

Climate ACTION PLAN

FOR THE NEXT MAYOR OF LIVERPOOL CITY REGION

10 priorities to protect
people and planet

We're facing a climate and ecological emergency – the biggest threat we've ever seen to humanity's existence. The latest report from the UK's Climate Change Committee shows that we urgently need to ramp up delivery of the solutions, and that many of these solutions will require local action. The UK is also failing to build resilience to the worsening impacts of climate change, putting people at growing risk from extreme weather, health issues, food insecurity and more.

Whoever is elected as the next Mayor can't single-handedly solve the crisis, but they must use the powers they have to make as big a difference as possible. They have a very important role to play in providing a guiding vision for the area, and will need to work with councils, businesses, local communities and the national government.

Tackling the climate and nature crises must be done in a way that benefits everyone, no matter their income, race, age or background. It's important to address the sheer scale of inequalities that exist.

People who are most marginalised – both here in the UK and across the world – have done the least to cause climate breakdown but are the least able to recover from its impacts.

People on lower incomes and people of colour suffer most from the lack of nature and green space in our towns and cities. This is also true of air pollution, despite a lower proportion of people on lower incomes and people of colour owning cars than others.

Young people's futures are most at risk from climate breakdown and the decline of nature, and they're also economically disadvantaged, for example by the cost of housing.

The Liverpool City Region has had a Pathway to Net Zero in place since 2019 to meet its target of net zero by 2040. Some progress has been made, as acknowledged by Climate Emergency UK's Council Climate Action Scorecards, which assessed all UK councils on the actions they've

taken towards net zero. However, action needs to be accelerated in several areas such as improving air quality, protecting and planting trees, and retrofitting homes with insulation.

The next Mayor must build on existing commitments across the area, accelerate delivery of the actions committed to and tackle inequalities. They must also regularly report on progress towards carbon reduction and nature restoration goals.

This Climate Action Plan will help the next Mayor do this using the devolved powers and funding granted to them. They'll also have an important role in influencing and co-ordinating action by the constituent local authorities – Halton, Knowsley, Liverpool City, Sefton, St Helens and Wirral – as well as local businesses and other stakeholders.

Even with the additional powers and resources already granted to the Liverpool City Region, we acknowledge that some barriers to action remain due to unhelpful national policies, continued reliance on competitive funding streams and inadequate powers to raise funds locally. To address this, the next Mayor should use their voice to campaign for national government to put the climate crisis at the heart of devolution deals and give local government the powers and resources needed to act at the scale required.

10 priorities the next Mayor of Liverpool City Region should commit to

The 10 priorities listed below build on those we set out for the mayoral elections in 2021. In the following section, we explain in more detail what each means for the Liverpool City Region and local communities in practice.

- 1** Ensure all plans, programmes and investment decisions are in line with what's needed to address the climate and ecological emergency and are aligned with international, national, regional and local carbon reduction targets.
- 2** Ensure that the voices of those most impacted by climate breakdown and nature loss are heard and given centre-stage in decision making.
- 3** Support new green jobs. Protect workers and communities through a just transition to a low-carbon, nature-rich, circular economy, including linking skills training to low-carbon jobs.
- 4** Ensure new housing is zero carbon and served by sustainable transport using their strategic planning powers and influence on constituent local planning authorities. Use brownfield regeneration and affordable housing funding to deliver zero-carbon homes in locations accessible by public transport and active travel.
- 5** Take a leading role in bringing existing homes in the area up to high energy efficiency standards to reduce emissions and put an end to fuel poverty. Ensure that existing homes are protected from extreme weather events including heatwaves and floods.
- 6** Set targets and strategies to double public transport use, cycling and walking within the next 10 years, and set out a plan to achieve interim World Health Organization (WHO) air quality standards by 2030. Step up action to meet these targets, including investing in the right infrastructure and working with operators to ensure that public transport services are reliable, affordable and better connected.
- 7** Lead the further development and implementation of the Sustainable Energy Action Plan (SEAP), with an emphasis on increasing the supply of clean, renewable energy, including supporting community energy initiatives and urgently increasing the roll-out of heat pumps.
- 8** Ensure that the Local Nature Recovery Strategy (LNRS) being developed for the area increases tree cover, protects and enhances nature, eliminates green space deprivation, and helps the area become more resilient to the impacts of climate change.
- 9** Lead the development of a circular economy strategy for the area with local businesses and local authorities to both cut waste and resource consumption and boost the green economy.
- 10** Tackle climate and community-damaging emissions originating from all forms of transport (including shipping) in the Liverpool City Region Freeport. Ensure the Freeport contributes to the 2040 net zero target with genuine investment in low-carbon activities.

What this looks like for Liverpool

1

Ensure all plans, programmes and investment decisions are in line with what's needed to address the climate and ecological emergency and are aligned with national, regional and local carbon reduction targets.

All decisions need to be in line with what's needed to address the climate and ecological emergency. Commitments to tackle the crisis are meaningless if they're contradicted by spending on and support for high-carbon activity. All plans and investment spending must align with the need to cut emissions and increase the resilience of the area to climate impacts. Local government pension schemes must also stop investing in climate-wrecking gas, oil and coal companies.

Practical action

The Mayor must ensure that spending of the mayoral investment fund, and any devolved funding pots under their control like the Shared Prosperity Fund, is aligned with moving to a low-carbon economy.

The Mayor should ensure that all plans, including the Local Industrial Strategy, set the area on a path of fair transition to clean, green industry that will help cut climate change emissions and boost growth in green jobs.

This also means ending the promotion of or

investment in high-carbon infrastructure such as new roads, including across Rimrose Valley. Additional actions to promote low-carbon transport and buildings are set out in the relevant sections below.

The Mayor should make public statements calling on the local government pension scheme to divest from fossil fuels. They should engage directly with the local authorities that control these funds, encouraging them to make immediate commitments to divest from all fossil fuels.

2

Ensure the voices of those most impacted by climate breakdown and nature loss are heard and given centre-stage in decision making.

The Mayor should recognise that those who've done the least to contribute to climate breakdown are often the most vulnerable to its impacts. According to the 2021 census, 58.4% of Liverpool households were rated as deprived in at least one of 4 "dimensions of deprivation".

In the Liverpool City Region area, 205 neighbourhoods have been identified by researchers as being particularly vulnerable to surface flooding due to their location and the demographics of the community (for example, age or income). Flooding will be exacerbated by climate breakdown.

Practical action

The Mayor must commit to involving all citizens, but especially young people and the most vulnerable communities, in decision making and action planning.

The Mayor must also recognise the impact of decisions made today on the wellbeing of future generations and commit to having youth representation on the governance structures within the region.

Deliberative democracy approaches, such as citizen juries, citizen assemblies, and participatory mapping and budgeting, should be used, especially for complicated or contentious choices.

Climate change adaptation and nature restoration spending should be focused on the most vulnerable communities.

3 Support new green jobs. Protect workers and communities through a just transition to a low-carbon, nature-rich, circular economy, including linking skills training to low-carbon jobs.

Green jobs and training will both be necessary to achieve any credible sustainable vision and economic plan for the region. The green economy is already the fastest growing part of the UK economy, and action in this area will benefit the region.

Mayors will need to make sure they understand the projected demand for green skills in their areas, including for fitting insulation and heat pumps, installing electric vehicle charging points and restoring nature. These skills should be a key focus of adult education budget spending.

Practical action

The Mayor should invest in green jobs, apprenticeships and sustainable enterprise. This means prioritising investment in sectors such as renewable energy, housing retrofit, sustainable transport, nature restoration and the circular economy.

The Mayor should use their control of the area's adult education budget to ensure the labour

force has the necessary skills to enable the transition to a low-carbon economy.

The Mayor should also work with youth representatives, trade unions, colleges, training providers, businesses and the youth climate movement to devise an ambitious programme of skills training and apprenticeships for the green economy.

4 Ensure new housing is zero carbon and served by sustainable transport using their strategic planning powers and influence on constituent local planning authorities. Use brownfield regeneration and affordable housing funding to deliver zero-carbon homes in locations accessible by public transport and active travel.

It makes no sense to build new homes today that will need retrofitting in the near future or that are dependent on cars for transport. Although mayoral authorities don't make planning decisions, they can set out spatial development strategies for their areas, which can set environmental standards for new development. The Local Plans of the constituent local authorities will then need to be consistent with these strategic policies.

Practical action

The Mayor should use the spatial development strategy to ensure planning policies in the area are fully aligned with national carbon reduction targets and carbon budgets – including requiring new housing to be zero carbon.

The Mayor should also co-ordinate spatial and transport planning at the regional level to ensure that new developments are accessible by sustainable transport, and have access to nature-rich green space.

Funds for new housing such as the Brownfield Housing Fund must be used to deliver affordable, healthy homes that are built to high energy efficiency standards, are protected from overheating and flooding, aren't built around transport by car, and result in an overall gain in green space and biodiversity. This is vital due to the number of houses that will be built, for example 42,000 homes on 7 sites are already supported through the Brownfield Land Fund.

5 Take a leading role in bringing existing homes in the area up to high energy efficiency standards to reduce emissions and put an end to fuel poverty. Ensure that existing homes are protected from extreme weather events including heatwaves and floods.

Most of the buildings that people will use over the next 50 years have already been built. Only 45% of homes in the Liverpool City Region are currently well insulated. This represents a shocking waste of energy, with high greenhouse gas emissions and unnecessarily high energy bills, especially for more vulnerable low-income renters.

50,350 homes need to be insulated every year in the Liverpool City Region to ensure all homes are properly insulated by 2030. It's estimated that it'll cost a total of £2.6 billion to get all homes to EPC band C. A significant proportion of this will need to be publicly funded because a large proportion of householders are unable to pay themselves. In addition, the transition from gas-fired boilers to eco-heating systems needs to be well underway in our homes. In the Liverpool City Region, at least 16,410 heat pumps need to be fitted every year until 2030.

As well as ensuring that homes are well insulated to end fuel poverty and improve health, we need to move to electric heating that's powered by renewable sources. Hydrogen isn't a sustainable or effective solution for heating homes and shouldn't have any place in Liverpool City Region's net zero plans. In October 2023 the National Infrastructure Commission recommended that government "should rule out supporting hydrogen heating to enable an exclusive focus on switching to electric heating".

Protection from heatwaves is also important, as 4,507 UK deaths have been attributed to the hottest days in 2022 by the Office for National Statistics.

Practical action

The Mayor will have a key role to play in working with local authorities, housing associations and other partners, helping to secure government funding to retrofit cold homes that are expensive to heat. The Mayor is uniquely

placed to co-ordinate a street-by-street retrofit programme across all types of housing tenures, prioritising neighbourhoods with high levels of fuel poverty.

Mayoral authorities should also support private homeowners and landlords who are able to pay for retrofit themselves – for example by establishing retrofit hubs for energy saving advice as well as information on financial support and reliable suppliers.

The Mayor should take a leading role in protecting against extreme weather, working

with partners across the area to ensure that homes are more resilient to the impacts of climate change such as flooding and overheating. It's important to ensure insulation, tree shading and/ or ultraviolet light reflective techniques (such as white or silver surfaces) are used to reduce internal residential temperatures, particularly for those who largely live indoors like the elderly.

6

Set targets and strategies to double public transport use, cycling and walking within the next 10 years, and set out a plan to achieve interim World Health Organization (WHO) air quality standards by 2030. Step up action to meet these targets, including investing in the right infrastructure and working with operators to ensure that public transport services are reliable, affordable and better connected.

In mainland Europe, many places provide much better and more integrated public transport. As a result, levels of public transport use are much higher than in the UK's combined authority areas. Far too few journeys are being made on public transport in the Liverpool City Region area. For example, only 18% of commuter journeys are made using public transport. Bus services have declined by 38% when compared with 2010 levels, which is likely to disproportionately impact those on low incomes.

Liverpool City Region must dramatically transform transport infrastructure and travel habits so that using public transport or cycling and walking become the default. Everybody should be able to live decently and get about without having to own a car. In Liverpool City Region, 30% of households don't have access to a car or van. Access to decent car alternatives is a social justice and cohesion issue, as well as an environmental issue.

Enabling people to get around with minimum impact on the environment will also bring about big improvements in air quality. WHO standards are set to reduce the health impacts of air pollution – they're evidence based and regularly updated in line with new research. Our analysis shows that air pollution is a real problem across the area. WHO guidelines for the toxic gas nitrogen dioxide (NO₂) are breached in at least 774 locations. Fine particulate matter (PM) air pollution is very damaging to health, yet there are 3 neighbourhoods in Liverpool City Region where levels of PM_{2.5} are double WHO guidelines. There are also 522 schools in neighbourhoods that have concerning levels of air pollution.

Practical action

The Mayor should make it a priority to follow through on the commitment – backed by public consultation – to use the franchise powers gained by devolution to re-regulate buses in Liverpool. The Mayor should use this franchising to ensure that services are improved and delivered by electric buses, that fares are affordable, and that routes match what

local people need in terms of both routes and frequency. There shouldn't be additional roll-out of hydrogen buses in the area, as electric buses are the best option for cutting emissions. In addition, there needs to be better join-up across different modes of public transport, such as unified ticketing systems.

The Mayor has a key role to play working with local authorities to co-ordinate the provision of joined-up active travel infrastructure. The Liverpool City Region needs to do much better on providing safe cycling routes. Research shows that with good cycling infrastructure, such as segregated cycleways, and the uptake of e-bikes, 30% of commuter journeys in the region could be made by bike. A comprehensive network of safe, segregated cycle routes should be the goal in urban areas – like those in Copenhagen, Denmark, where 49% of journeys for work and education are made by bike. Efforts should be made to build community support for these changes and

to consult in advance about new routes and measures.

The Mayor must protect the health of local people and commit to taking the necessary action to ensure interim WHO air quality standards are met across the whole region by 2030. This will require measures to stop the use of the most polluting vehicles and to encourage the take-up of electric vehicles, as well as measures to facilitate alternative ways to travel.

Additional money to achieve this transformation in transport can be raised through schemes like the Workplace Parking Levy successfully pioneered by Nottingham City Council.

7

Lead the further development and implementation of the Sustainable Energy Action Plan (SEAP), with an emphasis on increasing the supply of clean, renewable energy, including supporting community energy initiatives and urgently increasing the roll-out of heat pumps.

A rapid growth in renewable energy is needed to wean the UK off electricity produced by fossil fuels and to increasingly provide the electricity needed to heat homes, cut fuel bills and power transport. By making space for renewable energy like rooftop solar panels and onshore wind turbines, a proportion of this clean and affordable energy can be provided in the Liverpool City Region.

Currently, 104,167 MWh of onshore renewable energy is generated in the Liverpool City Region each year – a very small fraction of what's needed. This is only enough to provide electricity to 38,580 homes.

Practical action

The Mayor should lead the further development and implementation of the SEAP for the region to deliver sustainable energy infrastructure and renewable energy production in partnership with local authorities, communities and energy utilities. Community ownership of renewable energy should be particularly encouraged and supported.

The SEAP should be linked to the spatial development strategy and Local Plans for

the area to ensure that opportunities for new renewable energy generation are identified. The SEAP should also identify priority locations for the roll-out of heat pumps, including where grid infrastructure can handle these now and where they need to come later.

In addition, all public purchasing of energy should be from 100% renewable power.

8

Ensure that the Local Nature Recovery Strategy (LNRS) being developed for the area increases tree cover, protects and enhances nature, eliminates green space deprivation, and helps the area become more resilient to the impacts of climate change.

Nature in England is in decline. Pressures from farming, pollution and badly located development continue to put our wildlife at risk and undermine the functioning of healthy ecosystems.

Access to quality green space is essential for people's physical and mental health. Green space, trees and other "green infrastructure" are also essential for nature. Friends of the Earth has used official data on green space, gardens and open access land to identify the neighbourhoods most deprived of green space in the region. Results show that low-income communities and people of colour are worst off when it comes to access to green space. In the Liverpool City Region area, there are 33 neighbourhoods rated E (most deprived).

Practical action

In Liverpool, the mayoral authority has started developing a LNRS. The LNRS should set out how it'll protect and manage nature sites that are important for people and wildlife, as well as restore nature and ecosystems across the area. This includes planting more trees and woods on land owned by local authorities and in partnerships with local landowners. Friends of the Earth has produced a map identifying where new woodlands could

be planted outside of urban areas.

The Mayor should also aim to eliminate green space deprivation. This means ensuring everybody has access to enough quality green space. In some areas this might mean opening up school grounds outside of school hours or converting some streets or car parks into public green space. It also means increasing tree cover with more street trees.

9

Lead the development of a circular economy strategy for the area with local businesses and local authorities to both cut waste and resource consumption and boost the green economy.

The Liverpool City Region should aim to create a zero-waste, circular economy – in which resources are used for as long as possible, have the maximum value extracted from them, and are recovered and regenerated at the end of their service life.

Only 35% of household waste in the Liverpool City Region is reused, recycled or composted. Incineration, also called Energy from Waste, isn't a sustainable alternative as it's more carbon polluting than even gas-fired power stations, and it also contributes to local air pollution.

Practical action

The Mayor should work with businesses and community groups to increase the reuse and repair of products in the area, including influencing businesses to select more sustainable materials, improve the design of products and extend product life cycles. Circular

economy principles should also be applied to local authority procurement of goods.

The Mayor should also support and co-ordinate local authorities in the area to ensure 70% of household waste is reused, recycled or

composted by 2025, and to achieve zero waste by 2030. This needs to include initiatives to reduce food waste and introduce doorstep food

waste recycling across the region, and make it easier for people and businesses to stop sending waste to landfill or incineration.

10

Tackle climate and community-damaging emissions originating from all forms of transport (including shipping) in the Liverpool City Region Freeport. Ensure the Freeport contributes to the 2040 net zero target with genuine investment in low-carbon activities.

The Liverpool City Region Freeport is one of 8 freeports in England – designated areas where tax and customs incentives are in place to encourage economic activity. The Liverpool City Region Freeport stretches across 45 km from Wirral Waters to Port Salford.

There's some flexibility for freeports to focus on local strategic priorities, and local leaders will play a role in shaping the development of each freeport. In the Liverpool City Region, the current Mayor and freeport leadership team have emphasised 2 key priorities: providing high-quality employment opportunities and contributing to the region's 2040 net zero target.

The Liverpool City Region Freeport can benefit from the research and expertise of Liverpool University, which is part of the UK National Clean Maritime Research Hub, aiming to accelerate the decarbonisation of and elimination of air pollution from maritime activity in ports and at sea.

Practical action

The next Mayor must ensure that the promises made to ensure the freeport contributes to meeting the 2040 net zero target are upheld through genuine investment in low-carbon activities, including major investment in renewables and green jobs. This must also encompass how people and goods get to and from the freeport, and not just the activities

taking place within it.

The Mayor must commit to protecting Rimrose Valley Country Park, a vital green space for community health and enjoyment. It's under threat from the proposed Port of Liverpool access road, a dual carriageway down the middle of the park.

Methodology

Friends of the Earth has drawn on official sources of data to identify progress on climate and nature issues in metro mayoral areas. Where official data sources aren't available, we've relied on alternative quality sources. Below we list our data sources and explain what analysis of them we've carried out, if any.

Extreme weather

Professor Sarah Lindley at the University of Manchester has carried out an analysis for Friends of the Earth to identify which small neighbourhoods – Lower Layer Super Output Areas (LSOAs) with an average population of 1,700 – are both likely to be exposed to extreme weather and have demographic/ neighbourhood characteristics that make the population particularly vulnerable. More detail is available on extreme heat and flooding.

Homes

The number of poorly insulated homes is based on government data on [energy performance certificates](#). There are a range of data sources on the cost of bringing properties up to a decent standard (EPC C level), including the [English Housing Survey](#). The actual costs will be influenced by the approach taken. For example, Friends of the Earth is advocating a street-by-street approach, which is likely to bring cost savings compared with approaches that require retrofitters to consistently travel between jobs. The target number of heat pumps to be fitted is based on the number recommended by the Climate Change Committee for the whole of the UK, adjusted for the number of homes within the metro mayoral region.

Transport

The proportion of commuter journeys by different travel modes is based on 2011 Census data. Unfortunately, more up-to-date data isn't available. However, the situation today is unlikely to be significantly different because of bus service decline outside of London. The data on [bus service decline](#) is from an analysis by the University of Leeds for Friends of the Earth. The data on access to a car is from the [2021 Census](#). The data on the proportion of commuter journeys that could be made by bike is from the [Propensity to Cycle Tool](#).

Air pollution

Air pollution data is based on a Friends of the Earth analysis of [modelling data at 1 km²-published by the government](#). Our analysis involved using geographical boundary data for small neighbourhoods (LSOAs) to calculate an average level of air pollution within the neighbourhood and compare this with WHO limits. We've also identified the number of schools within areas with high air pollution levels using government data on school locations. More detail is available on [air pollution](#).

Renewable energy

The amount of onshore renewable energy generated in the region is identified by [government data](#). The calculation of how many homes-worth of energy this equates to is based on [typical household consumption figures](#) published by the energy regulator Ofgem. In future, more renewable electricity will be needed to heat homes and power transport, reducing the usage of fossil fuels. Total energy consumption will reduce in the future as electric heat pumps and electric cars are much more energy efficient than equivalents powered by fossil fuels.

Green space

Friends of the Earth has identified the neighbourhoods deprived of green space by combining government data on public green space, garden size and open access land and ranking neighbourhoods on a scale of A-E. Within this Climate Action Plan, we've referred to E-rated neighbourhoods as green-space deprived. More detail, including the methodology, is available in the [full analysis](#), which was carried out in 2020. The underlying government data we relied on isn't perfect, so ground truthing is necessary. Natural England is working to improve the data and is expected to publish more data in spring 2024.

Waste

Data on household waste recycling is from [government data](#).