimental impact on the appearance of the area.

Ms Thorn stated that the matter was a concern for Riverside, often customer were unable to afford the cost of removal due to the increased cost of living. She indicated that the organisation would be happy to look at the matter in partnership with others.

RESOLVED- That the Panel had considered the report and presentation and discussed key points with senior managers from Riverside. (ED.11/22)

PLP.06/22 CUMBRIA CHOICE – UPDATE ON THE HOUSING REGISTER

The Homeless Services Manager presented the Cumbria Choice Based Lettings Allocations Policy review, supported by an updated Equality Impact Assessment and a summary of the key changes from the previous Policy. (GD.35/22)

The Homeless Services Manager reported that the updated Policy related to homelessness as well as allocations, it was intended to ensure greater clarity for households in Carlisle who were currently registered for social housing or who may register in the future.

In considering the updated Policy Members raised the following comments and questions:

- How would performance of the Choice Based Lettings Allocations Policy be monitored and reviewed?

The Homeless Services Manager advised that the Programme Board, which was made up of representatives of all organisations involved would receive a performance report on a quarterly basis.

- A Member noted that there were seven housing associations who utilised the Choice Based Lettings Allocation, was there a standard method for applying for properties and were the number of appeals anticipated to rise?

The Homeless Services Manager explained that the onus was on the applicant to respond to the lettings available, it was possible that the number of appeals may increase, but it was not expected to do so.

In relation to families which had separated the Choice Based Lettings system favoured the party which had custody of the child for allocating larger properties i.e more than one bedroom. In cases where joint custody had been awarded that was potentially problematic.

The Homeless Services Manager responded that oftentimes it was a matter of affordability and individual circumstances. For applicants in receipt of Universal Credit, the benefit only paid for the number of bedrooms that would be used.

- Who was responsible for policing the children of tenants whose behaviour was anti-social?

The Homeless Services Manager advised that in the first instance the matter should be taken up with the relevant individual landlord.

The Chair noted that the policy was relatively new and suggested that a further update report be submitted to the Panel in six months. The Panel indicated its assent.

RESOLVED - 1) That the Panel had considered and commented on the Cumbria Choice Allocations Policy. (GD.35/22)

2) That an update report be submitted to the Panel in six months time.

PLP.07/22 HOMELESS PREVENTION AND ROUGH SLEEPING STRATEGY 2021-2026 – UPDATE ON DELIVERY OF STRATEGY AND ACTION PLAN

The Homeless Services Manager provided an update on the delivery of the strategic aims and priority actions in year one of the Homeless Prevention and Rough Sleeping Strategy 2021-2026. (GD.33/22)

In considering the update Members raised the following comments and questions:

- Page 182 of the document pack referred to "Assertive outreach support and advice is provided to rough sleepers within 48 hours of receiving a location report": a Member asked how assertive was defined in that context.

The Homeless Services Manager advised that it meant staff actively tried to engage with rough sleepers in an effort to identify what services they would require to support them.

The Member further asked the Officer to explain what was meant by "Development of local temporary accommodation tenancy sustainment support resources as a pilot delivery programme" (page 183 refers).

The Homeless Services Manager responded that the programme was an intense form of support provided for more marginalised members of society.

- There were variations in service across the districts that would combine to form the new Cumberland Authority, how was the matter being addressed?

The Homeless Services Manager stated the relevant Officers from each authority were meeting with a view to developing a unified approach to service delivery.

In response to a further question from the Chair about the changes unitary authority may bring, the Homeless Services Manager noted that the existing local connection requirement to access homeless services would expand to cover the entirety of the new Council area.

- Referring to Appendix A a Member noted the difference in percentage of evictions in the private rented sector compared to the social sector following the lifting of the eviction freeze imposed as part of the Covid 19 restrictions, he asked whether the Council was able to cope with the increase?

The Homeless Services Manager confirmed that the Council had, in delivering its statutory homelessness duties, been able to cope. The ceasing of evictions during the pandemic had potentially created a peak that may level out in future. Another factor that may have an impact on the number of evictions was the rising cost of living.

The Finance, Governance and Resources Portfolio Holder considered the government proposal to end 'no fault evictions' would have a substantial impact.

The Homeless Services Manager clarified that the proposal was to extend the time period of a no fault eviction to six months as such the proposal would delay any such evictions but would not necessarily reduce the number of them.

RESOLVED - That the Panel had considered the Homeless Prevention and Rough Sleeping Strategy 2021-2026 (GD.33/22)

PLP.08/22 END OF YEAR PERFORMANCE REPORT 2021/22

The Policy and Communications Manager presented the End of Year 2021/22 performance against the current Service Standards and an update on the delivery of the Carlisle Plan 2021-23 actions as defined in the Plan. Performance against the Panel's 2021/22 Key performance Indicators were included as a dashboard. (PC.07/22)

There were four exceptions detailed in the report:

SS08: Proportion of official land authority searches completed on time

SS09: Proportion of new waste and recycling bins, bags and containers delivered on time (within 10 working days)

CSe14: Actual car parking revenue as a percentage of car parking expenditure

CSe22: Actual city centre pedestrianised zone revenue as a percentage of city centre expenditure

ED12: % of valid full plan applications determined or checked by Building Control within 15 working days.

In considering the Annual Report Members raised the following comments and questions:

- In relation to SS03: Percentage of household waste sent for recycling, what impact had the inclusion of the Household Waste and Recycling Centres had on the meeting of the service standard?

The Policy and Communications Manager advised that the target had been broadened to

include those areas during the year and it was not seen to have had a great impact on the meeting of the service standard target. As set out in the report, the authority was waiting for new national and local service standard targets to be issued.

The Chair further commended the waste services team for it missing only 0.2% of waste or recycling collections which was a fantastic figure.

- When was the stakeholder and public engagement on the Market Square project scheduled to take place, and what methods of information gathering would be used?

The Policy and Communications Manager anticipated that information on the events would be circulated to all Members but undertook to liaise with the Corporate Director of Economic Development and provide a written response to the Panel.

A Member commented that it was important that the Panel were consulted as part of the process, particularly in relation to uses and design.

- A Member asked what risks to funding were known to be associated with the Carlisle Southern Link Road that may impact the progression of the St Cuthbert' Garden Village project.

The Policy and Communications Manager reminded the Panel that capacity funding had been agreed, he undertook to liaise with the Corporate Director of Economic Development to gather further information and provide a written response to the Panel on the matter.

- Regarding Carlisle Plan objective 11 - Delivering the Green Spaces Strategy and Supporting the delivery of the Local Cycling and Walking Infrastructure Plan (LCWIP), a Member asked if progress had been made in respect of the Waverly Viaduct?

The Finance, Governance and Resources Portfolio Holder responded that the Council's offer to underwrite the footpath remained. However, Cumbria County Council was the Highway Authority and was therefore responsible for making the appropriate Orders to enable the project.

The Member responded that he felt the project should be given another push prior to unitary authority coming into existence.

- A Member commented in relation to the development of the Rural Strategy that it was important that Parish Councils were involved.

The Policy and Communications Manager undertook to pass that comment on to the appropriate Officer.

- Were local contractors used to deliver works under the Disabled Facilities Grants?

The Policy and Communications Manager confirmed local contractors were used and noted that as with the wider construction industry there had been impacts as a result of the Covid 19 pandemic.

RESOLVED - 1) That the Panel had scrutinised the performance of the City Council with a view to seeking continuous improvement in how the Council delivers its priorities. (PC.07/22)

2) That the Policy and Communications Manager provide written information to the Panel on:
i) the dates, times and methods of data collection for the stakeholder and public consultation events on the Market Square project;

ii) the known risk to the funding of the Carlisle Southern Link Road and its impact on the St Cuthbert's Garden Village project.

PLP.09/22 OVERVIEW REPORT

The Overview and Scrutiny Officer presented report OS.16/22 providing an overview of matters related to the Place Panel's work. Arrangements would be made for a site visit by the Panel to Talkin Tarn in due course and a report on the matter would be submitted to the September meeting.

There were a number of legacy issues remaining from the previous scrutiny function. The Overview and Scrutiny Officer advised that she would provide a summary of those in the next report to the Panel along with an updated Work Programme.

RESOLVED - That the Overview Report incorporating Key Decision items relevant to the Place Panel be noted (OS.16/22).

The Meeting ended at: 17:48

Place Panel

Item
A.2

Meeting Date: 21 July 2022
Portfolio: Environment and Transport
Key Decision: No
Within Policy and Budget Framework: Yes
Public / Private: Public
Title: Local Environment (Climate Change) Strategy update
Report of: Jane Meek, Corporate Director of Economic Development
Report Number: PC 09/22

Purpose / Summary:

The purpose of this report is to update the Panel on the delivery of the Local Environment (Climate Change) Strategy.

Recommendations:

- Comment on the progress made against the updated action plan.

Tracking

Scrutiny:	Place Panel 21/7/22
Executive	
Council	

1. BACKGROUND

1.1 Introduction

1.1.1 This report is an update, requested by the Panel, on the Local Environment (Climate Change) Strategy and action plan. The last update to the Panel (June 2021) was 3 months after the Strategy was adopted, this report covers the period since, 15 months since the Strategy was adopted.

1.1.2 The report is set out in the following sections:

- National policies, strategies and reports
- Countywide partnership work
- Update on action plan and baseline
- Update on organisational actions
 - Assets
 - Finance
- Update on local actions
 - Local Plan
 - Housing
 - Movement
 - Round-up
- Communications and engagement

1.2 National policies, strategies and reports

1.2.1 The Government's 'Net Zero: Build Back Greener Strategy' was published in October 2021. A summary has been produced by the Local Authorities' Climate Coordinator (ZCCP) and the main points are included for context in Appendix A.

1.2.2 The Environment Act entered the statute book in November 2021, the act seeks to improve air and water quality, tackle waste, increase recycling, halt the decline of species, and improve the natural environment. A summary of the key points of the Act are presented in Appendix B.

1.2.3 The latest greenhouse emissions estimate data for local authority areas was published in June 2022, the data set includes estimates for 2020. The scope of the dataset now includes emissions data on methane and nitrous oxide. The addition of these gases is particularly important to local authorities with large rural areas, which may have significant emissions from agriculture and/or land use, land-used change and forestry (LULUCF), or local authorities with significant waste generation. This latter change - assigning emissions to the local authority responsible for generating the waste not where the waste is treated - allows for greater transparency in reporting as local authorities will now be able to report more accurately the emissions for which they are responsible.

A summary of the totals for the different categories, for Cumbria, is presented in Appendix C.

1.3 Countywide partnership work

- 1.3.1 The Zero Carbon Cumbria Partnership (ZCCP) has recently refreshed its governance by establishing a Strategic Oversight Board (SOB) to support the Co-Chairs, Working Group Chairs, and the whole Partnership. The SOB is being set up on an 'interim' basis and will be reviewed in a year, with input from all Partners. The following are the proposed, inaugural Members of the SOB:
- Angela Jones, Co-Chair ZCCP
 - Karen Mitchell, Co-Chair ZCCP
 - Cumbria's National Parks
 - Cumbria Local Nature Partnership
 - Cumbria Tourism
 - Officer(s) of the two Shadow Councils
 - A representative of Cumbria's young people.
 - A representative of Cumbria's Community Group
- 1.3.2 The Local Authority Climate Policy Group has been meeting monthly, the policy group has grown to include the North West Energy Hub. The topics discussed at the recent meetings include:
- Zero Carbon Cumbria – Youth Engagement Project on Climate Change
 - Cumbria Green Investment Plan
 - Potential application to the Shared Prosperity Fund
 - Cumbria Clean Energy Strategy Consultation
- 1.3.3 The Local Nature Recovery Strategy (LNRS) Pilot Scheme for Cumbria work concluded in May 2021 with the submission of a draft LNRS to Defra. The work completed can be viewed at:
- <https://www.cumbria.gov.uk/planning-environment/lhrs/default.asp>
- 1.3.4 The Cumbria Local Nature Partnership (CLNP) exists as a unified voice for the natural environment in Cumbria, fostering the development of a strategic natural environment framework for the county. The CLNP Board has agreed the following priority work-streams:
- Nature Recovery: Developing and facilitating work on a Cumbria-wide Nature Recovery Network and Local Nature Recovery Strategy
 - Natural Capital and Green Recovery: To include development of Natural Capital project pipeline and investment
 - Knowledge Exchange: To include dissemination of information/evidence, training and development.
- 1.3.5 Cumbria County Council are the accountable body for the new Cumbria Coastal Community Forests. The delivery area is to start with the surrounding areas of Barrow, Whitehaven, Workington including up to Carlisle. More information is available at:

<https://www.cumbria.gov.uk/planning-environment/CCCF.asp>

- 1.3.6 A new Cumbria wide EV Charging Infrastructure Partnership has been formed through The One Public Estate (OPE) programme. The Electric Vehicle Charging Infrastructure Partnership is a group of organisations from across Cumbria, who are working together to deliver a co-ordinated approach to addressing the future Electric Vehicle charging needs of the county. The partnership has engaged with several Electric Vehicle Charging Infrastructure specialists to develop a strategy that will be the most effective for Cumbria and consider both residents' and visitors' needs going forward.

1.4 Action planning and baseline

- 1.4.1 The action plan was audited in October 2021 and led to a review of the action plan, with more focus upon the actions that will decarbonise the Council's services. The updated action plan is available at:

<https://www.carlisle.gov.uk/Council/Council-and-Democracy/Climate-Change>

- 1.4.2 The Council's Carbon Baseline Data (Carbon Footprint) was audited in February 2021 and some minor changes were made to the 2018/19 Baseline figure, this has been updated in the latest action plan and can be summarised as follows:

The Council's gross¹ carbon footprint for 2018/19 was 3288² tonnes CO₂e.

We have used production accounting for the Council's carbon footprint. Production accounting only considers day-by-day emissions from sources such as buildings and vehicles. Production emissions are relatively straightforward to measure and account for, consumption emissions are much more difficult to quantify as most emissions are occurring elsewhere and produced by other parties.

This approach is the same as the National UK Baseline, for the Council we are measuring:

Scope 1: Emissions by authority owned vehicles and emissions from gas and oil boilers, the energy used for operational work such as collecting waste and maintaining our parks. (1677t CO₂e.)

Scope 2: Grid Electricity across the estate. 439t CO₂e.)

Scope 3: Business travel, transmission & distribution losses¹, and selected leased out assets such as the leisure centre. (1172t CO₂e.)

¹ The Council's microgeneration of renewable energy is estimated at 47,000kwh, saving 13(t)co₂e. The Council's net carbon footprint is estimated at 3275 tonnes CO₂e.

² This is a working figure, and it will be updated as definitions and data are refined.

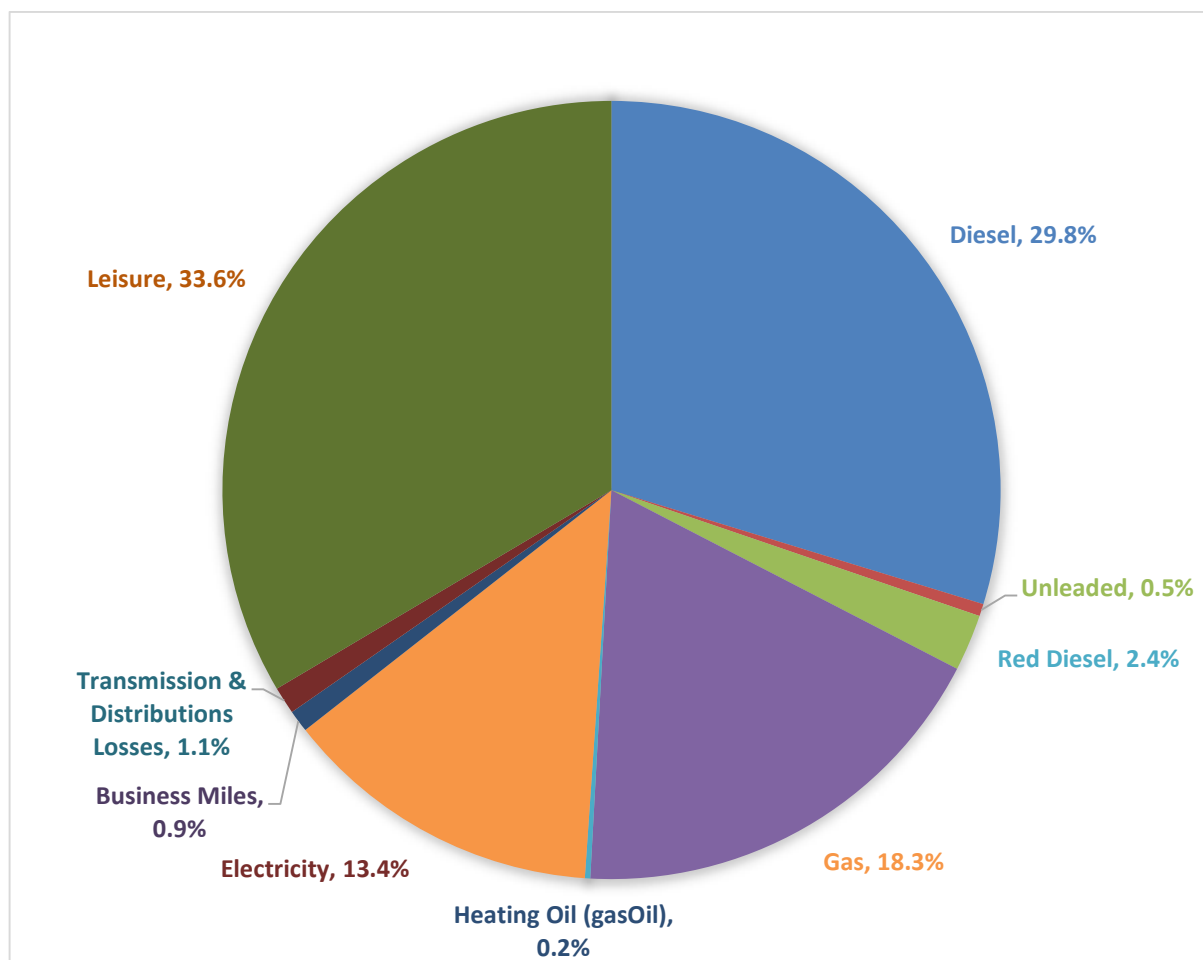


Figure 1: Main sources of the Council's carbon footprint

1.4.3 The audit recommended further development around regular reporting on actual carbon reduction impact. This is done on a project by project basis, where we have separate data to track. An annual figure for 2022/23 will be collated to compare with the baseline (2018/19), this will show the actual carbon reduction impact for the three financial year period.

1.5 Update on Organisational Actions

Assets

1.5.1 The Sands Centre, Pools and Victorian Health Suite (Turkish Baths) forms part of the Council's carbon footprint, under scope 3 (Leisure). This means that the Sands Centre Redevelopment will have a significant impact on reducing the organisations carbon footprint. Initial calculations, based on the Consequential Improvements Report, estimate a reduction in production Green House Gas

(GHG) emissions of 96 tonnes per annum. This would be an 8% reduction on our Scope 3 emissions. The improved facilities will include a range of sustainable features which will support plans for reducing carbon emissions, improving energy efficiency and providing sustainable, healthy transport options.

- 1.5.2 The Civic Centre Reinstatement Project included Public Realm improvements and EV charging points in the extended Civic Centre car park.
- 1.5.3 The Council has a total of 1421 footway lights, approximately 50% in the rural area and 50% in the main urban area. The Footway Lighting (LED) Project ended, leaving only 150 lamps which still need to be upgraded. We are now getting information on the power consumption of our Footway Lights each month, covering the last year (since May 2021). The annual power consumption has dropped from 368,824 kWh to an estimated 110,180 kWh, a 70% reduction because of fitting LED lamps to most of our lights. This is better than expected. It is a 17% reduction in overall electricity usage by the Council which equates to a 2% drop in our overall carbon footprint (reported in Scope 2). The remaining 150 lamps are not easy to convert due to several reasons related to the columns to which they are attached. A survey is currently underway to assess what needs to be done to convert these lamps.
- 1.5.4 The Heat Decarbonisation Plan (cross-reference 1.5.11) was presented to Executive in February 2022. The Executive Summary of the report states:
- ‘Analysis of options has identified projects and targets with the potential to save at least 40% of the City Council’s baseline emissions through energy efficiency and renewable technologies. This is based on current technologies and conservative estimates of potential for conversion to electric heating and onsite renewable generation; actual potential may be higher. Any remaining emissions may need to be offset through carbon compensation or fuel switching. Overall, this will allow the City Council to reach a net-zero position by 2037.’*
- 1.5.5 Through the Fleet Strategy vehicle replacement reviews for each service area are underway. The challenge is to continually reduce the fleet and mileage. 2 e-bikes were purchased in 2021. One session of bike ability training has taken place a second session is planned for July. The pool bike page on the intranet will be refreshed to manage bookings and the usage of these bikes.
- 1.5.6 We have received two reports from the Energy Saving Trust Consultancy (EST) based on the two objectives we set:
- Objective 1, Van Fleet from the perspective of current and expected needs for EVs, and the likely load on the electricity supply, and number of charge points required.
 - Objective 2, Grey Fleet & Pool Cars.
- 1.5.7 The EST Transport Decarbonisation Report ‘Executive Summary’ and ‘Summary of Recommendations’ are included in Appendix C. The report clearly identifies that the focus on decarbonisation should be on the Refuse Collection Vehicles

(RCV) and Heavy Commercial Vehicles (HCV). The associated Green House Gas emissions (GHG) are presented in the graph 4.1 and table 4.3, extracted from the report:

Figure 4-1 shows the percentage distribution of GHG emissions by vehicle fleet. The RCV fleet is clearly the most GHG intensive, producing 75% of Carlisle CC's fleet emissions for 2019/20. A focus on the RCV fleet for decarbonisation would therefore deliver greater emissions reductions.

Figure 4-1: GHG emissions by fleet (including grey fleet)

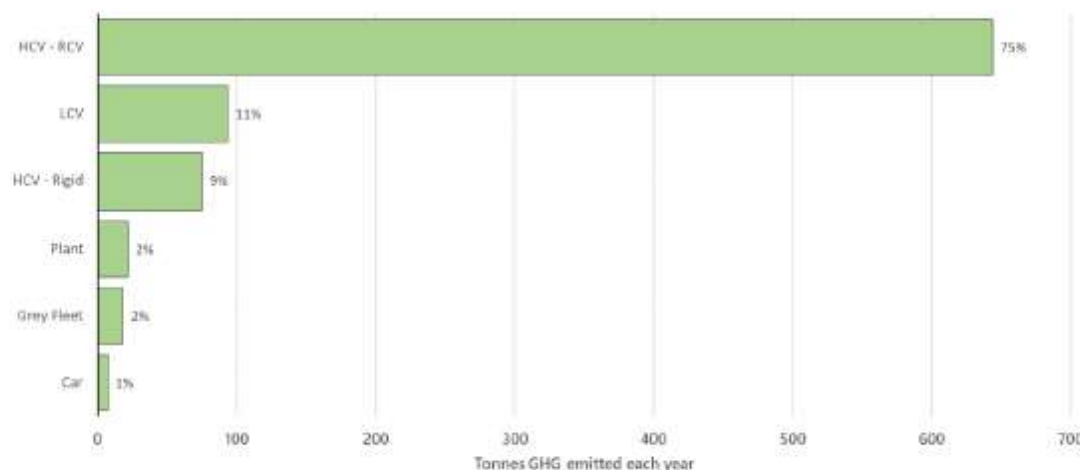


Table 4-3 details the fleet distribution further by fleet size, mileage, GHG and energy use. Although the LCV fleet is largest by numbers, it only produces 11% of the GHG emissions, whereas the HCV fleet altogether is 37% of fleet numbers, over 67% of mileage, and produces over 85% of GHG emissions.

Table 4-3: Analysis of fleet size, mileage, carbon emissions and energy use (excluding grey fleet)

Vehicle Fleet	% Size	% Mileage	% GHG	% kWh
HCV - RCV	25.8%	67.1%	76.6%	76.5%
HCV - Rigid	11.3%	nd	8.9%	8.9%
LCV	47.4%	30.3%	11.1%	11.1%
Fleet car	8.2%	2.6%*	0.9%	0.9%
Plant	7.2%	nd	2.5%	2.6%

*Mileage data for 3 vehicles only, based on MOT records.

1.5.8 The EST Electric Vehicle Charging Infrastructure Report 'Executive Summary' and 'Summary of Recommendations' are included in Appendix D.

1.5.9 The information has been reviewed by the service manager; several other factors need to be considered when reading the recommendations:

- Actual cost of putting eRCVs on the road
- The cost of mid-life refurbishment of the vehicle body and lifts
- We plan for replacement every 6 or 7 years not every 10 years
- Possible need to replace or upgrade any of the drive batteries during the 10 years
- Considerable lead times for vehicles
- Other wider positive impacts of eRCVs on the environment

Finance

- 1.5.10 The Revised Capital Programme 2021/22 and Provisional Capital Programme 2022/23 to 2026/27 (Council, February 2022) included the replacement of cremators. The note on the capital project states:

'To provide new infrastructure for the crematorium including replacement cremators. The current commitment of £900,000 in 2022/23 is funded from the amounts set aside in the Cremator Replacement Earmarked Reserve. The new spending proposal (£1.75m) for the replacement of the cremators refers to replacing gas powered cremators with electric powered ones which will help to reduce the amount of CO2 produced from the crematorium. Replacement on a like for like basis with gas powered cremators would require additional funding of approximately £300,000 - £400,000. The additional spend also provides additional funding to upgrade the building facilities at the crematorium. Further reports will be required on the project that will detail the most appropriate solution for the replacement of the cremators. The additional spend will require an additional borrowing requirement, however, the annual borrowing cost could be met from the annual sum currently set aside to the cremator reserve over a 23-year period.'

- 1.5.11 Through the Public Sector Low Carbon Skills Fund received funding to complete a Heat Decarbonisation Report. This report enabled a bid to the Public Sector Decarbonisation Scheme (PSDS). Unfortunately, the fund was oversubscribed, and we did not progress. We have received feedback which will help to reshape the application for future PSDS rounds.

1.6 Update on selected 'Local Actions'

Local Plan

- 1.6.1 'Gillespies, The Greenway Ribbon' was the winner of the Start with the Park: St Cuthbert's Garden Village Competition. St. Cuthbert's Garden Village 'Start with the Park' will be based near Durdar and Blackwell. It is an opportunity to create a resource that could be a visitor destination attraction and will benefit the existing and future residents of Carlisle. By establishing the 'Greenway' at the outset of SCGV, a greenspace will be created at the heart of the community and will be a unique selling point. It will also connect the proposed new communities with each other, with existing villages in the area, with the city, and with the surrounding countryside.

Housing

- 1.6.2 Carlisle is one of 28 locations taking part in a Heat Network Zone Pilot. The pilot is gathering data from stakeholders that have high amount of heat waste that they could donate to a heat network. Heat Networks require significant investment and there are challenges in installing and maintaining. Additional insulation may be required to make homes suitable for a heat network. They are best deployed for high density housing.
- 1.6.3 The successful consortium bid from the 6 district councils to the Local Authority Delivery Phase 3 (LAD3) and Home Upgrade Grant Phase 1 (HUG1) funds has led to the formation of Cumbrian Sustainable Warmth consortium. The consortium aims to address fuel poverty, improve energy efficiency and carbon savings and has received £19,955,000 funding from the UK Government. The primary purpose of the Sustainable Warmth consortium is to raise the energy efficiency rating of low income and low Energy Performance Certificate (EPC) rated households (those with E, F or G, and a limited percentage of homes with an EPC rating as D). The grants will help tackle fuel poverty by increasing low-income households' energy efficiency. Carlisle has over 2,250 owner-occupied and over 700 privately rented properties which have an EPC rating of E, F or G but which can achieve a minimum C Rating. This is not including the homes who do not have current EPCs but are still eligible for grant funding. The scheme is now open for applications and is being managed by Homelife Carlisle, a Home Improvement Agency, provided by Carlisle City Council.

Movement

- 1.6.4 The 12 Charge My Street sites that are now available are mapped on the website:
<https://chargemystreet.co.uk/cluster/cumbria>
- There are several sites that are 'coming soon':
- Currock Community Centre
 - Harraby Sports Centre
 - Morton Community Centre
 - Petteril Bank Community Centre
 - Showfield car park, Brampton

1.7 Round up of Local Actions (with reference to Scrutiny Work Programmes)

- Enforcement Strategy (Health & Wellbeing Scrutiny Panel February 2022)
- Emergency Planning and evolving approach to community engagement and climate change (Health & Wellbeing Scrutiny Panel April 2022)

1.7.1 Place Scrutiny Panel

- Working in partnership with housing providers: Riverside Report, Place Scrutiny Panel (June 2022)
- Regeneration & Borderlands: Economic Strategy Action Plan - performance monitoring (September & January 2023)
- Future Flood Risk Management (October 2022)
- Air Quality: Local Air Quality Action Plan (December 2022)

1.7.2 People Scrutiny Panel

- Green Infrastructure/wildlife and habitats: Healthy City 2022/23 programme and opportunities for broadening approach beyond 2023 (June 2022)
- Sands Centre Redevelopment - Programme Update and plans for re-opening (June 2022)
- Food Security/Thriving Communities (July 2022)
- Local Cycling and Walking Infrastructure Plans (LCWIPs) (October 2022)
- Emergency Planning - winter readiness and LGR preparation (October 2022)

1.8 Communication and engagement

- 1.8.1 The Carlisle Your Place (Place Standard Project) is now up and running, in its year 1 scoping phase. The Place Standard tool provides a simple framework to structure conversations about place. It allows people to think about the physical elements of a place (for example its buildings, spaces, and transport links) as well as the social aspects (for example whether people feel they have a say in decision making). A 'Climate Lens' is being considered with the intention to add a local view on global trends.

2. CONTRIBUTION TO THE CARLISLE PLAN PRIORITIES

- 2.1 The Carlisle Plan includes the delivery of the objectives within the strategy.

Contact Officer:

Steven O'Keeffe

Ext: 7258

Appendices attached to report:

A: Govt Net Zero Strategy: Local authority summary presentation

B: Environment Act 2021

C: Summary of Local Authority territorial greenhouse gas emissions estimates 2020

D: EST Decarbonisation Report Executive Summary and Summary of recommendations

E: EST Electric Vehicle Charging Infrastructure Report Executive summary and Summary of recommendations

Note: in compliance with section 100d of the Local Government Act 1972 the report has been prepared in part from the following papers:

CORPORATE IMPLICATIONS:

Legal - Members are being asked to note progress against the previously agreed Action Plan and provide comments. It should be remembered that the various projects outlined in the report, for example the e-bike suppliers and the electric charging points, will require the involvement of legal services in order that appropriate legal documentation can be put in place.

Property Services - The Council endeavours to include energy efficiency measures in all construction projects as evidenced by the current redevelopment projects at the Sands Centre and Civic Centre.

Finance – The Council's commitment to becoming carbon neutral and the delivery of the objectives of the Climate Change Policy will involve financial implications on the Council's Medium Term Financial Plan; both positive and negative in terms of decreased or increased costs. These implications will need to be carefully considered when implementing any policy changes and will need to be included and considered as part of the annual budget setting processes.

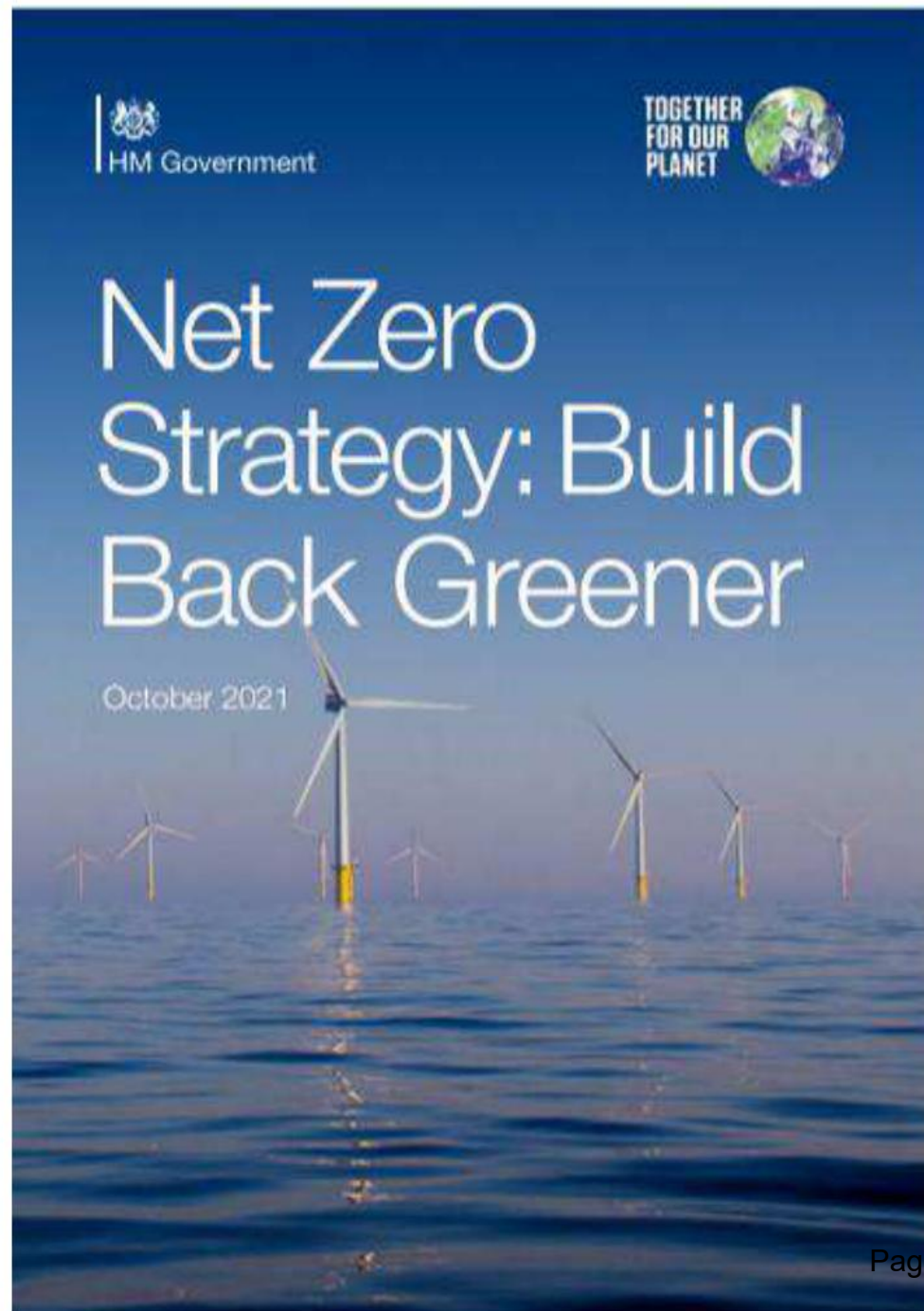
Equality – None

Information Governance – There are no information governance implications with this report.

Government Net Zero Strategy: Build Back Greener

Summary for local authorities – Local Authority Climate Policy Group

**Natalie Naisbitt, Local Authority Climate Co-ordinator
Zero Carbon Cumbria Partnership**

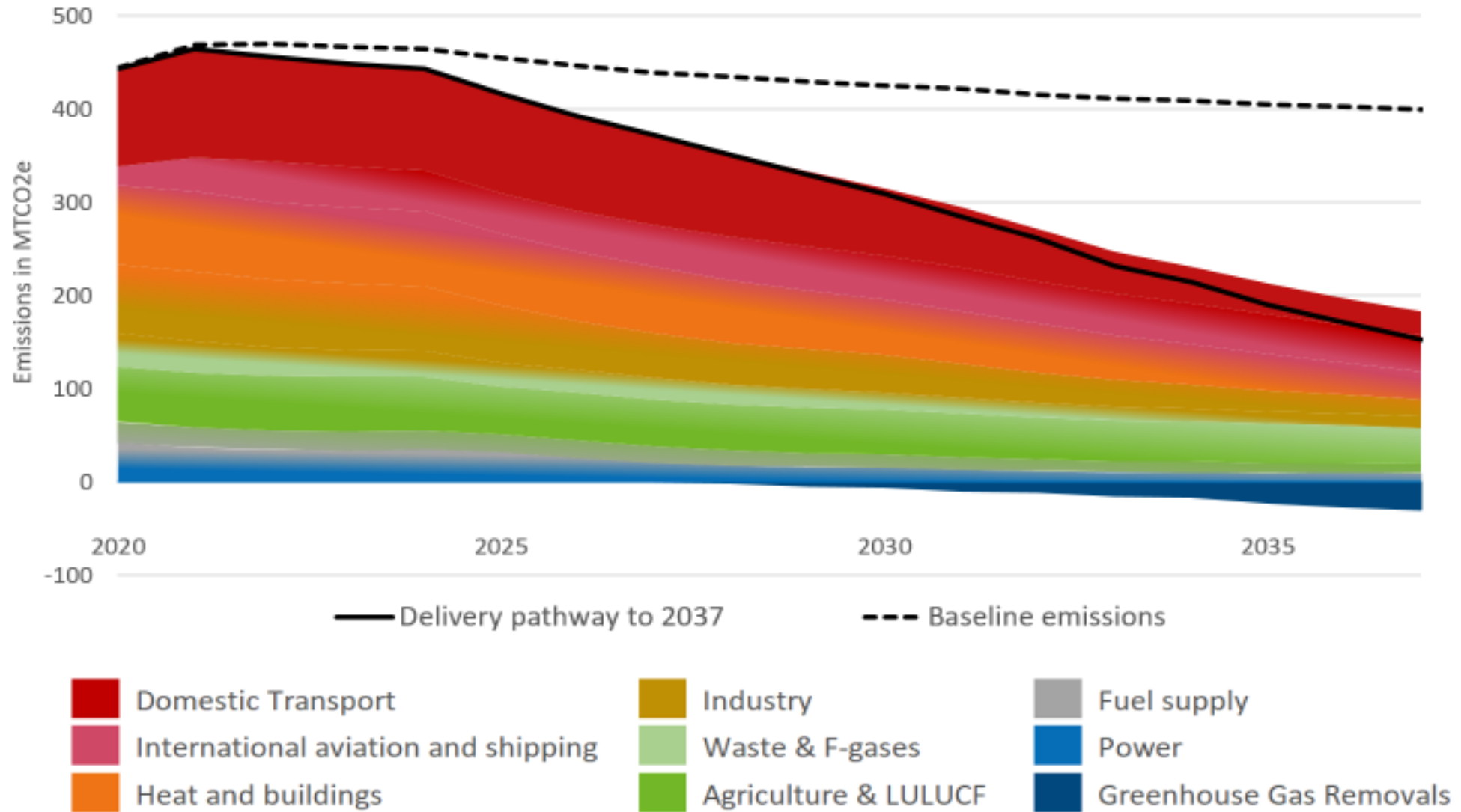


“This document sets out clear policies and proposals for keeping us on track for:

- our coming carbon budgets,
- our ambitious Nationally Determined Contribution (NDC),

and then sets out our vision for a decarbonised economy in 2050.”

[Policy paper overview: Net Zero Strategy: Build Back Greener - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/policies/net-zero-strategy)



Delivery pathway showing indicative emissions reductions across sectors to meet our targets up to the sixth carbon budget (2033-2037): (no target 78% reduction from 1990 by 2035)

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Key Policies relevant to Local Authorities

Power

- By **2035** the UK will be powered entirely by **clean electricity**, subject to security of supply.

Heat and Buildings

- An ambition that by **2035, no new gas boilers** will be sold.
- A new £450 million three-year **Boiler Upgrade Scheme** will see households offered grants of up to **£5,000** for low-carbon heating systems so they cost the same as a gas boiler now.
- A new £60 million **Heat Pump Ready programme** that will provide funding for pioneering heat pump technologies and will support the government's target of **600,000 installations a year by 2028**
- Additional funding of **£1.425 billion for Public Sector Decarbonisation**, with the aim of **reducing emissions from public sector buildings by 75% by 2037**.
- Launching a **Hydrogen Village** trial to inform a decision on the role of hydrogen in the heating system by 2026

- as many homes as possible to achieve **EPC Band C by 2035**
- introduce regulations from 2025 through **the Future Homes Standard** to ensure all **new homes** in England are **ready for net zero** by having a **high standard of energy efficiency and low carbon heating** installed as standard
- **Domestic private rented sector** - strengthening the **Minimum Energy Efficiency Standards to EPC band C by 2028** and introduction of a **compliance and exemption database to support local authority enforcement of the Regulations**
- £800 million additional funding to the **Social Housing Decarbonisation Fund (SHDF)** over 2022/23 to 2024/25
- £950 million additional funding for **off-gas-grid properties** through **the Home Upgrade Grant (HUG)**
- expand and extend the **Energy Company Obligation Scheme & the Warm Homes Discount Scheme** until **2026**.
- **£1.425 billion** additional funding for the **Public Sector Decarbonisation Scheme (PSDS)** over 2022/23 to 2024/25

Key Policies relevant to Local Authorities



- A zero emission vehicle mandate to improve consumer choice and ensure we maximise the economic benefit from this transition by giving a clear signal to investors. This will deliver on our **2030** commitment to **end the sale of new petrol and diesel cars**, and **2035** commitment that **all cars must be fully zero emissions capable**.
- Further funding of £620 million **for zero emission vehicle grants and EV Infrastructure**, including further funding **for local EV Infrastructure**, with a focus on **local on street residential charging**
- Later this year, we will publish an **EV infrastructure strategy**, setting out our vision for infrastructure rollout, and **roles for the public and private sectors** in achieving it.
- £2 billion investment which will help enable **half of journeys in towns and cities to be cycled or walked by 2030**. £3 billion to create **integrated bus networks, more frequent services and bus lanes to speed journeys**.
- Transformation of local transport systems, with **4,000 new zero emission buses** and the infrastructure to support them, and a **net zero rail network by 2050**, with the ambition to remove all diesel-only trains by 2040.

Key Policies relevant to Local Authorities



Natural Resources, waste and fluorinated gases

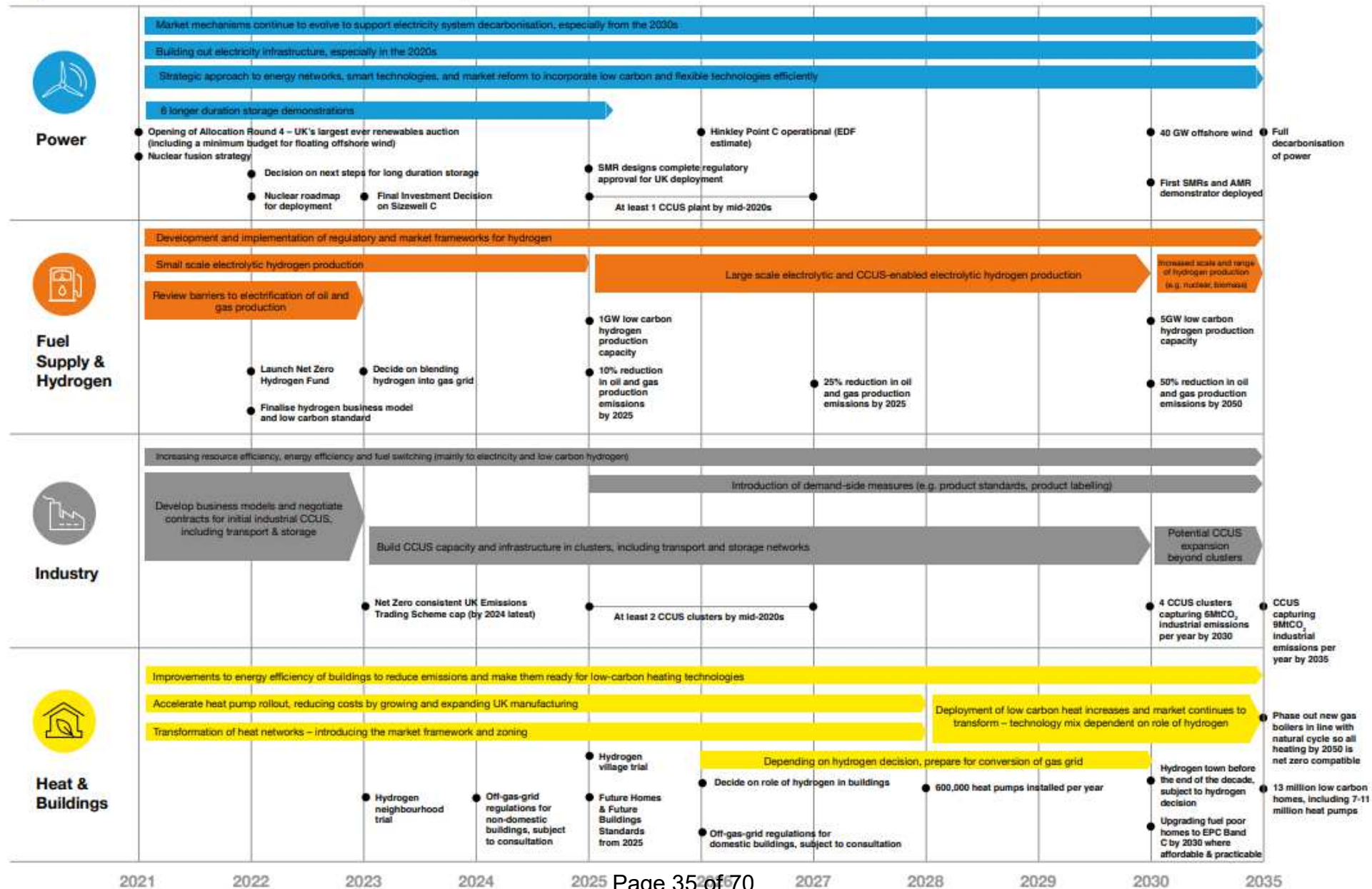
- Supporting **low-carbon farming** and agricultural innovation through the Farming Investment Fund and the Farming Innovation Programme to invest in equipment, technology, and infrastructure to improve profitability, benefit the environment and support emissions reductions.
- We will boost the existing £640 million **Nature for Climate Fund** with a further £124 million of new money, ensuring total spend of more than £750 million by 2025 on peat restoration, woodland creation and management – above and beyond what was promised in the manifesto. This will enable more opportunities for farmers and landowners to support Net Zero through land use change.
- **Restoring approximately 280,000 hectares of peat** in England by 2050 and **trebling woodland creation rates** in England, contributing to the UK's overall target of increasing planting rates to 30,000 hectares per year by the end of the Parliament.

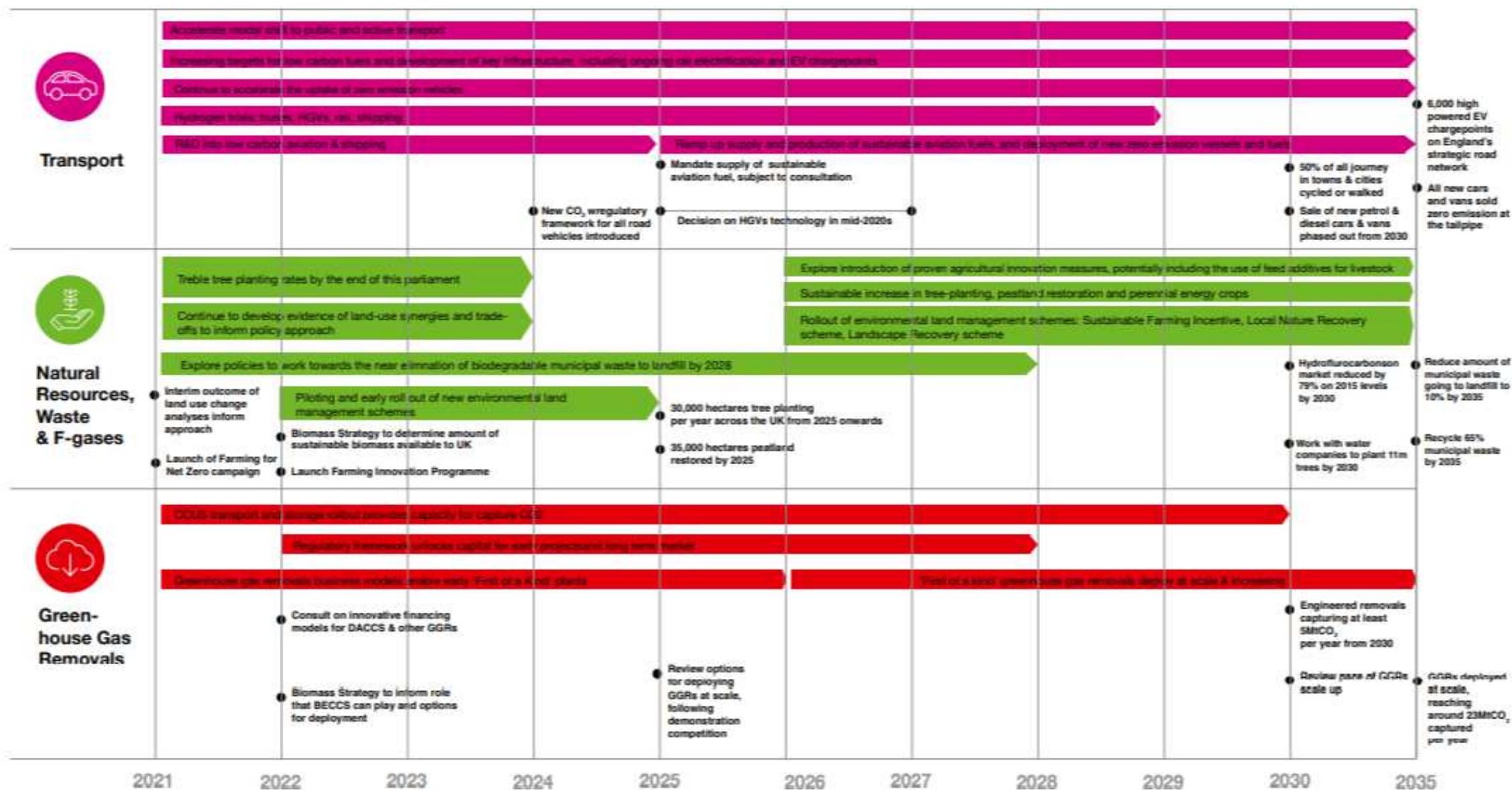
Key Policies relevant to Local Authorities



- A commitment to **increase municipal recycling rates to 65%** and to ensure that **no more than 10%** of municipal waste is **landfilled by 2035**
- Bringing forward **£295 million of capital funding** which will **allow local authorities** in England to prepare to implement **free separate food waste collections for all households from 2025**
- **Consistent collections of household and business waste** will be introduced via the Environment Bill. The powers will allow us to **require local authorities to separately collect a core set of materials for recycling, including paper and card, glass, metal, plastic, food waste and household garden waste**
- A **deposit return scheme** for drinks containers and **extended producer responsibility for packaging**, placing the net costs of disposing of packaging on producers, will also be introduced
- introduction of the **plastic packaging tax** from April 2022

Figure 16: high-level essential activity across sectors to 2035





Note: Markers indicate the year milestones will rather than the precise point in a given year, while arrows of activity are inclusive of the year they run to start and finish

4v. Local Climate Action

Supporting decarbonisation and regeneration in our local areas and communities

- Of all UK emissions, 82% are within the scope of influence of local authorities.
- Government analysis suggests that over 30% of the emissions reductions needed across all sectors to deliver on our Carbon Budget 6 target, as set out in this strategy, rely on local authority involvement to some degree.
- Central and local government will need to work closely together to deliver net zero and our interim carbon budgets.
- There are currently no net zero statutory targets on local authorities or communities in the UK, and we do not believe that a new general statutory requirement is needed. This is because of the existing level of local commitment with the sector, and because it is difficult to create a uniform requirement that reflects the diversity of barriers and opportunities local places experience.
- However, we do understand that there is a real need to ensure local leaders across the board are supported by enhancing the capacity and capability of local areas to deliver net zero, coordinating engagement with local authorities, and clarifying expectations at a national level to accelerate local progress towards net zero

Key Commitments

- Set clearer expectations on how central and local government interact in the delivery of net zero.
- Build on existing engagement with local actors by establishing a Local Net Zero Forum to bring together national and local government senior officials on a regular basis to discuss policy and delivery options on net zero.
- Continue the Local Net Zero Programme to support all local areas with their capability and capacity to meet net zero. This includes provisions to:
 - Continue the Local Net Zero Hubs (previously known as the local energy hubs) to support all areas of England to reach net zero, including those lacking capacity and capability, or those facing unique challenges.
 - Promote best practice and support **local authorities** to develop net zero projects that can attract commercial investment.
 - Increase knowledge sharing to demonstrate and share successful net zero system solutions.

4v. Local Climate Action - Funding

- Funding for local climate action comes from a combination of the **Local Government Finance Settlement, other government grants and support schemes, borrowing, and private finance.**
- Collectively, this means there is a **range of funding available** for local authorities to act on climate change.
- Some have chosen to explore **community bonds and crowdfunding.**
- A third of local authorities say their climate change plans will be **cost neutral** by incorporating goals into existing service area strategies, drawing on the funding available for those services
- The recent National Audit Office (NAO) review into local government and net zero identified **22 dedicated grant schemes for net zero work from central to local government.**
- We will explore how we could **simplify and consolidate funds** which target net zero initiatives at the local level where this provides the best approach to tackling climate change
- The **UK Infrastructure Bank (UKIB)** will lend to local authorities for strategic and high value projects and invest in projects alongside the private sector, crowding in private sector capital.

4v. Local Climate Action - Funding

The Green Finance Institute and Abundance Investment, supported by UK100, Local Partnerships and Innovate UK, have also launched a national campaign to help local authorities issue a type of municipal finance investment – **Local Climate Bonds**.

For citizens, the Local Climate Bond provides a low-risk and fixed return investment, and a way to mobilise their savings to help tackle the climate change in their area.

4vi. Empowering the Public and Business to Make Green Choices

Moving towards a net zero society together

We will deliver public engagement on net zero to:

- a. Communicate a vision of a net zero 2050, build a sense of collective action, improve understanding of the role different actors play in reaching net zero, and how and when choices can be made;
- b. Ensure there is trusted advice and support for people and businesses to make green choices;
- c. Mobilise a range of actors and stakeholders to increase and amplify their communication and action on net zero and green choices; and
- d. Give people opportunities to participate in and shape our plans for reaching net zero, thereby improving policy design, buy-in and uptake of policies

Local Government and the Path to Net Zero – Housing, Communities and Local Government Committee Report

- A report by the cross-party Housing, Communities and Local Government Committee published on 29th October, says the UK will struggle to reach the net zero target by 2050 unless **Government steps up efforts to work together with local councils on climate action in areas such as housing and planning, low-carbon heating and energy efficiency**. The Committee recommends that the Government immediately begin working with local government on a net zero delivery framework which sets out the roles and responsibilities of local and central government and clarifies the critical role of local councils in delivering a just transition for their local communities.
- On funding, the report notes that the recently published Net Zero strategy, includes **no clear commitment to increasing the level of long-term funding specifically for local authority climate action**. The report recommends the Government come forward with a long-term funding plan for local authority climate action.

[Net Zero - Government will struggle to achieve 2050 target unless they engage with local councils on climate action - Committees - UK Parliament](#)

Government's Net Zero Strategy is a major step forward, CCC says

It is an achievable, affordable plan that will bring jobs, investment and wider benefits to the UK. It is also a strong example to bring to the COP26 summit of how to follow climate change targets with action.

Gaps that need to be addressed:

- Plans to tackle **emissions from agriculture** are still unclear. A credible strategy, led by Defra, and integrated with the challenges for how we use our land and our soil, is needed.
- Currently vague plans must be quickly pinned down for **improving home energy efficiency for the 60% of UK households that are owner-occupiers but not in fuel poverty**.
- The Strategy makes positive statements that **recognise the need for public engagement**, but **insufficient action** is currently proposed.
- The Government does not include an explicit ambition **on diet change**, or **reductions in the growth of aviation**, and policies for managing travel demand have not been developed to match the funding that has been committed.
- Strengthened focus on Net Zero across Government does not yet constitute a full '**Net Zero test**' which the CCC proposed this summer.

Appendix B: Environment Act 2021 (World-leading Environment Act becomes law - GOV.UK (www.gov.uk))

The Environment Act will deliver:

- Long-term targets to improve air quality, biodiversity, water, and waste reduction and resource efficiency
- A target on ambient PM2.5 concentrations, the most harmful pollutant to human health
- A target to halt the decline of nature by 2030
- Environmental Improvement Plans, including interim targets
- A cycle of environmental monitoring and reporting
- Environmental Principles embedded in domestic policy making
- Office for Environmental Protection to uphold environmental law

WASTE & RECYCLING

- Extend producer responsibility to make producers pay for 100% of cost of disposal of products, starting with plastic packaging
- A deposit Return Scheme for single use drinks containers
- Charges for single use plastics
- Greater consistency in recycling collections in England
- Electronic waste tracking to monitor waste movements and tackle fly-tipping
- Tackle waste crime
- Power to introduce new resource efficiency information (labelling on the recyclability and durability of products)
- Regulate shipment of hazardous waste
- Ban or restrict export of waste to non-OECD countries

CLEAN AIR

- Require Local Authorities to tackle air quality
- Simplify enforcement within smoke control areas

NATURE

- Strengthened biodiversity duty
- Biodiversity net gain to ensure developments deliver at least 10% increase in biodiversity
- Local Nature Recovery Strategies to support a Nature Recovery Network
- Duty upon Local Authorities to consult on street tree felling
- Strengthen woodland protection enforcement measures
- Conservation Covenants
- Protected Site Strategies and Species Conservation Strategies to support the design and delivery of strategic approaches to deliver better outcomes for nature
- Prohibit larger UK businesses from using commodities associated with wide-scale deforestation
- Requires regulated businesses to establish a system of due diligence for each regulated commodity used in their supply chain, requires regulated businesses to report on their due diligence, introduces a due diligence enforcement system

WATER

- Effective collaboration between water companies through statutory water management plans
- Drainage and sewerage management planning a statutory duty
- Minimise damage water abstraction may cause on environment
- Modernise the process for modifying water and sewerage company licence conditions

Appendix C: Summary of Local Authority territorial greenhouse gas emissions estimates 2020

Local Authority	Industry Total	Commercial Total	Public Sector Total	Domestic Total	Transport Total	LULUCF Net Emissions	Agriculture Total	Waste Management Total	Grand Total	Per Capita Emissions (tCO ₂ e)	Emissions per km ² (kt CO ₂ e)
Allerdale	217.2	22.6	7.8	169.6	145.2	49.7	457.7	22.1	1,091.9	11.2	0.8
Barrow-in-Furness	254.7	46.6	9.5	104.2	35.7	8.2	15.8	57.0	531.8	8.0	4.0
Carlisle	92.9	70.7	20.3	182.7	228.7	-115.2	362.2	55.1	897.5	8.3	0.8
Copeland	15.4	11.7	12.4	114.4	65.0	-15.2	151.2	14.1	369.1	5.4	0.5
Eden	299.3	42.2	4.3	107.8	359.5	51.6	559.7	28.4	1,453.0	27.0	0.7
South Lakeland	109.5	50.5	9.7	197.3	283.2	68.3	344.8	21.7	1,085.0	10.3	0.6
Cumbria Total	989.0	244.4	64.0	876.0	1,117.3	47.6	1,891.4	198.4	5,428.1	10.9	0.8

The data tables in this spreadsheet were published at 9:30am on 30 June 2022.

The next publication will be in June 2023.

Data across all tables are reported in kilotonnes of carbon dioxide equivalent (kt CO₂e) except where noted otherwise.

The time in all tables refers to calendar years i.e. January to December.

Appendix D: EST Decarbonisation Report Executive Summary

1 Executive summary

Carlisle City Council (Carlisle CC) has sought this report to assess the efficiency of its vehicle fleets in terms of greenhouse gas (GHG) emissions, energy consumption and operating cost, as well as consider the opportunities for and implications of implementing low-emission vehicles, including electric vehicle charging infrastructure (EVCI, covered in a separate report). The analysis was undertaken by Energy Saving Trust and funded by the Department for Transport (DfT).

This report presents Carlisle CC with an analysis of the fleet's energy use and emissions production, and evaluation of the fleet profile current to March 2021. It sets out the evaluation and recommendations for decarbonising Carlisle CC's fleet following the Council's aim to be net zero carbon by 2037¹, including an estimation of costs following a whole life cost (WLC) procedure.

In the financial year April 2019 to March 2020, Carlisle CC operated 46 light commercial vehicles (LCVs), 36 heavy commercial vehicles (HCVs) including 25 refuse collection vehicles (RCVs), 8 cars, and 7 items of plant. Based on the data supplied we estimate these combined fleets:

- drove at least 615 thousand miles
- produced an estimated 840 tonnes of greenhouse gas emissions (GHG)
- consumed an estimated 3,430 megawatt hours (MWh) of energy
- emitted at least 0.86 tonnes of nitrogen oxides (NO_x)
- emitted at least 12 kg of particulate matter (PM)
- were 52% clean air zone compliant.

In addition, the grey fleet of staff travel for business use drove an approximate 76 thousand miles, consumed 77 MWh of energy, and produced an estimated 19 tonnes of GHG, 33 kg of NO_x, and 0.5 kg of PM emissions.

If the whole Carlisle CC road fleet (excluding grey fleet and plant) was transitioned to battery electric vehicles (BEVs), we would expect the energy use to fall by around 70%, from 3,350 MWh to 1,010 MWh and for annual energy costs to fall from an estimated £345,000 to £123,000, saving £222,000 a year (based on 2021 prices). The annual fleet energy saving identified can contribute to funding the higher purchase or lease cost of the BEVs and the charging infrastructure. Furthermore, the reduced service costs of maintaining an electric vehicle drive train and chassis can reduce maintenance costs by 30% to 40%.

Based on the data provided, the age profile of the fleet, and BEV technology, all of the Carlisle CC fleet could transition to BEVs by 2030, making a significant contribution towards net zero. The data presented has not identified any vehicle that could not be transitioned to a BEV already available, announced by OEMs, or known to be in development. None of the vehicles appear to have energy demands that could not be met by current battery technology, but use of tracking data including accurate payloads would provide more detail.

At the moment, only some HCVs, specialist vehicles, and the 4x4 utility vehicles lack suitable OEM replacement models, but the expectation is that new BEVs with the required capacity will come to market by 2025.

There is opportunity for significant GHG reductions in the RCV fleet, as the fleet accounts for 75% of Carlisle CC's transport GHG emissions. Our analysis of replacing the diesel RCVs (at the normal replacement cycle) suggests that for the Mercedes 26 tonne Hillend body vehicles a £1,800 cost saving could be achieved per vehicle, and for the Mercedes 26 tonne Faun body with lift a £73,600 cost saving could be achieved per vehicle (based on a ten-year replacement cycle for the electric eRCVs and a seven year cycle for the diesel RCVs). Some of that saving can fund the charging infrastructure and some may be needed to refurbish the rigs at seven or eight years. Over their ten-year life, a single eRCV would save 300 tonnes of GHG, 373 kg of NO_x, and 3 kg of PM. The RCV fleet is therefore an important area to focus on for fleet decarbonisation.

Energy Saving Trust is an organisation that runs a fleet support programme funded by the Department for Transport (DfT). Our remit is to provide unbiased, pragmatic advice that enables fleets to become energy efficient, reducing both costs and emissions.

¹ On the 2nd of March 2021, the Council amended the net zero target date from 2030 to 2037, in line with the Carbon Baseline for Cumbria recommendation adopted by the Zero Carbon Cumbria Partnership.

2 Summary of recommendations

Section	Recommendation	Notes and estimated GHG saving, air quality improvement, and cost saving
7.1	Establish a BEV transition team consisting of finance, sustainability, fleet, estates, energy and procurement that reports to a nominated manager.	Important basis for project success.
6.4 - 6.6	Gather accurate (tracking) data regarding daily energy consumption (kWh) of all fleet vehicles and use this to establish an accurate estimate of the BEV replacement required and energy needed at the depot to recharge the vehicles.	This will allow the estates/energy team to determine if the local grid can meet the requirements of the fleet and will also allow alternatives such as on-site battery storage and PV to be considered and costed.
6.3	Use enhanced data to improve energy efficiency/fuel consumption (mpg) across the existing ICE fleet as this will have a positive impact on range when the driver transitions to a BEV. It will also result in interim GHG and cost savings.	Annual cost and GHG saving of 5% should be achievable with better driver feedback, departmental GHG targets and league tables in place. 5% saving = £17,250 and 41 tonnes GHG a year.
10.5 - 10.6	2022/23: Obtain electric RCV long term demonstrator and assess suitability across a range of rounds and collection types, after BEV driver training and efficiency improvements. Develop plan to replace all RCVs with eRCVs.	Saving estimated at 30 tonnes of GHG per vehicle per year, and WLC saving of £1,800-73,600 per vehicle over 10 years.
8.2 - 8.3	2022/23: Evaluate the introduction of BEVs in the car fleets in line with the replacement cycle, and test the need for low mileage vehicles.	Saving 1.7 tonnes of GHG/year and saving £260/year per car.
9.5 - 9.8	2022/23: Review all LCV fleets with a view to downsizing where possible. Test the need for all low mileage vehicles. Evaluate the introduction of BEVs in all the LCV fleets (up to 3.5 tonnes) as they are replaced.	Saving 1.7 tonnes of GHG/year and costing £110/year per small van. Saving 3.4 tonnes of GHG/year and saving £350/year per medium van. Saving 2.4 tonnes of GHG/year per large van, with potential saving of £450 per panel van and £30 per chassis cab van.
9.2	2023-25: Investigate battery electric 4x4 utility vehicles as these become available.	Some vehicles may be harder to replace because of their range, size, towing requirements or payload but by 2023-25 there should be a range of BEV 4x4s from OEMs.
10.2	2023-25: Obtain demonstrator sweepers and tippers.	Specialist vehicles need to be considered on a vehicle-by-vehicle basis. Several local authorities are successfully operating small (4-5 tonne) electric compact sweepers and specialist body builders are working with OEMs on all-electric solutions.
3 & 7	2022/3: Publish plan for transition of the entire fleet to zero emission BEVs. Link this to a plan to generate the renewable electricity required by the fleet.	Important for project planning across Carlisle.

BEV	Battery Electric Vehicles
ICE	Internal Combustion Engine
GHG	Green House Gases
RCV	Refuse Collection Vehicle
LCV	Light Commercial Vehicle
OEMs	Original Equipment Manufacturers (Automotive)

Appendix E: EST Electric Vehicle Charging Infrastructure Report Executive summary and Summary of recommendations

1. Executive summary

Carlisle City Council (Carlisle CC) has sought this report to assess its electric vehicle charging infrastructure (EVCi) requirements, to enable it to transition to zero emission (ZE) transport both now and in line with its own net zero carbon aims and ambitions. The analysis was undertaken by Energy Saving Trust and funded by the Department for Transport.

If the Carlisle CC fleet were transitioned to battery electric vehicles (BEVs), we would expect the energy use to fall by around 70%, from 3,350 MWh to 1,010 MWh annually (based on the data from 2019/20). The fleet review has not identified any class of vehicle that could not be replaced by a battery electric model by 2030, although some vehicles are not immediately available. The speed of transition to a zero emission fleet will be restricted by operational suitability primarily in terms of range, the capital funding for the BEVs, and the ability to charge the vehicles.

Transition to an all-electric fleet will require a planned programme to roll out EVCi, which may require upgrading the physical grid infrastructure. Based on analysis of the 2019/20 fuel data and assumptions made, this is likely to be an estimated capacity requirement of 500 kVA and include the need for smart charge point management to maximise the use of dynamic capacity. This estimate is based on the minimum capacity necessary, with a 25% uplift – this is discussed further in Section 5.

Fleet electrification is a major investment; a dual 7.4 kW AC charge point with card reader and telemetry can cost from £1,700 to £2,700 (excluding VAT and installation), dual 22 kW AC charge points can cost up to £4,000 each. DC chargers range from £12,000 to £30,000 depending on the kW capacity; more if over 50 kW. The larger (heavy commercial) vehicles on the fleet will need 22-44 kW AC, and the rest will need 7.4-22 kW AC charge points. These costs can increase depending on the location of the installations. Normally, one charge point for each vehicle is ideal, certainly initially as a fleet begins to introduce BEVs, but this may change as the charging needs of the vehicles in operation become clearer. There are several vehicles on fleet with low mileage which we would not expect to need charging every day. Table 1-1 gives an indication of the charge point costs involved, assuming one charge point per vehicle (based on the fleet as of March 2021).

Table 1-1: Charge point indicative costs

Fleet	Fleet size	Minimum cost	Maximum cost
HCV - RCV	26	£104,000	£650,000
HCV - Rigid	13	£52,000	£325,000
LCV	49	£36,750	£73,500
Car	10	£7,500	£15,000
Total	98	£273,750	£1,210,500

There will be additional costs associated with the charge point management system, annual maintenance, protective bollards or kerbs, groundworks and with the upgrade of site capacity. It is important to develop a detailed plan for the site to avoid unnecessary additional groundworks or upgrades in the future. There is also the opportunity to include on-site generation (solar photovoltaic or wind) and storage which can help avoid grid upgrades, reduce energy costs, and contribute to long term cost and greenhouse gas (GHG) savings.

In future, a large battery electric fleet may play a role in local grid services using vehicle to grid (V2G) systems to provide power back to the grid, or to provide other grid services regulating the quality of the local electricity supply where the vehicles are capable. This may, in time and if managed well, be a source of revenue.

The estimates of site capacity in this report are based on the energy consumption of the ICE fleet (excluding plant) in 2019/20 adjusted for the improved energy efficiency of an electric vehicle - they use between 25% and 35% of the energy used by ICE vehicles, we have used an average 30%. Our estimates are therefore dependant on the accuracy of the fuel data of the fleet, and based on vehicles which were used and on fleet in 2019/20. Mileage data was missing for all the HCV - Rigid fleet, and a majority of the car fleet, meaning that the ICE energy consumption analysis for these fleets may prove inaccurate. Furthermore, the energy consumption data for the HCV - RCV fleet gave a higher mpg than would be expected. It is likely the mileage data (as provided in miles), may have been recorded in kilometres, which would also lead to an inaccurate energy consumption. This report provides an indication of EVCi, but Carlisle CC will need to implement tracking and continually review usage as the fleet transitions to BEV.

2. Summary of findings and recommendations

Item	Recommendation	Notes
1	Establish a plan for EVCI based on the best available data regarding the electric vehicles' predicted energy consumption.	EVCI is a critical enabling step in the transition to BEV fleets. A lot of the investment will have a longer operational life than the vehicles.
2	Implement on-board telemetry on all vehicles to determine actual maximum daily energy usage.	Our analysis is based on annual averages, with a significant amount of missing mileage data. Carlisle CC should assess deviations from average daily mileages within the fleet.
3	Engage with the local Distribution Network Operator and determine the maximum available capacity at Bousteads Grassing Depot. Obtain costings for increasing site capacity where necessary.	At Bousteads Grassing Depot there will be a balance between the cost of a capacity upgrade and the use of smart, dynamic charging systems. Upgrading the capacity may be lower cost than smart charging systems.
4	As part of the EVCI project investigate the opportunity to invest in photovoltaic generation (potentially on overhead canopies), or even wind generation, as well as on-site battery storage. Consider optimising PV alignment with BEV charging.	The cost of these technologies is falling rapidly. Without PV or some other form of on-site renewable the fleet will still have a residual GHG footprint in 2030 ¹ if charged from the UK grid.

Carlisle City Council

Report to Place Scrutiny Panel ^{Item A.3}

Report details

Meeting Date:	27 July 2022
Portfolio:	Economy, Enterprise and Housing
Key Decision:	No
Policy and Budget Framework	No
Public / Private	Public
Title:	St Cuthbert's Garden Village – Delivery Vehicle Business Case Progress Report
Report of:	Corporate Director, Economic Development
Report Number:	ED12/22

Purpose / Summary:

To update the Scrutiny Panel on the progress made in preparing the Delivery Vehicle Business Case scheduled to be submitted to Government in Summer 2023 to support the long term delivery of St Cuthbert's Garden Village.

Recommendations:

The Scrutiny Panel is asked to note progress made to date in preparing the Development Corporation Business Case and the programme for taking it forward over the next 2 years.

Tracking

Executive:	
Scrutiny:	
Council:	

1. Background

- 1.1. St Cuthbert's Garden Village is embedded in the adopted Carlisle District Local Plan 2015 – 2030 and commits us to prepare a separate Development Plan Document to enable its delivery (the St Cuthbert's Garden Village Local Plan). St Cuthbert's has been on the Government's Garden Villages Towns programme since 2020 allowing us to access greater levels of funding and technical support.
- 1.2. Since we last reported to the Scrutiny Panel in December 2021 (Report Number ED 32/21), good progress continues to be made with the wider planning and delivery aspects of St Cuthbert's, which includes:
 - Preparing various technical evidence to update and inform amongst other things the phasing options, infrastructure requirements and viability;
 - Selection of St Cuthbert's as one of the 25 national design code pathfinders. With financial and technical support, over the next 12 months we will be working with communities and key stakeholders to prepare a St Cuthbert's design code. The programme seeks to develop good practice acting as exemplars to others regarding the processes to prepare local design codes.
- 1.3. We recognised early there was a greater risk of delivering St Cuthbert's objectives if an entirely private sector led approach was taken given: the multiplicity of land ownerships; the scale and complexity of infrastructure delivery; the emerging viability understanding; and there are few private scheme promoter(s). Consequently, the public sector needs to take on a wider and longer term role (beyond that of the local planning authority), to ensure the required quality is secured and maintained.
- 1.4. Currently four types of development corporation exist: New Town Development Corporations, Urban Development Corporations, Mayoral Development Corporations and locally-led New Town Development Corporations. Each has varying powers and remits which reflects the time and circumstances when they were introduced. In October 2021, we received £750,000 to fund preparation of a Business Case through Government's New Towns Development Corporation Competition. This will explore a suitable, public/private partnership delivery vehicle which is most appropriate to our specific circumstances (though this new vehicle need not itself be a form of development corporation).
- 1.5. As reported to the Scrutiny Panel in December 2021 (Report Number ED 32/21), we have updated the existing governance arrangements to ensure the roles, remits and composition of those groups reflects the next stage of delivering St Cuthbert's. A suite of draft strategic aims and objectives for the potential delivery vehicle have been prepared which will set a course of direction for the new delivery vehicle.

2. Progress on the Delivery Vehicle Business Case

2.1 To date, we remain on target to submit our Business Case to Government by Summer 2023 with the Project Plan Summary attached at Appendix 1.

2.2 Any new delivery vehicle would require Council approval and potentially Government approval (depending on the selected vehicle). Therefore, a main priority has been to appoint suitably qualified and experienced legal and financial advisors, to support the business case evolution and content. This will be critical to create a financially and legally robust business case for the preferred delivery mechanism. It was considered appropriate to split this commission into two:

- Stage 1 will assess the delivery mechanism options available from a legal and financial perspective, based on achieving the draft strategic aims and objectives. This will include a recommendation on a preferred option to be taken forward to Stage 2;
- Stage 2 will develop a robust legal and financial delivery mechanism model for inclusion in the final business case. This will include matters such as governance, finance, partnering arrangements etc.

2.3 Over March/April 2022, a procurement exercise was held to appoint legal and financial advisors for Stage 1. A consortium of Sharpe Pritchard and 31Ten Consulting were selected from a very competitive field of nationally renowned bidders. As a legal practice, Sharpe Pritchard have experience of supporting councils to progress delivery vehicles, including development corporations. 31Ten are financial advisors on housing delivery and associated models, with extensive experience of public/private delivery vehicles. They have previously partnered to advise Cornwall Council on the appropriate delivery vehicle for their garden settlement.

2.4 Led by Sharpe Pritchard/31Ten, a series of workshops will be held with the St Cuthbert's Strategic Board and Members Advisory Group (commencing on 4 July), to assess the delivery mechanism options and relative risks, opportunities and benefits. Critically, they will seek to 'challenge' those draft strategic aims and objectives to understand the Council's absolute 'must haves' within the new delivery vehicle and where there is potential flexibility. This will then shape and inform an interim report on options assessment and will be followed by further workshops in late summer to focus and refine what a preferred option could look like. The final preferred delivery mechanism report (due in early Autumn) will require consideration by the Council (including this Scrutiny Panel) and the newly formed Shadow Authority. This would then be followed by the Stage 2 legal and financial commission as set out above.

- 2.5 It should also be noted that In May 2022, the Levelling Up and Regeneration Bill was published. Amongst its many provisions, the Bill would seek to allow one or more local authority to bring forward proposals for a new type of locally-led Urban Development Corporation, with the objective of regenerating its area and would be accountable to the local authority rather than, as now, to the Secretary of State. It would also update the planning powers available to centrally and locally-led development corporations, so that they can become local planning authorities for the purposes of plan-making, overseeing neighbourhood planning and development management. The Bill would also remove the aggregate limits to borrowing. Whilst there is little further detail of these new provisions (which would still ultimately need to be translated into legislation), Sharpe Pritchard/31Ten will also need to reflect on this through the Stage 1 options appraisal.
- 2.6 To help develop a business case and to understand the appetite for private sector involvement as part of any vehicle, we require a clear strategy to help understand and generate investment interest in Carlisle and St Cuthbert's. Specifically, we are interested in understanding who we might be able to partner with, to deliver St Cuthbert's, but we also need to understand other forms of investment interest eg housebuilding, employment, commercial, energy and greenspaces etc. Work is now underway to prepare a brief for a commercial advisor and this commission will be aligned with the above legal and financial work. It is anticipated that an advisor will be in place by early summer, to inform the selection of a preferred delivery vehicle and propose a clear route to appointing a delivery partner/s as required.
- 2.7 As previously confirmed, preparation of both the Business Case and planning aspects of St Cuthbert's closely overlap. Hence, the outputs from the range of technical studies referred to in paragraph 1.3 will feed into the Business Case to identify locationally, and in what form, the new delivery vehicle would have the greatest effect.

3. Risks

- 3.1 A dedicated risk register is kept and regularly reviewed as part of the overall project management approach for the Garden Village. The main risk continues to be centred on the continued availability of adequate resourcing (in terms of both staff time and budgetary provision) for undertaking the technical work and further engagement needed to maintain momentum and progress of each of the key project strands.
- 3.2 The overriding risk is that a failure to plan comprehensively for the growth of St Cuthbert's would result in growth occurring to the south of the city in a much more

fragmented and incremental nature and not in alignment with the vision and principles established through Masterplanning Framework. Such an approach would prejudice the delivery of the necessary infrastructure needed to support new communities; impact on the sustainability and overall quality of place; undermine strategic ambitions; and risk not delivering the mix of development needed nor at the pace required. Developing the Business Case for, and if appropriate, implementing a new delivery vehicle is one such mechanism by which such risks could be mitigated.

- 3.3 Finally, the timely delivery of the project is also an obligation of the successful HIF award for the Carlisle Southern Link Road given that the desired primary outputs of the investment are new homes as opposed to transport benefits.

4. Consultation

- 4.1 Progress to date for St Cuthbert's has been underpinned by robust, extensive and innovative engagement (despite the impact of Covid) with this having added clear value to the emerging draft and high-level proposals for SCGV. This has included public engagement, dialogue with key stakeholders including infrastructure providers, dialogue and facilitated sessions with the local Parish Councils and with Members including the dedicated Member Advisory Group which now also includes parish council and County Council representatives.
- 4.2. November and December 2020 saw extensive consultation in relation to the Local Plan Preferred Options and Strategy Design SPD on the three options for St Cuthbert's. Whilst we had hoped to continue engaging with our communities and stakeholders through a comprehensive suite of face to face events, Covid restrictions and Government announcements meant our last engagement was largely confined to a digital platform. As a pre-emptive measure we undertook several 'pre-consultation' events during October 2020, specifically with landowners and other stakeholders to highlight the opportunity that is coming up, and in particular with the two parish councils in the garden village area, and one adjacent to the area. Awareness of the consultation was raised using a variety of means including leaflets and posters, the local media, our web site, the banner on the Civic Centre and through direct communication with those on our mailing list. In addition, the Communications team developed a virtual 360 consultation tool which allowed people to access a virtual setting and access the full range of documents. The Council's Facebook and Twitter mediums were also used. A consultation feedback report was published on the dedicated St Cuthbert's web pages and all respondents have been directly notified of its availability.
- 4.3. Further engagement will be undertaken with the emerging Local Plan associated with the formal Publication Draft Plan.

5. Conclusion and reasons for recommendations

5.1 Good progress continues to be made with both the planning and delivery aspects of St Cuthbert's Garden Village. Exploring the potential for how an innovative delivery vehicle work would provide greater certainty to the longer term delivery of the Garden Village in line with the high quality development objectives that we have set.

6. Contribution to the Carlisle Plan Priorities

6.1 Delivering St Cuthbert's Garden Village is one of the key economic priorities within the Carlisle Plan 2021-23 as it will have a significant influence in terms of shaping how Carlisle will grow and function long into the future. This includes delivering the 'Start with the Park' project through the Town Deal Fund that will provide a multi-modal green travel route through the heart of the Garden Village.

Contact details:

Contact Officer: Neil Cole

Ext: 07547 414560

Appendices attached to report:

- **Appendix 1 – Project Plan Summary**

Note: in compliance with section 100d of the Local Government Act 1972 the report has been prepared in part from the following papers:

- **ED 32/21 Report to Economic Growth Scrutiny Panel - St Cuthbert's Garden Village – Development Corporation Business Case Progress Report.**

Corporate Implications:

Legal - This report sets out the progress made thus far and the next steps in developing the business case to be submitted to LUHC. Despite the name given to the funding stream, it is important to note that the business case will seek to identify the most appropriate form of public/ private delivery vehicle to achieve the Council's garden village aspirations, and this may not necessarily be a development corporation. The ultimate decision as to which delivery vehicle is chosen will be the subject of a report to the appropriate committee. Specialist external legal advice is procured to assist in identifying appropriate vehicles and the advantages/ disadvantages of each.

Property Services - As plans progress the Council will need to decide how proactive it wants to be in land assembly to assist with delivery of the Garden Village. Property Services will be able to advise on this at the appropriate time and undertake any acquisitions required.

Finance - The report outlines that the programme of works required to deliver an options appraisal to establish an appropriate delivery mechanism to successfully achieve the St Cuthbert's Garden Village programme. The Council has been awarded £750,000 from the 'New Towns Development Corporation Competition' spread over 2021/22 and 2022/23.

The report outlines a programme of work streams that will be required to deliver the option appraisals in recommending the most appropriate delivery mechanism, which could include the establishment of a Development Corporation.

A significant portion of the funding received is to progress looking at the delivery model for the projects and whether a development corporation in some form may be appropriate. Any new governance structure will need relevant financial and legal input to ensure it operates in both the Council's best interests and the wider projects interests.

Any new delivery mechanism will need to consider the relationship the Council (and its successor organisation) will have in the preferred structure with any other public sector organisations and also the private sector. This will need to take into consideration any ongoing financial support, guarantees or bonds, VAT implications and management responsibilities. The report highlights a risk that there may need to be public sector resource intervention in order to enable the successful delivery of the project. It should be noted that there is no specific Council financial support currently allocated in the MTFP or Capital Strategy and that this will need to be a key consideration in the formulation of delivery vehicle options.

The Council has not allocated any of its own budget to support the development of this programme of work, however, it has allocated budget to support the Programme Management Office for wider support of Economic Development Projects, including St Cuthbert's Garden Village. The Council has committed to provide a £5m contribution to the Southern Relief Road project in its capital programme.

Equality - An EqiA has been completed on the Preferred Options Policies (December 2020), this will be refreshed in time for public consultation. A Health Impact Assessment has been drafted, based on the SPD. This will be developed further alongside the Plan, in time for public consultation.

Information Governance - There are no information governance implications with this report.

Appendix 1: Delivery Vehicle Business Case Summary Project Plan

Workstream	Stages	Description/Comments/Actions	Aug-21	Sept-21	Oct-21	Nov-21	Jan-22	Feb-22	Mar-22	Jun-22	Aug-22	Oct-22	Dec-22	Jan-23	Jun-23	Summer 23
Partnership																
Draft Vision & Objectives	Draft	Initial input from Member Advisory Group														
Draft Vision & Objectives	Approved	At first Set Up – with review at key points														
Set Up Board	Exec Approval	Report on structure and resourcing														
Set Up Board	Set Up Board Meetings	Convened from November '22														
Project Support	Appointment	Project management and leadership														
Legal, Governance & Finance	Finalise Brief	Input from Legal and Finance														
Legal, Governance & Finance	Appointment	Sharpe Pritchard / 31Ten appointed														
Legal, Governance & Finance	Preferred Option	Option for delivery vehicle agreed														
Legal, Governance & Finance	Stage 2 OBC	Outline business case for preferred option														
Legal, Governance & Finance	Draft OBC Case Approval	Approved by new Unitary Council														
Drive Delivery		Aspinall Verdi appointed														
Viability	High level viability work	Iterative viability work throughout														
Viability	Draft viability work	To feed into business case finalisation														
Infrastructure Assessment	Appointment	Fore Consulting appointed														
Infrastructure Assessment	Infrastructure Assessment	Ongoing to align with viability and local plan														
Infrastructure Assessment	Draft Report															
Infrastructure Assessment	Final Report															
Landowner Strategy	Approval by Set Up Board	Strategy already approved														
Landowner Strategy	Landowner Forum	Continue to build on existing relationships														
Landowner Strategy	Key MoUs in place	Homes England supporting														
Landowner Support	Appointment	Hive appointed														
Investment Advisor	Draft Brief															
Investment Advisor	Appointment of Advisors	Include soft market testing														
Investment Advisor	Delivered partner Assessment	To align with legal work, etc														
Quality																
Delivery Frameworks	Draft Brief	Commenced and locations identified														
Delivery Frameworks	Preparatory Works	Scope the detail														

Delivery Frameworks	Key locations finalised	Delivery report for key locations to inform local plan and business case															
Green Infrastructure - stewardship	Commission	LUC appointed															
Green Infrastructure - stewardship	Final Report																
Green Infrastructure - stewardship	Draft stewardship option																
Green Infrastructure - stewardship	Implementation plan approved																
Landscape Competition	Launch																
Landscape Competition	Winning scheme	Gillespies selected.															

Carlisle City Council

Report to Place Panel

Item
A.4

Report details

Meeting Date:	21 st July 2022
Portfolio:	Economy, Enterprise and Housing
Key Decision:	No
Policy and Budget Framework	Yes/No
Public / Private	Public
Title:	Real Estate Investment & Infrastructure Forum (UKREiiF) Update
Report of:	Corporate Director of Economic Development
Report Number:	ED 15/22

Purpose / Summary:

To update the Scrutiny Panel of the outcomes following the Council's attendance at the Real Estate Investment & Infrastructure Forum (UKREiiF) held between 16 and 18 May 2022.

Recommendations:

The Scrutiny Panel is asked to note the Report.

Tracking

Executive:	
Scrutiny:	
Council:	

1. Background

- 1.1. The first Real Estate Investment & Infrastructure Forum (UKREiiF) was held at Leeds Royal Armouries between 16 and 18 May 2022. The objective of the 3-day event was to bring together both the public and private sector – alongside Government, national and international investors, funders, developers, housebuilders and end-users to showcase the scale of investment propositions and highlight future opportunities from across the country.
- 1.2. The Forum included a series of events with over 50 themed presentations and workshops on a range of subjects such as the UK's net zero carbon target, social value, inclusive growth, the future of real estate, building better communities and inclusive inward investment.
- 1.3. The Forum included event space for some 80 exhibitors to showcase their products, services and investment opportunities. In total, some 5,000 delegates attended representing some 200 local councils, 500 investors, 300 end users and 500 developers. In addition, the respective Ministers of State for Science, Research and Innovation and Business and Energy spoke at the event and toured the exhibition stands.

2. Carlisle City Council's Attendance and Involvement

- 2.1 Securing and sustaining new investment into the City will be critical to its long-term economic prosperity in terms of supporting existing and developing new jobs, building new homes and creating new opportunities for economic growth. It will further support the health and wellbeing of the City's existing and future residents.
- 2.2 Through the Council's Economic Development Major Projects Board, significant work has gone into advancing a number of major transformational projects such as the new University campus, Carlisle Station and St Cuthbert's Garden Village. It was therefore considered opportune to now showcase these investment opportunities and the wider City offer at the UKREiiF event.
- 2.3 The Council was represented by the Portfolio Holder for Economy, Enterprise and Housing, the Chief Executive, the Corporate Director for Economic Development, officers from the Economic Development Directorate and the Chair of the Cumbria LEP.
- 2.4 The Council had an exhibition stand which was staffed throughout the event to showcase Carlisle as a place to live, work and play. The stand displayed a range of development projects and investment opportunities. These were supplemented by a range of branded information packs for attendees to take away. The stand

and material generated significant interest from a range of parties ranging from potential investors, infrastructure providers and support services.

2.5 The Council had further opportunities also proactively engage with investors:

- On Day 1, The Corporate Director sat on an expert panel to respond to questions as to how the Council was delivering green and blue infrastructure across St Cuthbert's Garden Village;
- On Day 2, there was a dedicated Carlisle event before some 30 interested parties. We were able to present the full range of opportunities across the City and respond to questions as to why they should invest in Carlisle;
- On Day 3, concluded with a more informal opportunity for officers to meet on a one-to-one basis with to some 20 investors to respond to specific questions.

2.6 Attendance has attracted a number of leads in a number of areas which are now being actively followed up by officers. This includes potential investors in St Cuthbert's Garden Village; digital infrastructure providers; and software providers to facilitate service delivery. It also enabled wider networking with other authorities working on similar projects to share and explore best practice. Similarly, these too are now being followed up to explore the ways forward in more detail.

3. Risks

3.1 A dedicated Risk Register is kept and regularly reviewed as part of the overall project management approach to the Council's major economic projects which is reported to SMT. A key risk is that making such development opportunities available, there is no market appetite to deliver which would significantly undermine the City's strategic economic ambitions.

4. Consultation

4.1 Progress to date on the Council's major economic projects has been underpinned by robust, extensive and innovative engagement. For example, for St Cuthbert's Garden Village, this has included public engagement, dialogue with key stakeholders including infrastructure providers, dialogue and facilitated sessions with the local Parish Councils and with Members including the dedicated Member Advisory Group which now also includes parish council and County Council representatives. This engagement will continue as the project advances.

5. Conclusion and reasons for recommendations

5.1 Good progress continues to be made to bring forward a number of transformational projects across the City. Though the Council can invariably only act as an enabler. It will be reliant upon private sector investment to fully deliver and occupy those projects. Attendance at the UKREiF in May 2022, provided one

such opportunity for the Council to showcase these opportunities to an audience who might not otherwise have realised the existence of the City's significant investment potential.

6. Contribution to the Carlisle Plan Priorities

6.1 Delivering on those major economic sits at the heart of the Carlisle Plan 2021-23 which has the vision *"To enable Carlisle to grow and prosper as the regional capital, benefiting the health and wellbeing of the people of Carlisle. We will work in partnership so that all can enjoy the benefits of new opportunities and choices, whilst rising to the challenges of a changing climate"*

6.2

Contact details:

Contact Officer: Neil Cole Ext: 07547 414560

Appendices attached to report:

- Appendix 1 – Example Photographs of Carlisle's Presence at UKREiiF.

Note: in compliance with section 100d of the Local Government Act 1972 the report has been prepared in part from the following papers:

- None

Corporate Implications:

Legal – As this is a report to update on the UKREiiF Conference, it raises no legal implications of itself. Legal advice and support will continue to be provided around the St Cuthbert's Garden Village and other major projects.

Property Services – No comments.

Finance – No comments.

Equality – No comments.

Information Governance- No comments.

Appendix 1 – Example Photographs of Carlisle’s Presence at UKREiF.



Place Scrutiny Panel

Item
A.5

Meeting Date: 21/07/2022
Portfolio: Cross-cutting
Key Decision:
Policy and Budget Framework No
Public / Private Public

Title: Overview Report
Report of: Overview and Scrutiny Officer
Report Number: OS.19/22

Purpose / Summary:

This report provides an overview of matters related to the Scrutiny Panel's work. It also includes the latest version of the work programme.

Recommendations:

Members are asked to:

- Note the items within Panel remit on the most recent Notice of Key Executive Decisions.
- Note the current work programme, work planning activity and comment on the programme, in particular on items for the next Panel meeting.

Tracking

Executive:	Not applicable
Scrutiny:	Place 21/07/22
Council:	Not applicable

1. Notice of Key Decisions

1.1. The most recent Notice of Key Executive Decisions was published on 24 June 2022. This was circulated to all Members and is available on the CMIS section of the Council's webpages. The following items fall within the remit of this Panel:

Items that are included in the Panel's work programme:

- None

Items that are not included in the Panel's work programme:

- KD.12/22 Station Gateway Project
- KD.15/22 Disposal of Property Asset, 15 Manor Road, Upperby, Carlisle, CA2 4LH
- KD.16/22 Carlisle Town Deal
- KD.17/22 Approval of the Submission of the Shared Property Fund Investment Plan to Department of Levelling Up Homes and Communities

2. References from the Executive

2.1. None

3. Progress on resolutions from previous meetings

3.1. The following table sets out the meeting date and resolution that requires following up. The status is presented as either "completed", "pending" (date expected), or "outstanding". An item is considered outstanding if no update or progress has been made after three panel meetings. All the completed actions will be removed from the list following the meeting.

	Meeting date	Minute reference	Action	Status
1	17/06/21	EGSP 37/21	3) That the Cycling and Walking Infrastructure Plan be circulated to Panel Members when it became available.	Pending Draft plans are on County Council website: Cycling and walking in Cumbria Cumbria County Council
2	20/01/22	EGSP 07/22	2) That the Head of Regeneration circulate a written response to the Panel detailing which of the items listed under the outputs and outcomes of the England's Historic Cities Consortium programme of projects related to Carlisle.	Pending
3	16/06/22	PLP.06/22	2) That an update report be submitted to the Panel in six months time.	Complete
4	16/06/22	PLP.09/22	2) That the Policy and Communications Manager provide written information to the	Pending

			Panel on: i) the dates, times and methods of data collection for the stakeholder and public consultation events on the Market Square project; ii) the known risk to the funding of the Carlisle Southern Link Road and its impact on the St Cuthbert's Garden Village project	
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4. Site Visit to Talkin Tarn

4.1 On 7th July the Panel visited Talkin Tarn to hear about options for future management arrangements for the site. The Health and Wellbeing Manager and the Countryside Officer attended this visit with the Panel. This site visit built on information that had previously been shared with Scrutiny through a report to Business and Transformation Scrutiny Panel on Talkin Tarn Management Arrangements on 24th February 2022.

5. Contribution to the Carlisle Plan Priorities

5.1. The scrutiny of Carlisle Plan items that fall within the remit of this Panel contribute to ongoing policy development.

Contact Officer: Rowan Jones

Ext: 7257

Appendices

1. Draft Scrutiny Panel Work Programme 2022-23

attached to report:

Note: in compliance with section 100d of the Local Government Act 1972 the report has been prepared in part from the following papers:

- None

CORPORATE IMPLICATIONS:

LEGAL –

PROPERTY SERVICES -

FINANCE –

EQUALITY – This report raises no explicit issues relating to the public sector Equality Duty

INFORMATION GOVERNANCE –

APPENDIX 1: Draft Scrutiny Panel Work Programme 2022-23

Meeting	Date	Title	Type of Scrutiny	Lead Officer
1	16/06/2022	End of Year Performance Report 2021/22	Monitoring	Steven O'Keeffe
		Riverside - regeneration of existing stock	Partnership	Jane Meek
		Cumbria Choice - accessibility of platform and performance of Allocations Policy	Policy	Gareth Torrens
		Homelessness - update on delivery of Strategy and Action Plan	Policy	Tammie Rhodes
Site visit	07/07/2022	Talkin Tarn Management Arrangements - Site Visit	Policy	Jon May
2	21/07/2022	Local Environment (Climate Change) Strategy - delivery update	Policy	Steven O'Keeffe
		St Cuthberts Garden Village - Delivery Vehicle preparatory report	Policy	Neil Cole
		Feedback from attendance at Real Estate Investment & Infrastructure Forum (UKREiiF)	Policy	Jane Meek
3	01/09/2022	Performance Report Q1 2022/23	Monitoring	Steven O'Keeffe
		Economic Strategy Action Plan - performance monitoring (include update on Towns Deal and Future High Street Fund)	Monitoring	Steve Robinson
		Rural Strategy	Policy	Jane Meek
4	13/10/2022	Flood Risk Management - Carlisle schemes update	Partnership	Jane Meek/ EA (Pete Miles)
		St Cuthberts Garden Village - Delivery Vehicle Options Appraisal (subject to external report completion)	Policy	Neil Cole
		Events - update on planned activities and major events	Policy	Paul Walker
5	01/12/2022	Local Air Quality Action Plan	Monitoring	Scott Burns
		Tullie House Business Plan - Part B item	Partnership	Darren Crossley
		Shared Prosperity Fund - commitment and spend of funding	Policy	Jane Meek
		Performance Report Q2 2022/23	Monitoring	Steven O'Keeffe
6	19/01/2023	Economic Strategy Action Plan - performance monitoring (include update on Towns Deal and Future High Street Fund)	Monitoring	Steve Robinson
		Cumbria Choice - update	Policy	Gareth Torrens
		LEP - Partner Update - LGR preparedness.	Partnership	Jane Meek
7	02/03/2023	Performance Report Q3 2022/23	Monitoring	Steven O'Keeffe
		Scrutiny Annual Report	Policy	Rowan Jones