

Assessing and Building City-Level Readiness for Climate Action

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Programme

19:00 Introduction presentation given by Chair, Tom Knowland

19:05 Presentation of Climate Action Readiness Assessment

Andy Gouldson, Chair, Leeds Climate Commission

19:30 Responses from panellists:

- Councillor Lisa Mulherin, Executive Board Member for Climate Change, Transport and Sustainable Development, Leeds City Council
- Andy Boyle, Founder, Otley Energy
- Jonathan Wilson, Development Director, Citu
- Jamie Saye, Director, Sustainable Arts in Leeds (SAIL)

19:50 Question and answer session

20:25 Closing remarks

20:30 Webinar end



How to engage

- Presentations first then Q&A and discussion
- Post questions in the Q&A box at any time
- Up-vote your favourites
- Attendees will remain muted unless enabled to speak by the host
- Webinar (audio and slides) will be shared after the event
- Technical problems – chat

Please note: this webinar is being recorded

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How Quickly Do We Need to Act?

31m tonnes = Leeds' share of the global carbon budget

4m tonnes = Leeds' current annual emissions (Scope 1 and 2)

2029 = Date by which we will have used up our share of the global carbon budget

2030 = Our target to reach net zero

How Ready are we to Act?

The Climate Action Readiness Assessment

Housing
Commercial Buildings
The Public Sector
Transport

= 84% of our scope 1 and 2 carbon footprint

Methods

Participatory workshops with key stakeholders
c20 stakeholders in (so far) 9 workshops across 5 sectors

For each sector

Workshop 1:
How ready are we to act?

Workshop 2:
What do we need to do to improve our readiness to act?



READINESS CATEGORIES



Technical Readiness

Are the technologies/behaviors needed to reduce energy use/carbon emissions available and ready to deploy now?



Policy Readiness

Have we got the policies/plans needed to support delivery in place now, whether locally, regionally and nationally? This question seeks scores for policy readiness at the local (Leeds) and national (UK) scales.



Financial Readiness

Are the funds available, are there investable options with business models ready to be deployed?



Community Readiness

Do we have support and buy-in from the public and/or from the business community, or from some sectors of the public/business?



Delivery Readiness

Do we have the skills, the supply chains and the organisations ready to deliver?

READINESS AND AMBITION LEVELS

Example:

Sub-sector 1

	Technical	Policy	Community	Finance	Delivery
HIGH	X				
MEDIUM	X				
LOW	X				

LEVEL OF AMBITION

HIGH: Readiness to reduce energy use/carbon emissions by c90% between now and 2030.

MEDIUM: Readiness to reduce energy use/carbon emissions by c60% between now and 2030.

LOW: Readiness to reduce energy use/carbon emissions by c40% between now and 2030.

READINESS LEVELS

Completely Ready → 5 points

Largely Ready → 4 points

Partially Ready → 3 points

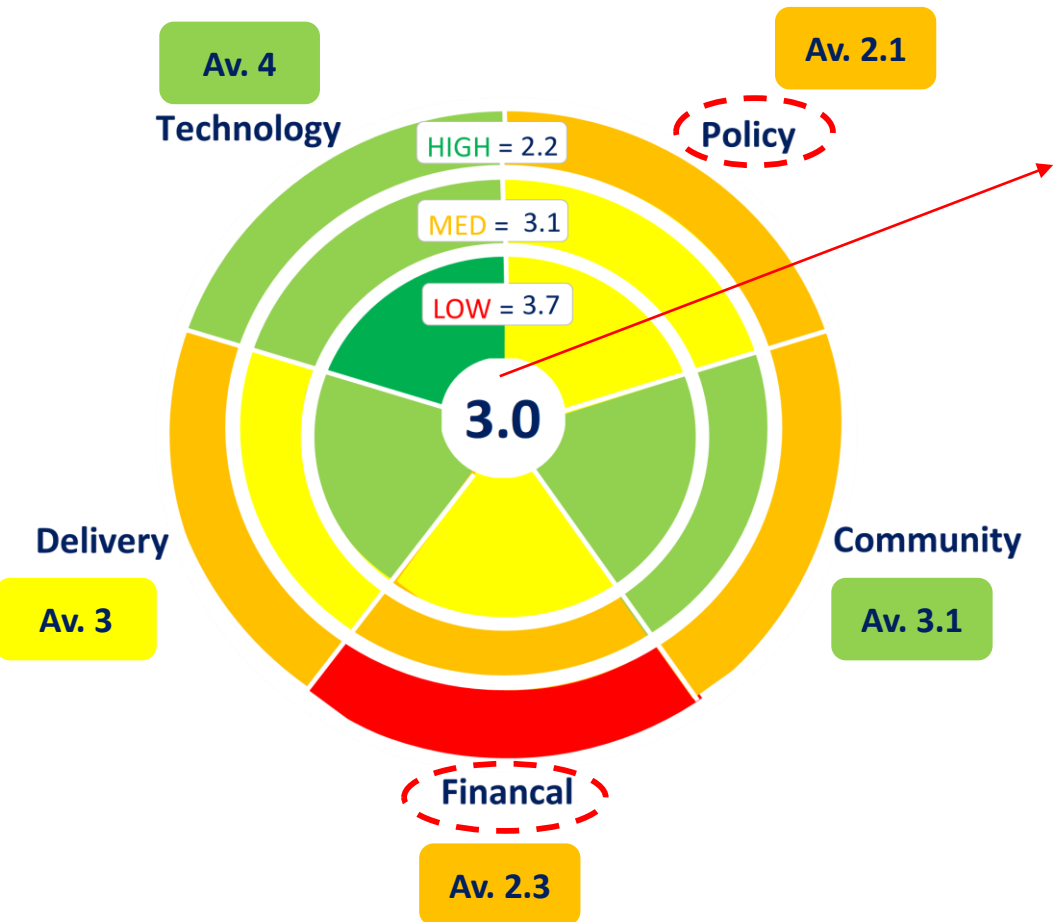
Largely Unready → 2 points

Completely Unready → 1 points

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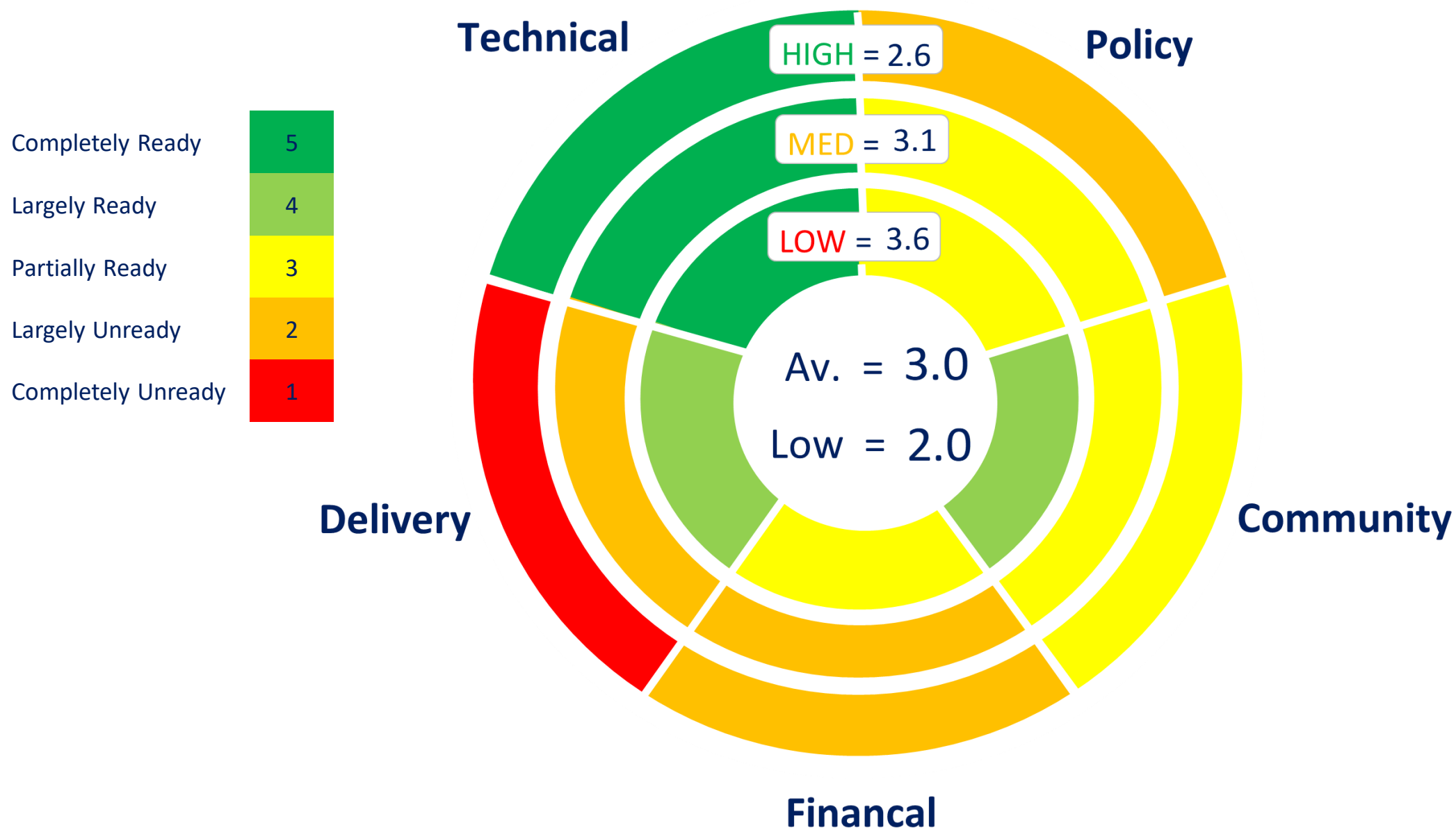
ACTION PLANNING



Action Plan template:

What <u>strategic action</u> can Leeds Climate Commission do to improve readiness scores? (level of ambition, targets, timeline)	Stakeholders (Individuals / Organisations)
	•
	•
	•
	•
	•
	•
	•
	•

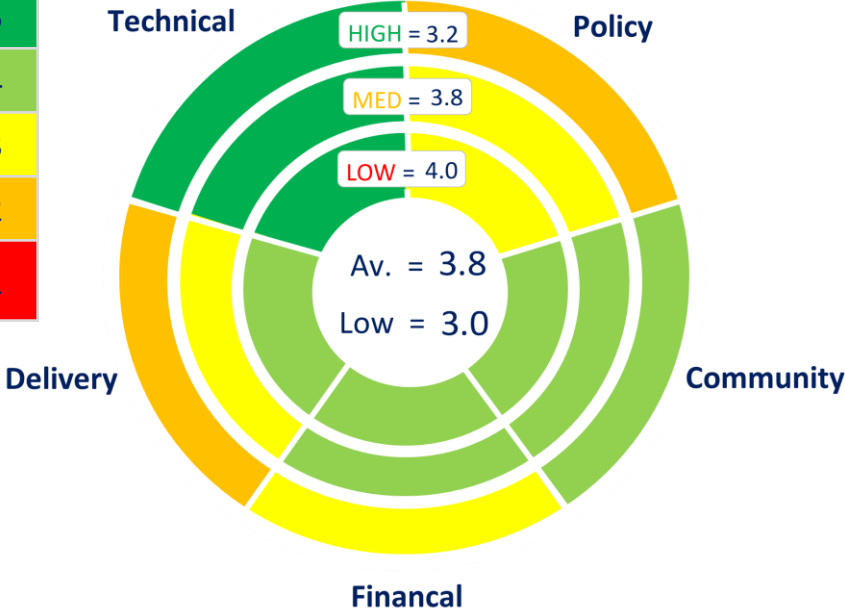
RESULTS: HOUSING



SUB-SECTOR: COUNCIL HOUSING

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1



Action areas:

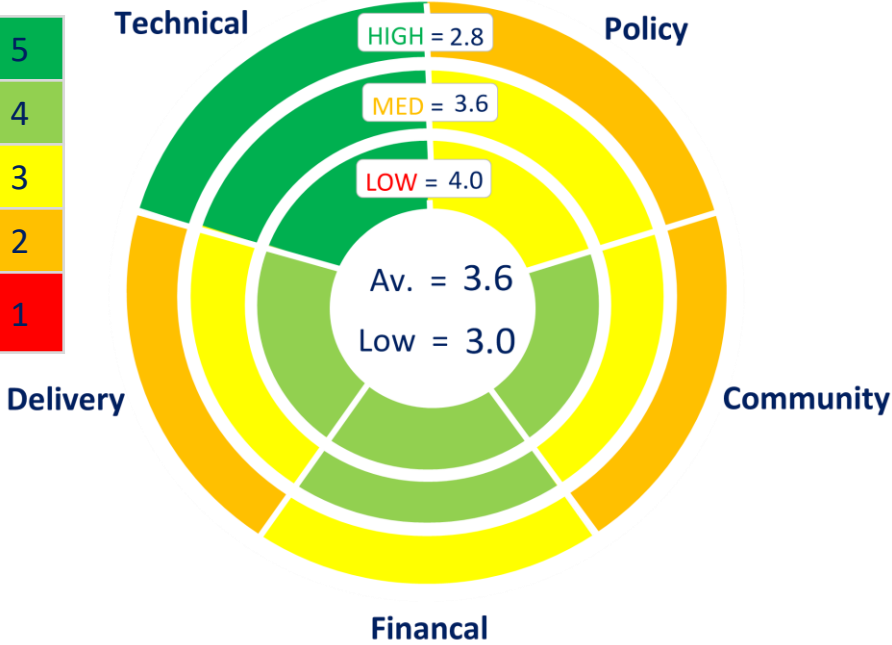
- Call for more ambition in national policy
- Strengthen business case for investment in higher ambition
- Strengthen delivery capabilities, especially for high ambition levels

Readiness Category	Average Score for Sub sector	Comments
Technical	5	Technology already available to deliver deep retrofits with high levels of ambition.
Policy	3.5	Local Policy in Leeds City Council has an annual investment programme of c£80m to improve the quality of its stock of c55,000 Council homes. National policy for low ambition is the Minimum Efficiency Standard (2015) requiring rented properties to have and Energy Performance Certificates of level E of above. Certain exemptions were considered too generous, if the relevant improvements take longer than seven years to payback or the improvements may reduce market value more than 5%. However national policy needs to be more ambitious than this to promote medium to high level retrofit.
Community	4	Appetite for retrofit is mostly accepted for all levels of ambition. Confidence in retrofit will grow as delivery of retrofit services is unblocked.
Financial	3.7	Access to finance is available through district funding allowing for low levels of retrofit. Greater funding and investment is required to medium to high levels of ambition.
Delivery	3	Skills and organisations for delivery of retrofits with low-medium level of ambition are largely ready. Delivery becomes more challenging at higher levels of ambition. Delivery capabilities could be strengthened with national policy commitments and easier access to finance.

SUB-SECTOR: HOUSING ASSOCIATION

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1



Action areas:

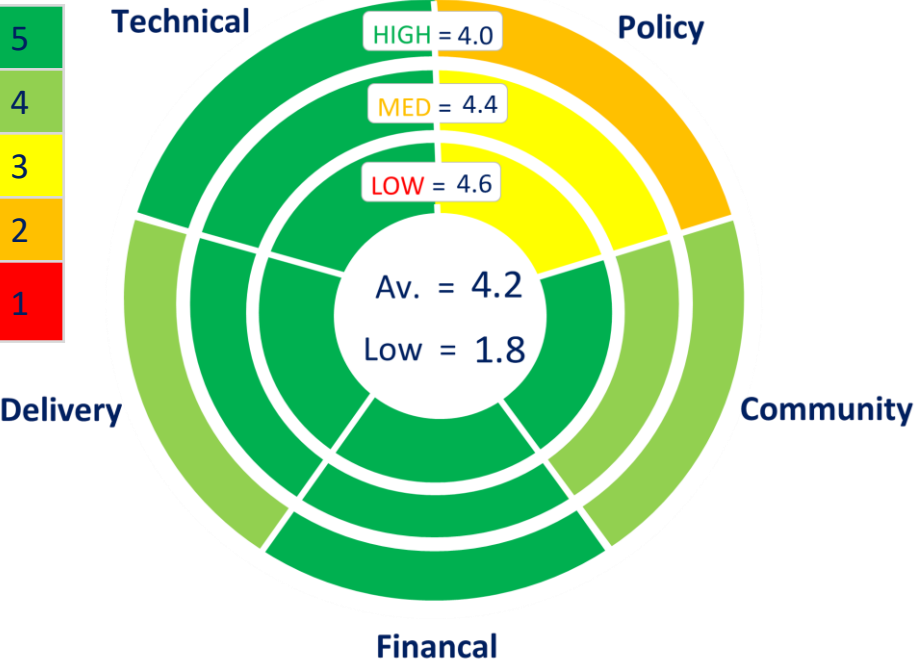
- Call for more ambition in national policy
- Support and communicate benefits to improve social appetite, especially for high ambition levels
- Strengthen business case for investment in higher ambition
- Strengthen delivery capabilities, especially for high ambition levels

Readiness Category	Average Score for Sub sector	Comments
Technical	5	Technology already available to deliver deep retrofits with high levels of ambition.
Policy	3.3	Local policy is completely ready for low ambition retrofit, largely ready for medium ambition and partially ready for high ambition. Local policy priority investments are to bring properties up to the Leeds Homes Standard, retrofitting the housing stock to make it more sustainable, reducing fuel poverty, cutting carbon and improving health. National policy is largely ready for low ambition retrofit under the 'Clean Growth Strategy' sets out an ambition to upgrade social housing to at least an Energy Performance Certificate rating of C. National policy is partially ready for medium ambition retrofit and largely unready for high ambition retrofit.
Community	3	Appetite for retrofit to improve energy efficiency to low ambition is largely accepted, for medium retrofit it is partially ready and high ambition largely unready. BEIS report on barriers for social housing retrofit state priority of replacing bathrooms or kitchens are often seen as a higher priority as well as housing associations having limited knowing about medium-high level retrofit.
Financial	3.7	Access to finance is largely ready for low to medium ambition retrofit as there are set budgets for thermal retrofit work. High ambition retrofit is a barrier (BEIS) due to limited funding.
Delivery	3	Skills and organisations for delivery of retrofit with low ambition are largely ready, medium and high ambition are partially ready and largely unready. BEIS report that high ambition whole-house retrofit at scale is a significant barrier and there is a lack of knowledge internally and/or in the supply chain.

SUB-SECTOR: STUDENT RESIDENCES

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1



Action areas:

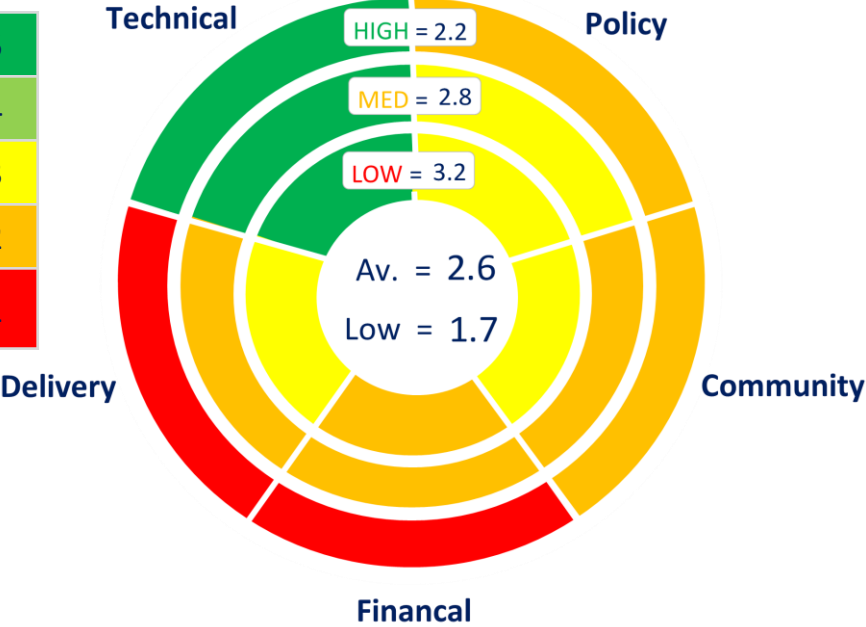
- Call for more ambition in national and local policy

Readiness Category	Average Score for Sub sector	Comments
Technical	5	Technology already available to deliver deep retrofits with high levels of ambition.
Policy	1.8	Local policy is largely absent for retrofit of University housing stock of all ambition. National policy for low ambition is the Minimum Efficiency Standard (2015) requiring rented properties to have an Energy Performance Certificate of level E or above. Certain exemptions were considered too generous, if the relevant improvements take longer than seven years to payback or the improvements may reduce market value more than 5%. However national policy needs to be more ambitious than this to promote medium to high level retrofit.
Community	4.3	Appetite for retrofit to improve energy efficiency to low ambition is completely accepted and largely accepted to medium and high ambition. These accommodations are for younger tenants who are engaged and interested in energy efficacy as well as low bills.
Financial	5	Access to finance is completely ready through University funds, it will be influenced by more ambitious national policy.
Delivery	4.7	Skills and organisations for delivery of retrofit with low, medium and high level of ambition are largely ready as they can be undertaken through facilities management.

SUB-SECTOR: PRIVATE RENTED

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1



Action areas:

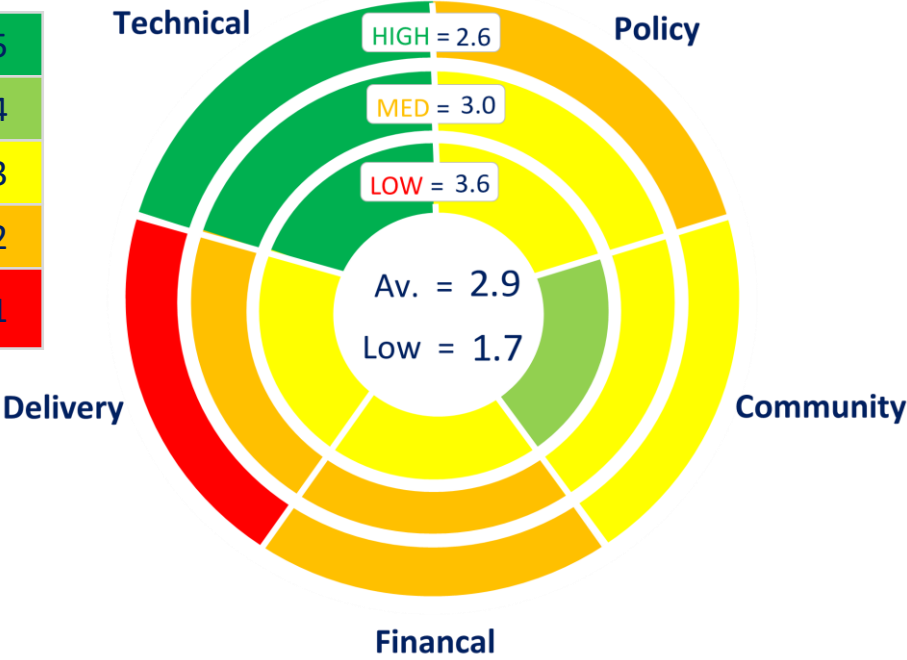
- Call for more ambition in local and national policy
- Support and communicate benefits to improve social appetite
- Develop/strengthen business case for investment
- Strengthen delivery capabilities, especially for high ambition levels

Readiness Category	Average Score for Sub sector	Comments
Technical	5	Technology is already available to deliver deep retrofits with high levels of ambition.
Policy	2	Local Policy: Poor housing conditions continue to be an issue with the private rented sector and improving the quality remains a priority for the Council. Various local initiatives including enforcement action and group repair schemes target the worst performing landlords and poorest quality housing. The Leeds Neighbourhood Approach targets small geographic areas where there are significant issues with poor quality private rented housing and long term empty properties. National policy for low ambition is the Minimum Efficiency Standard (2015) requiring rented properties to have and Energy Performance Certificates of level E of above. Certain exemptions were considered too generous, if the relevant improvements take longer than seven years to payback or the improvements may reduce market value more than 5%. However national policy needs to be more ambitious than this to promote medium to high level retrofit.
Community	2.3	Appetite for retrofit to improve energy efficiency to a low level of ambition is largely in place, and is partially in place in some social groups for medium to high levels of ambition. Tenants are starting to consider Energy Performance Certificates in decision making.
Financial	1.7	Access to finance is partially available for retrofits with low levels of ambition, through self-financing or mortgages/loans for household improvements, but is more restricted for retrofits with high levels of ambition. There is no policy or finance that incentivises landlords to retrofit and currently they are more likely to invest in a new kitchen or bathroom as it's the tenants that would see the direct savings from energy efficiency improvements.
Delivery	2	Skills and organisations for delivery of retrofit with low levels of ambition are partially in place, but are largely absent for retrofit with medium and high ambition with a few small scale retrofitters in the market. Delivery capabilities could be strengthened with national policy commitments and easier access to finance. Specific focus drawn on developing a skills base through Leeds College of building which will need the industry to change to support the long term future of new skills.

SUB-SECTOR: OWNER OCCUPIED

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1



Action areas:

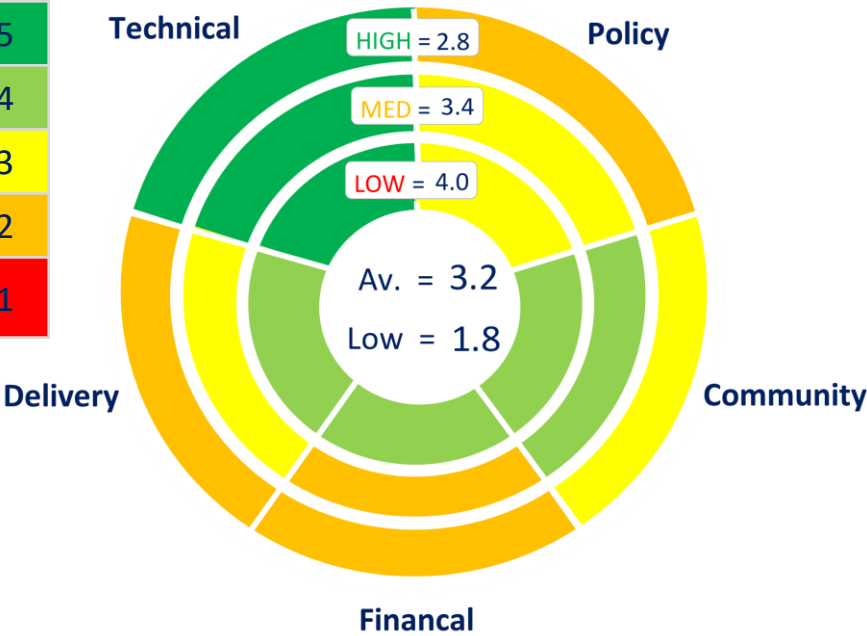
- Call for more ambition in local and national policy
- Support and communicate benefits to improve social appetite
- Develop/strengthen business case/model for investment
- Strengthen delivery capabilities, especially for high ambition levels

Readiness Category	Average Score for Sub sector	Comments
Technical	5	Technology is already available to deliver deep retrofits with high levels of ambition.
Policy	1.7	Local and national policies to promote retrofit with low to medium ambition are largely absent/unready, and for high ambition policies are almost completely absent/unready. Clear, credible national policy commitments are needed to enable local policy action.
Community	3.3	Appetite for retrofit to improve energy efficiency to a low level of ambition is largely in place, and is partially in place in some social groups for medium to high levels of ambition.
Financial	2.3	Access to finance is partially available for retrofits with low levels of ambition, through self-financing or mortgages/loans for household improvements, but is more restricted for retrofits with medium or high levels of ambition.
Delivery	2	Skills and organisation for delivery of retrofits with low levels of ambition are partially in place, but are largely absent for retrofit with medium ambition and entirely absent for retrofits with high ambition. Delivery capabilities could be strengthened with national policy commitments and easier access to finance.

SUB-SECTOR: NEW BUILD HOUSING

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1

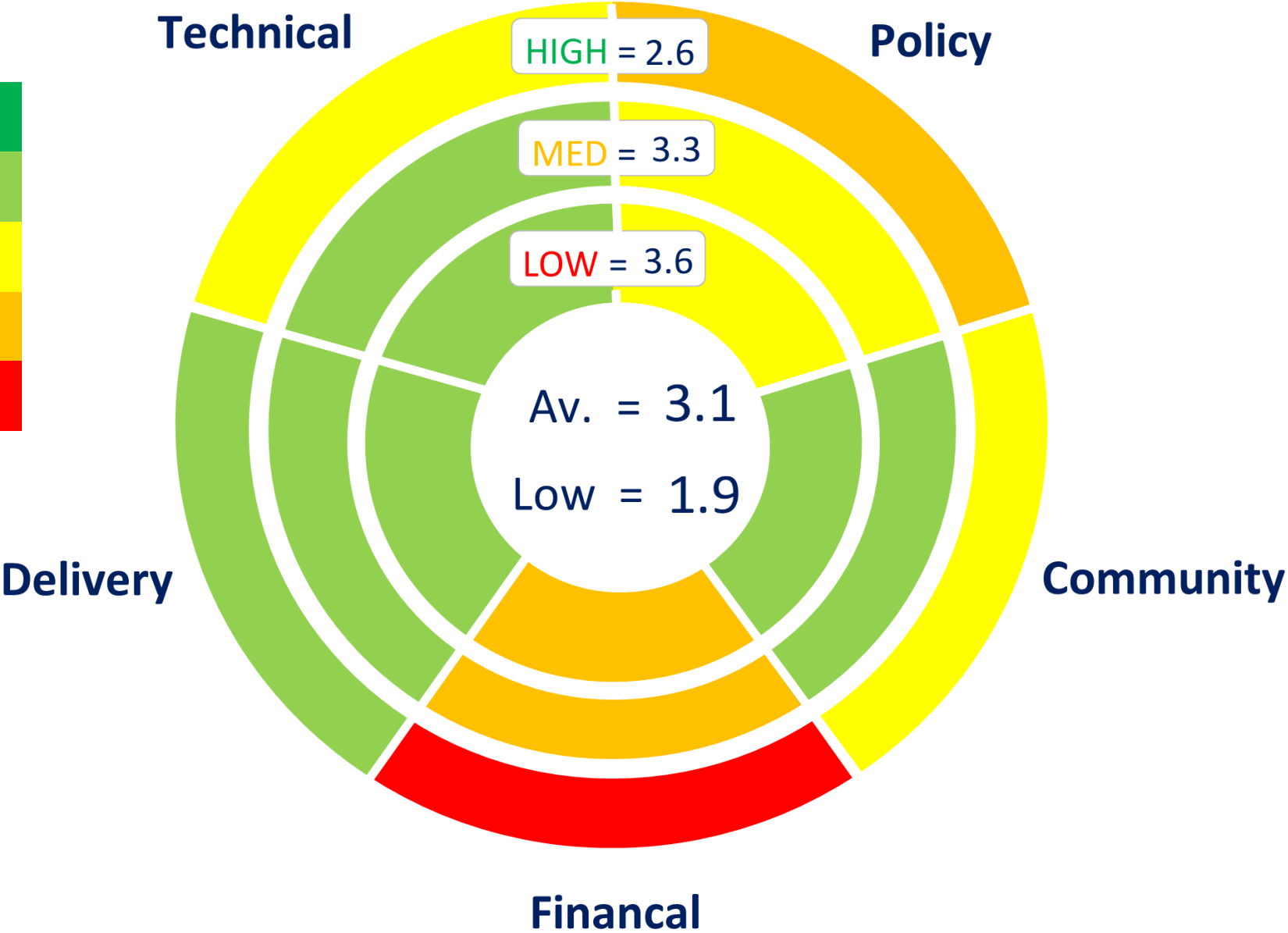


Action areas:

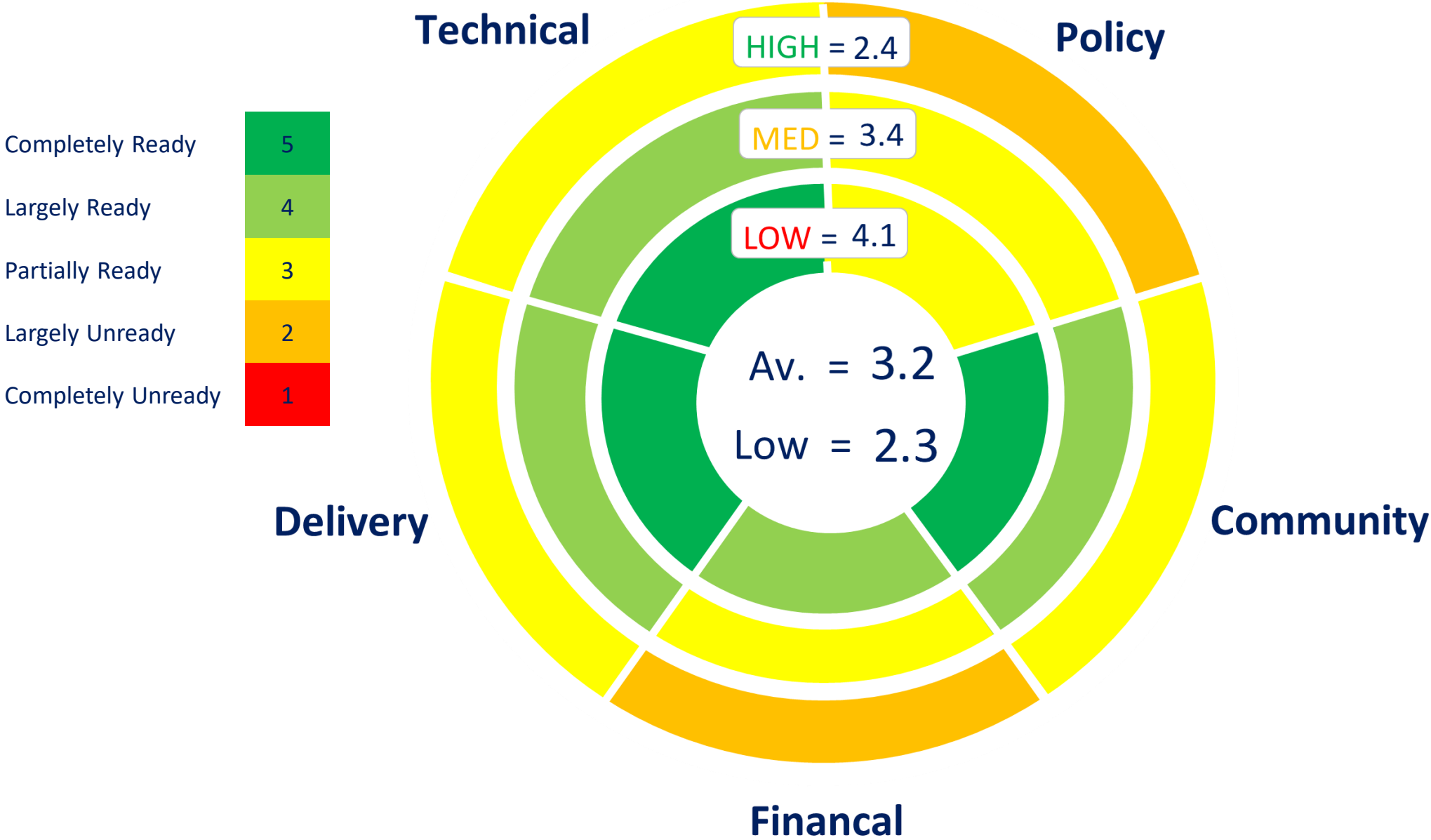
- Call for more ambition in local and national policy
- Strengthen business case for investment in higher ambition
- Support and communicate benefits to improve social appetite
- Strengthen delivery capabilities, especially for high ambition levels

Readiness Category	Average Score for Sub sector	Comments
Technical	5	Technology already available to deliver deep retrofits with high levels of ambition.
Policy	1.8	Local and national policies to promote energy efficiency in new build housing with low to medium ambition are largely absent/unready, and for high ambition policies are almost completely absent/unready. Clear, credible national policy commitments are needed to enable local policy action.
Community	3.7	Appetite for low to medium energy efficiency measures in new builds is largely ready, the recent Citizen Jury recommendations state that all future housing should have an Energy Performance Certificate of A or B (currently only 1% of new build are A). Acceptance of high energy efficiency measures in new build are partially accepted but are currently only carried out by a smaller number of housebuilders.
Financial	2	Access to finance is largely unready, there are several business models that are carrying out high ambition energy efficiency but the cost is higher to build increasingly energy efficiency. Policy and social change are required to unlock financial potential.
Delivery	3	Skills and organisation for delivery of energy efficiency new build with low levels of ambition are largely in place, but only partially for medium ambition and largely unready high ambition with only a few smaller house builders in the market. Delivery capabilities could be strengthened with national policy commitments and easier access to finance.

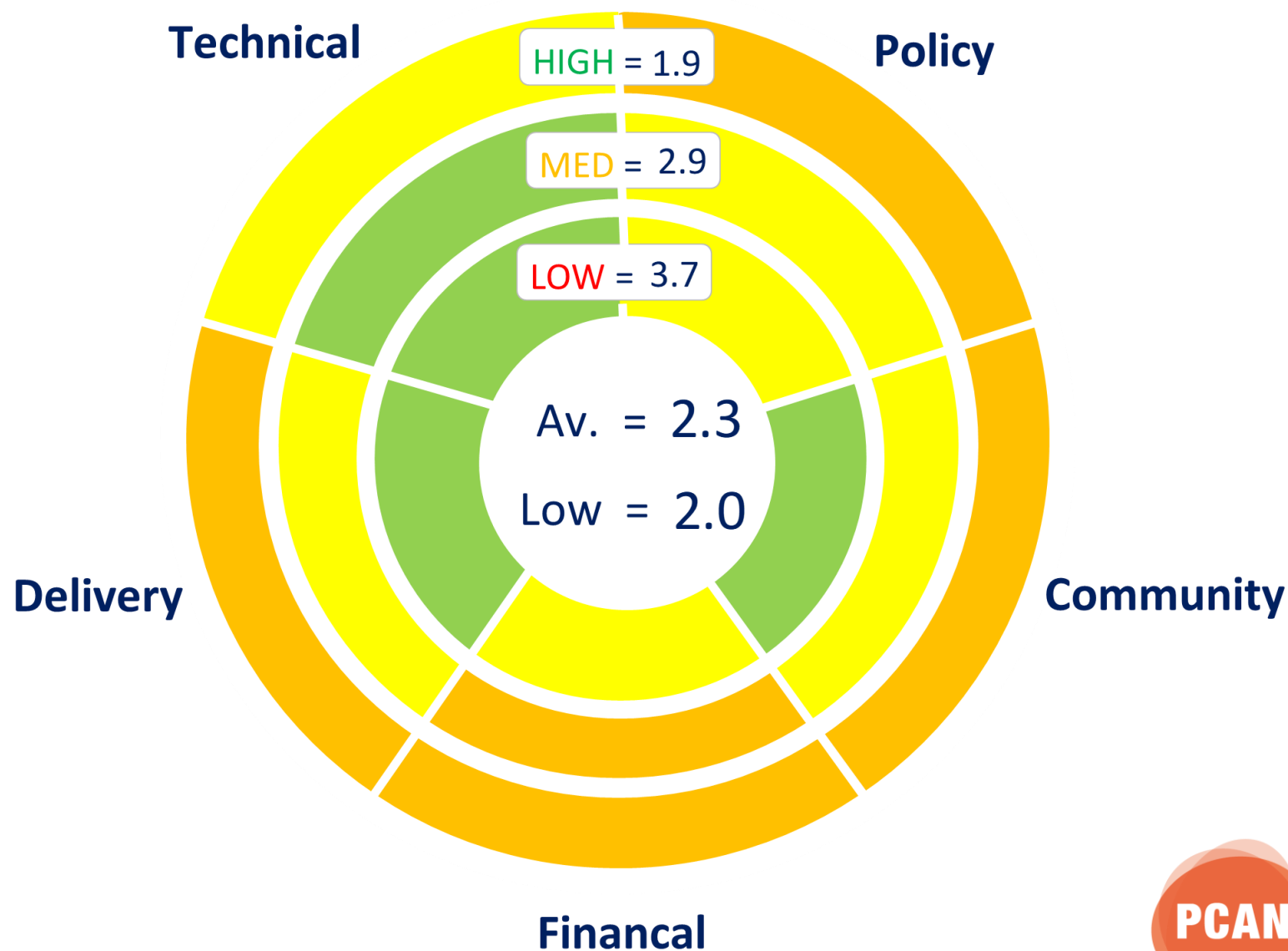
RESULTS: COMMERCIAL BUILDINGS



RESULTS: PUBLIC SECTOR



RESULTS: TRANSPORT

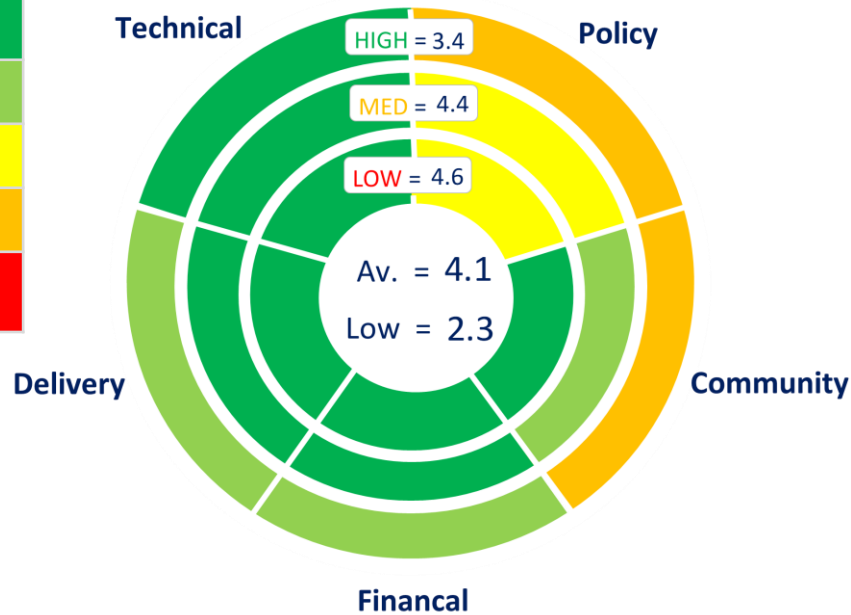


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SUB-SECTOR: DEMAND REDUCTION

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1



Action areas:

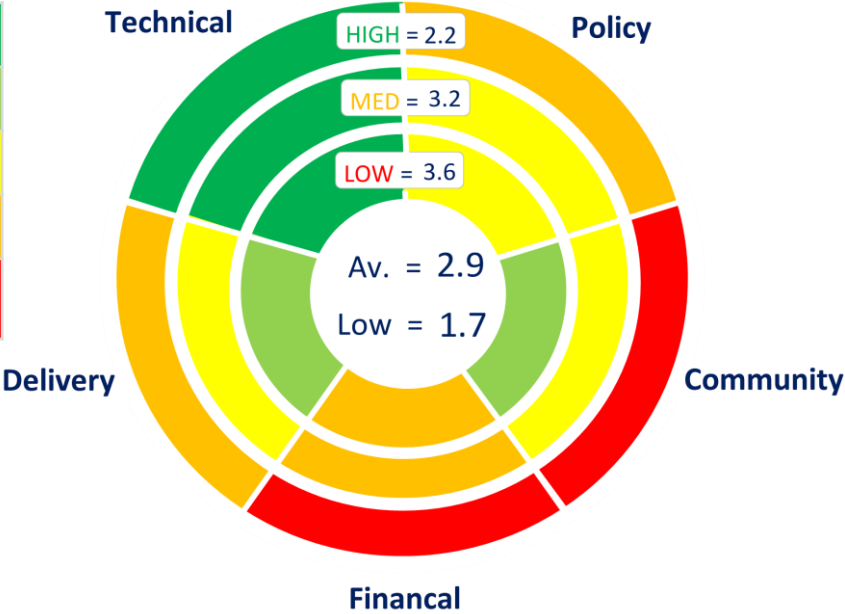
- Call for more ambition in local and national policy (e.g. re 15 min neighbourhoods)
- Communicate benefits to local communities

Readiness Category	Average Score for Sub sector	Comments
Technical	5	Technologies are completely ready for all levels of ambition.
Policy	2.3	Local and regional policy are largely ready for low ambition, largely unready for medium and completely unready for high. Nationally, there have only been initial discussions around demand reduction.
Community	3.7	Appetite for demand reduction is completely ready for low, largely ready for medium ambition and largely unready high ambition. COVID19 has had a small impact - data has shown home working has not made a large difference in car use in Leeds. If other factors were aligned communities would support more demand reduction.
Financial	4.7	Access to finance is completely ready for low and medium ambition, and largely ready for high ambition. There are savings to be made through reducing demand. Finance to sustain behaviour change initiatives is more restricted.
Delivery	4.7	Skills and organisations for delivery of technology and infrastructure are completely ready for low and medium ambition, and largely ready for high ambition. Skills for behaviour change are less well developed. Currently, a lot of actions to reduce demand are being done but need to scaled up and made more ambitious.

SUB-SECTOR: WALKING

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1



Action areas:

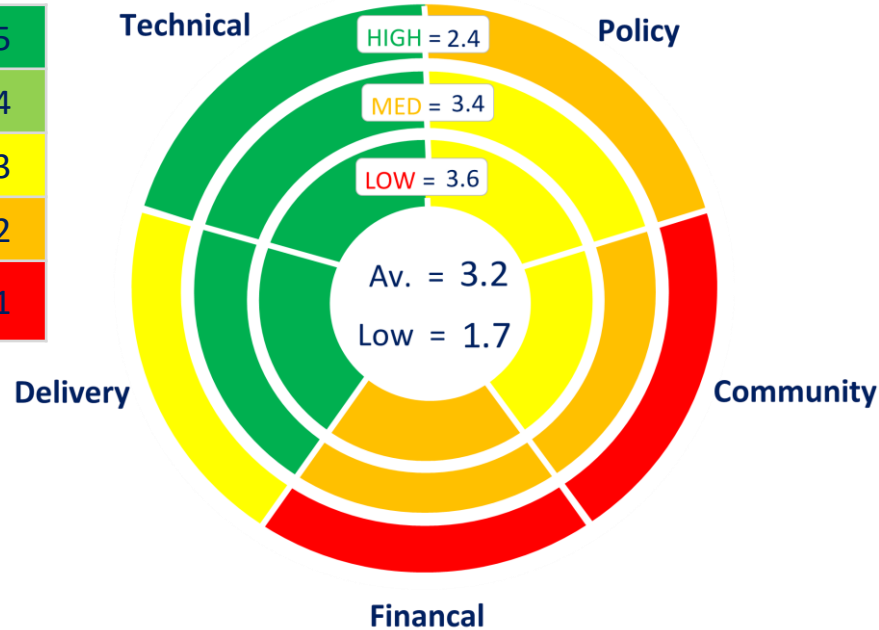
- Call for more ambition in local and national policy
- Support and communicate benefits to improve social appetite, especially for high ambition levels
- Strengthen business case for investment for all levels of ambition

Readiness Category	Average Score for Sub sector	Comments
Technical	5	Technologies are completely ready for all levels of ambition
Policy	2.3	Local policy is partially ready for low and medium ambition, and largely unready for high ambition. There is currently no local policy for walking in Leeds. Regional policy is partially ready for low and medium ambition, and largely unready for high ambition. There is policy but the strategy is weaker, often with more of a focus on cycling. National policy is largely unready for low and medium ambition, and completely unready for high ambition. The Department for Transport has a cycling and walking strategy but it needs to be stronger to reach higher levels of ambition.
Community	2.7	Appetite for walking is largely ready for low ambition, partially ready for medium and completely unready for high ambition. The increase in walking is more challenging as many short trips are done by walking and incentives to walk longer distances will be the focus, however, COVID-19 has improved mind-set towards active travel.
Financial	1.7	Access to finance is largely unready for low and medium ambition, and completely unready for high ambition. There is a significant lack of funding needed to expand infrastructure (eg crossings) to support higher ambition levels.
Delivery	3	Skills and organisations for delivery of technology and infrastructure are largely ready for low ambition, partially ready for medium and largely unready for high ambition. Skills for behaviour change are less widely available, especially linked to the community challenge. If the funding was available more ambitious delivery would not be a challenge.

SUB-SECTOR: CYCLING

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1



Action areas:

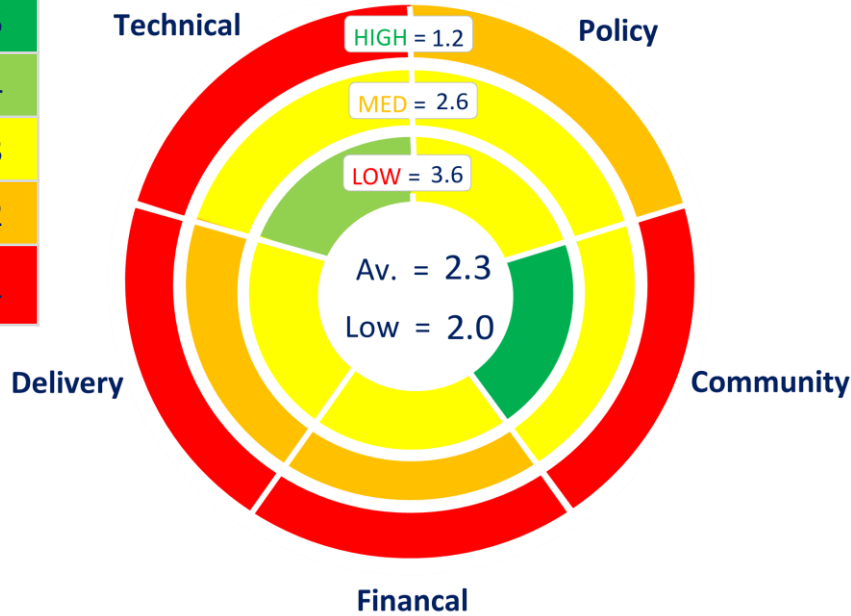
- Call for more ambition in local and national policy
- Support and communicate benefits to improve social appetite, especially for high ambition levels
- Strengthen business case for investment for all levels of ambition

Readiness Category	Average Score for Sub sector	Comments
Technical	5	Technologies are completely ready for all levels of ambition.
Policy	3	Local and regional policy are partially ready for all levels of ambition. Leeds and WYCA have a cycle strategy. National policy is partially ready for all levels of ambition. There is some national policy but needs to be more stronger to reach higher levels of ambition.
Community	2	Appetite for cycling is partially ready for low ambition, largely unready for medium and completely unready for high ambition. The behaviour change barriers are strong and require significant resources if they are to be addressed.
Financial	1.7	Access to finance is largely unready for low and medium ambition, and completely unready for high ambition. Available finances have been heavily impacted by COVID19, and this is much more challenging than walking as significantly more investment is required. There are several schemes underway in Leeds but more are required to reach higher levels of ambition.
Delivery	4	Skills and organisations for delivery of technology and infrastructure are completely ready for low and medium ambition, high ambition is completely unready. Delivery for cycling requires significant community development and behaviour change schemes to ensure infrastructure is successful, this is more challenging for higher ambition.

SUB-SECTOR: CARS

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1



Action areas:

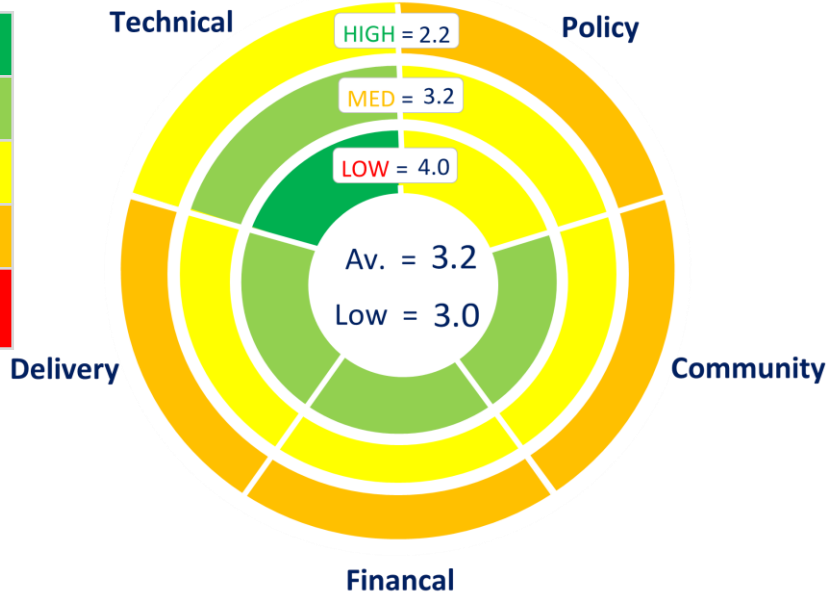
- Improve availability of EV technology and infrastructure
- Call for more ambition in local and national policy
- Support and communicate benefits to improve social appetite, especially for high ambition levels
- Strengthen business case for investment for all levels of ambition
- Strengthen delivery capabilities, especially for high ambition levels

Readiness Category	Average Score for Sub sector	Comments
Technical	2.7	Technologies are largely ready for low ambition, partially ready for medium ambition and completely unready for high ambition. The current EV technologies that exist are heavily dependant on grid decarbonisation to be a low carbon option.
Policy	2	Local policy is largely unready for all levels of ambition. There are no current strategies in place. Regional policy is largely unready for all ambition. Regional policy is guided by national policies and funding. There is work being done to put in place a regional strategy for EVs and supporting infrastructure. National policy is partially ready for low ambition, largely unready for medium and completely unready for high ambition. The UK has been slow in the uptake of EV and supporting infrastructure, national policy tends to be specific leading to uncoordinated and fragmented strategies. However there are national incentives and targets for all cars to be EV by 2032.
Community	3	Appetite for low emission vehicles is completely ready for low ambition, partially ready for medium and completely unready for high ambition. The main blocker for higher ambition was the cost of EV compared to the average car and the lack of charging points and infrastructure. An increasing amount of companies are pushing for EV fleets.
Financial	2	Access to finance is partially ready for low ambition, largely unready for medium and completely unready for high ambition. Available finances have been heavily impacted by COVID19.
Delivery	2	Skills and organisations for delivery of technology and infrastructure are partially ready for low ambition, largely unready for medium and completely unready for high ambition. The production levels are not yet adequate and the strategy to support the infrastructure are not strong enough, especially for high ambition.

SUB-SECTOR: VANS

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1



Action areas:

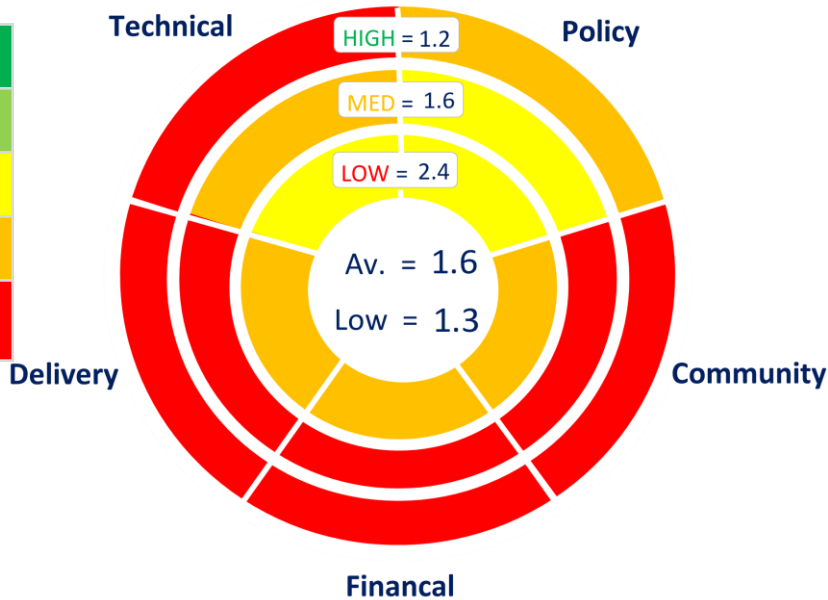
- Improve availability of EV technology and infrastructure
- Call for more ambition in local and national policy
- Support and communicate benefits to improve social appetite, especially for high ambition levels
- Strengthen business case for investment for all levels of ambition
- Strengthen delivery capabilities, especially for high ambition levels

Readiness Category	Average Score for Sub sector	Comments
Technical	4	Technologies are completely ready low ambition, largely ready for medium and partially ready for high. The technologies are available to reach zero-carbon, especially for EV that travel shorter distances. Hydrogen is an available option but may be challenging for full adoption by 2030.
Policy	3	Local policy is largely ready for low ambition, partially ready for medium and largely unready for high. Locally, Leeds as a city is ambitious. A policy lever through Clean Air Zone but would benefit from policy providing incentivises. Regional policy is partially ready for low and medium ambition, completely unready for high ambition. Most important sub-sector to consider regionally to develop cohesive wider reaching strategies. National policy is completely ready for low ambition, largely ready for medium ambition and largely unready for high. There are national discussion for decarbonisation of freight (vans) are fairly mature. Strong ambition for public sector fleet transitions.
Community	3	Appetite for low emission vehicles is largely ready for low ambition, partially ready for medium and largely unready for high. Currently, there is more support for fuel efficiency rather than for low/zero emissions. Transport/delivery companies are making the shift to EV over the next few years. Construction and service trade are much less accepting due to the purpose of the vehicle against the cost.
Financial	3	Access to finance is largely ready for low ambition, partially ready for medium and largely unready for high. There is a growing understanding of the cost-benefits over a vehicles lifetime.
Delivery	3	Skills and organisations for delivery of technology and infrastructure are largely ready for low ambition, partially ready for medium and largely unready for high. The supply and demand and growing for EV, the infrastructure to support will need to be delivered to allow a stronger uptake. Urban consolidation will increased the utilisation of EV.

SUB-SECTOR: LORRIES

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1



Action areas:

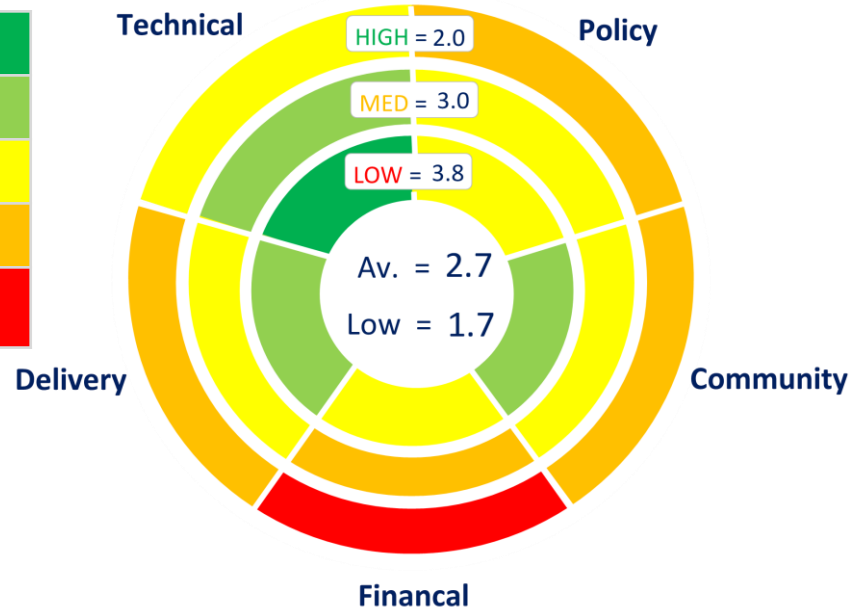
- Improve availability of EV and hydrogen technology and infrastructure
- Call for more ambition in local and national policy
- Support and communicate benefits to improve social appetite, especially for high ambition levels
- Strengthen business case for investment for all levels of ambition
- Strengthen delivery capabilities, especially for high ambition levels

Readiness Category	Average Score for Sub sector	Comments
Technical	2	Technologies are partially ready for low ambition, largely unready for medium and completely unready for high. Technology to address Heavy Goods Vehicles (HGVs) and large public sector vehicles are still in trial phases in the UK.
Policy	2.2	Local policy (e.g. clean air zone) is partially ready for low and medium ambition, completely unready for high. Regional policy is partially ready for low and medium ambition, completely unready for high ambition. National policy is partially ready for low and medium ambition, largely unready for high. National policy is behind in comparison to vans, as the technology shift is not decided for larger lorries the policy is lagging.
Community	1.3	Appetite for low emission vehicles is largely unready for low ambition, completely unready for medium and high. There are some companies in the early stages of looking into larger vehicles but it is not market wide interest.
Financial	1.3	Access to finance is largely unready for low ambition, completely unready for medium and high. There is a significant cost to purchase larger vehicles and the cost benefits are not clear.
Delivery	1.3	Skills and organisations for delivery of technology and infrastructure are largely unready for low ambition, completely unready for medium and high. Delivery is strongly linked to the uncertainty around technology, policy and finance.

SUB-SECTOR: BUSES

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1



Action areas:

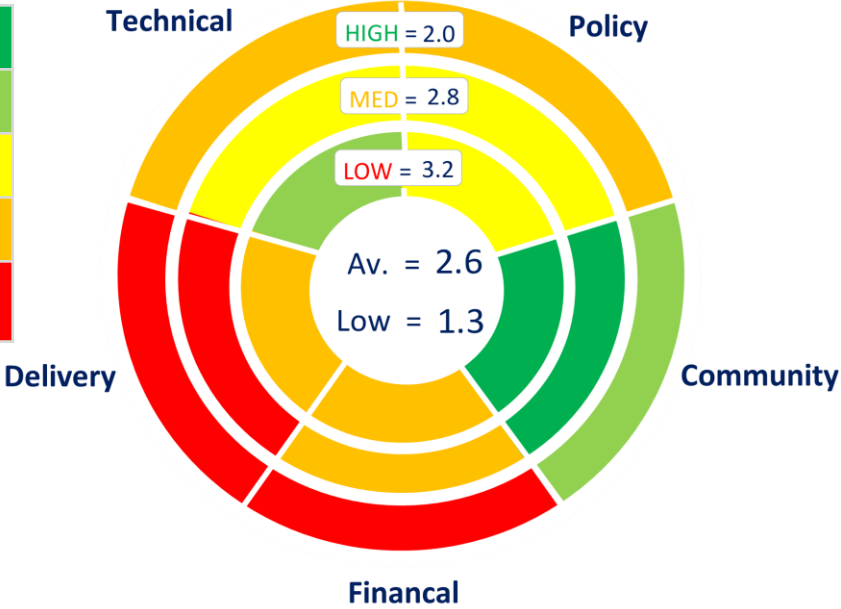
- Improve availability of EV and hydrogen technology and infrastructure
- Call for more ambition in local and national policy
- Strengthen business case for investment for all levels of ambition
- Strengthen delivery capabilities, especially for high ambition levels

Readiness Category	Average Score for Sub sector	Comments
Technical	4	Technologies are completely ready for low ambition, largely ready for medium and partially ready for high ambition. The are constraints and issues around infrastructure for EV charging as well as uncertainty of hydrogen.
Policy	1.7	Local and regional policy are largely unready for low ambition and completely unready for high ambition. Leeds City Council are working with the West Yorkshire Bus Strategy, this could be more ambitious and is constrained by National policy, also linked to available funding. National policy are largely unready for low ambition and completely unready for high ambition. The current National strategy is fairly weak the bus strategy has been pushed due to COVID-19.
Community	3	Appetite for bus travel and transition to low carbon vehicles is largely ready for low ambition, partially ready for medium and largely unready for high ambition. Bus companies are ready to be more ambitious but are blocked by finance and unable to increase price of travel. COVID19 has temporarily reduced passenger numbers, but has led to an increase in data and technology to support more ambitious action.
Financial	2	Access to finance is partially ready for low ambition, largely unready for medium and completely unready for high ambition. Finance is strongly linked to community support and ticket price.
Delivery	3	Skills and organisations for delivery of technology and infrastructure are largely ready for low ambition, partially ready for medium and largely unready for high ambition. There are several projects underway in Leeds, such as the first electric bus route to be operational in 2020/21.

SUB-SECTOR: RAIL

Scores:

Completely Ready	5
Largely Ready	4
Partially Ready	3
Largely Unready	2
Completely Unready	1



Action areas:

- Increase scope to adopt technologies more widely
- Call for more ambition in local and national policy
- Strengthen business case for investment for all levels of ambition
- Strengthen delivery capabilities, especially for high ambition levels and do so quickly so it can be in place by 2030

Readiness Category	Average Score for Sub sector	Comments
Technical	3	Technologies are largely ready for low ambition, partially ready for medium and largely unready for high ambition. The technology is there but not widely available with challenges around infrastructure.
Policy	2.3	Local and regional policy are partially ready for low ambition and largely unready for medium and high ambition. Policy and decisions at local and regional level strongly rely on national policy. National policy is partially ready for low ambition and largely unready for medium and high ambition. There is a national rail strategy expected to be published soon.
Community	4.7	Appetite for rail travel and transition to low carbon rail is completely ready for low and medium ambition and largely ready high ambition. Public support is high but challenges present in finances and delivery.
Financial	1.7	Access to finance is largely unready for low and medium ambition, and completely unready for high ambition. Currently there is a lack of resource and funding required for rail infrastructure.
Delivery	1.3	Skills and organisations for delivery of technology and infrastructure are largely unready for low ambition and completely unready for high ambition. Large infrastructure schemes are unlikely to be complete by 2030 and local rail networks are waiting on HS2 and larger projects.

Scores:

Technical

Policy

Community

Financial

Delivery

HIGH = 1.8

MED = 2.6

LOW = 3.6

Av. = 2.6

Low = 1.3

Action areas:

- | Readiness Category | Average Score for Sub sector | Comments |
|--------------------|------------------------------|--|
| Technical | 4 | Technologies are completely ready for low ambition, largely ready for medium and partially ready for high. This is due to the challenges for bus and rail. |
| Policy | 2.6 | Local and regional policy are partially ready for low and medium ambition, largely unready for high ambition.
National policy is completely unready for all ambition levels. |
| Community | 3 | Appetite for mass transit is largely ready for low ambition, partially ready for medium and largely unready for high. |
| Financial | 1.3 | Access to finance is partially ready for low ambition and completely unready for medium and high ambition. Trams have been considers as fixed rail is linked to investor confidence, but are significant more expensive than alternatives. |
| Delivery | 2.3 | Skills and organisations for delivery of technology and infrastructure are largely ready for low ambition, largely unready for medium and completely unready for high. It is unlikely that even with developments in policy and finance that a mass transit scheme could be undertaken in the next decade. There are case studies across the UK of successful schemes. |

Low ambition

Readiness Level	Transport		Housing		Commercial Buildings		Public Sector	
5								
4	Demand Reduction	4.6	Student Residences	4.6	Warehouses	4	Education	4.4
	Vans	4	Housing Association	4	Retail	4	Council offices	4.4
			New Build	4			Cultural and arts	4
3	Buses	3.8	Council Housing	3.8	Leisure	3.8	Health	3.8
	Walking	3.6	Owner Occupied	3.6	Hospitality	3.4	Police	3.6
	Cycling	3.6	Private Rented	3.2	Hotels	3.4		
	Mass Transit	3.6			Offices	3.2		
	Cars	3.6						
	Rail	3.2						
2	Lorries	2.4						
1								

Medium ambition

Readiness Levels	Transport		Housing		Commercial Buildings		Public Sector	
5								
4	Demand Reduction	4.4	Student Residences	4.4			Council offices	4
3	Buses	3	Housing Association	3.6	Retail	3.8	Education	3.6
	Cycling	3.4	New Build	3.4	Leisure	3.8	Cultural and arts	3.4
	Vans	3.2	Council Housing	3.8	Warehouses	3.2	Health	3
	Walking	3.2	Owner Occupied	3	Offices	3	Police	3
2	Mass Transit	2.6	Private Rented	2.8	Hospitality	2.8		
	Cars	2.6			Hotels	2.8		
	Rail	2.8						
1	Lorries	1.6						

High ambition

Readiness Level	Transport		Housing		Commercial Buildings		Public Sector	
5								
4			Student Residences	4				
3	Demand Reduction	3.4	Council Housing	3.2	Leisure	3.2	Council offices	3.2
					Retail	3.2		
2	Cycling	2.4	Housing Association	2.8	Hospitality	2.4	Cultural and arts	2.6
	Walking	2.2	New Build	2.8	Hotels	2.4	Education	2.6
	Vans	2.2	Owner Occupied	2.6	Warehouses	2.4	Police	2.2
	Buses	2	Private Rented	2.2	Offices	2.2	Health	2
	Rail	2						
1	Mass Transit	1.8						
	Cars	1.2						
	Lorries	1.2						

Broad commission actions for the coming year

- New panels:
 - Housing, transport, finance and investment
 - Commercial buildings, public sector
- On-going:
 - Engagement and Communications
- Emerging:
 - Extend CARA process to consider resilience
 - Development of a net zero investment prospectus

Contact details

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