

Luton's Climate Change Forum- 11th February 2020

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Executive Summary

In January 2020, Luton Borough Council declared a climate emergency and set a goal for the town to be carbon neutral by 2040. These declarations coincided with Anthesis' report on Luton's greenhouse gas emissions, commissioned by Luton Borough Council. The Climate Change Forum, held on the 11th February 2020, commenced the council's climate change engagement with the public, an action that was recommended by Luton Borough Council's Climate Change Executive Advisory Board in October 2019.

The Climate Change Forum's aim was to facilitate an open discussion between Luton Borough Council and the town's residents regarding measures to tackle climate change. The feedback of attendees will be considered during the current revision of Luton Borough Council's Climate Change Action Plan and inform wider community involvement on climate change.

For those who were unable to attend, this report provides an overview of the Climate Change Forum event and the feedback received from the residents of Luton. The feedback and courses of actions detailed in the report represent the views of attendees and external speakers, not the views of Luton Borough Council.

The first part of the Climate Change Forum consisted of subject expert speakers detailing the challenge ahead. The purpose was to inform attendees of the range of areas that must be considered when tackling climate change. Sara Telahoun's overview of the Anthesis report highlighted Luton's greenhouse gas emissions and the impact that several types of climate change intervention would have. Robin Porter, Chief Executive of Luton Borough Council, illustrated how action on climate change was essential in order to remove poverty in Luton by 2040. He explained that efforts to remove poverty are intrinsically linked to those required to tackle climate change. Peter Horrocks of SEMLEP outlined how the need for economic growth and a green economy were entwined, rather than two mutually exclusive goals. He offered case studies of areas where SEMLEP had delivered sustainable economic development to highlight that point. Gerry Taylor, Corporate Director of Public Health at Luton Borough Council emphasised the co-benefits of action on climate change in improving the health of Luton's residents, whilst Naomi Green of England's Economic Heartland detailed the sustainable transport solutions that could be developed to address emissions in Luton.

The second part of the Climate Change Forum involved a series of workshops which gave Luton residents the chance to discuss ideas and suggestions on how to tackle climate change. These workshops involved discussions on Housing, Energy, Transport, Wellbeing, Parks and Green Spaces, Green Business, London Luton Airport and Anthesis' Report for Luton Borough Council. Discussions were extensive, however several key themes emerged from the workshops. These included: increasing advice from Luton Borough Council, regarding actions that individuals can take on climate change; introducing climate change enforcement standards; broadening climate change engagement to schools and charities; providing incentives for positive climate change behaviour; introducing 'greening' measures; ceasing investment in fossil fuels and promoting public transport outside of Luton's town centre.

Introduction

In October 2019, Luton Borough Council's Climate Change Executive Advisory Board outlined its recommendations on climate change policy to the council's Executive. The board recommended that Luton Borough Council develop a process of stakeholder engagement to tackle climate change, working with partners, residents and businesses. Luton Borough Council's declaration of a Climate Emergency in January 2020, whilst simultaneously announcing its commitment to become a carbon neutral town by 2040, set the vision for the council's approach to climate change.

These announcements coincided with the publication of a report on Luton's greenhouse gas emissions by the Anthesis Group. The report was commissioned by Luton Borough Council's Place and Infrastructure department to:

- highlight the emissions profile of Luton and Luton Borough Council;
- discuss the degree to which the town's emissions can be influenced by regional or national bodies;
- provide an evidence base for future action plans relating to climate change.

Engagement with the community is essential to achieve carbon neutrality in Luton by 2040. Cllr Tom Shaw, Chair of the cross-party Climate Change Executive Advisory Board explained that:

"We are really encouraged that progress is being made and we continue to drive forward this important issue, but to achieve the 2040 target we will have to go further. There needs to be changes to the way we travel, what we build, how we buy things. This needs significant resources and so it will require lobbying to ensure that there is sufficient support from Central Government".

"Dealing with Climate Change needs community, stakeholders and experts involved. Not only are we developing strong relationships with businesses, we are also encouraging all those interested, across all sections of the community...We want to discuss the issues and know what people think should happen in Luton and consider measures and steps that need to be taken".

The Climate Change Forum, held on the 11th February 2020 and open to all residents, commenced Luton Borough Council's community engagement on climate change. The forum's aim was to facilitate an open discussion between Luton Borough Council and Luton's residents on measures to tackle climate change. The feedback received from attendees will be considered during the current revision of the council's Climate Change Action Plan and inform Luton Borough Council's wider community involvement on climate change. The Climate Change Forum therefore sought to meet the following objectives:

1. To inform attendees of the challenge ahead, through subject expert speakers discussing a range of areas that must be considered when tackling climate change.
2. To convene a series of workshops, discussing sectors related to tackling climate change. The workshops gave Luton residents the chance to debate and suggest ideas on how to tackle climate change.

Although discussions were broad and encompassed numerous ideas, the following list highlights the key themes expressed by residents of Luton who attended the Climate Change Forum:

- Clearer communication, by Luton Borough Council, of advice and actions that individuals can take on climate change. Increasing the “climate literacy” of council staff should also be a priority, particularly at an operational level.
- Introducing clear climate change enforcement standards, such as on housing insulation.
- Broadening engagement on climate change across the community, utilising the existing structures that Luton Borough Council possesses. These include charities, schools and the Youth Council.
- Promoting positive actions and behaviours that help tackle climate change, as well as penalising ‘Climate Crime’ through measures such as enforcing parking restrictions.
- Preserving carbon locking ecosystems and increasing ‘greening’, such as green roofs on all public buildings.
- Ensuring no further investment in fossil fuels, instead incorporating and expanding the use of renewable energy sources, including Solar PV, across all sectors.
- Greater investment in public transport outside of Luton’s town centre.

Scope of the report

The report provides an account of the feedback received at the event and a summary discussions at each workshop. The views, comments and suggested policy actions detailed in this report are those of attendees, not of Luton Borough Council. As referred to above, the feedback of attendee’s will be used during the revision of the council’s Climate Change Action Plan and to inform Luton Borough Council’s wider community involvement on climate change. Furthermore, the courses of action outlined in the presentations conducted by Sara Telahoun of Anthesis, Peter Horrocks of SEMLEP and Naomi Green of the EEH do not represent the official policy of Luton Borough Council.

Part 1: Setting out the challenge

The Climate Change Forum commenced with informative presentations delivered to attendees, outlining the context of Luton's role in tackling climate change. These sessions emphasised how climate change is the biggest long term challenge facing Luton. As Cllr Shaw explained prior to the first presentation, the Climate Change Forum would stress the scale of the measures that need to be taken. All areas of policy would therefore be "on the table" for discussion during the day.

The presentations conducted were as follows:

1. Sara Telahoun, Anthesis - Anthesis' Report for Luton Borough Council: Setting the Scene.
2. Robin Porter, Chief Executive of Luton Borough Council - What this all means for Luton?
3. Peter Horrocks CBE, Chair of SEMLEP - What does a green economy look like?
4. Gerry Taylor, Corporate Director of Public Health at Luton Borough Council - How tackling climate change can improve public health?
5. Naomi Green, England's Economic Heartland - The Future of Sustainable Travel.

Each presentation, delivered by a subject matter expert, informed attendees of Luton's place in efforts to confront climate change, laying the foundation for the workshops undertaken in part 2 of the Climate Change Forum.

1. Sara Telahoun, Anthesis: Setting the Scene

Sara Telahoun's session summarised the findings of Anthesis' report on greenhouse gas emissions in Luton, published in January 2020. She introduced the session by emphasising the importance of the 2020s as "the decisive decade" for action on climate change. It was made clear that everyone in the town had a responsibility in tackling climate change.

The findings of Anthesis' report, which was delivered to attendees at the Climate Change Forum, are detailed as follows. Please note that the findings were published in January 2020 and do not account for the impact of COVID-19.

The emissions profile of Luton

- Stationary energy dominates the town's emissions. Buildings are the biggest greenhouse gas emitters due to energy use such as heating and lighting, as well as the non-renewable supply of their electricity. The single largest sector contributing to stationary energy emissions is industrial buildings. Emissions from residential property are also a significant contributor to emissions.
- Transport represents a large portion of emissions. Anthesis' report includes freight and the commutes of workers in this category.
- The above provides examples of influence that Luton Borough Council has over assets which it does not directly own or control, such as transport.

The emissions profile of London Luton Airport

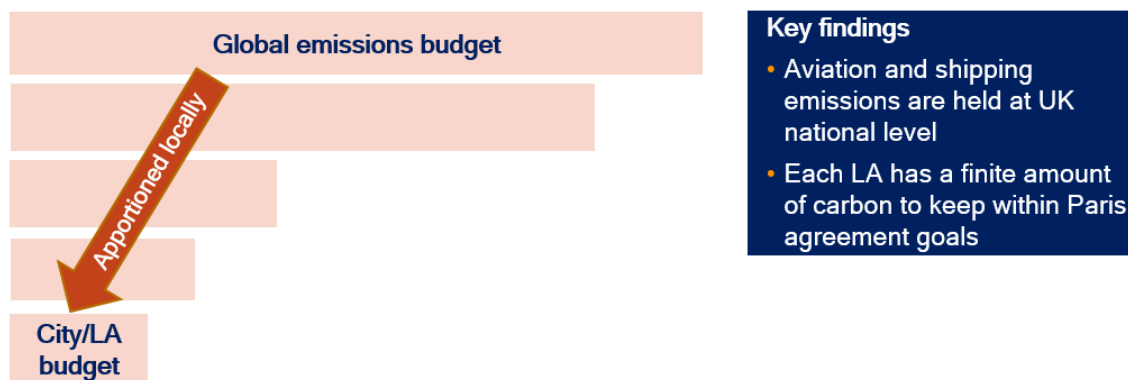
- As of January 2020, 51% of London Luton Airport's emissions originated from air traffic movements; 48% from surface access journeys and 1% from the airport's operations.
- Luton Borough Council can influence the emissions generated by surface access journeys and the airport's operations, granting the council the potential to significantly reduce emissions.

Carbon Budgets and the Paris Agreement

- The UK is signed up to the Paris Agreement, for which the central goal is limiting a global temperature increase of 1.5 degrees Celsius.
- There is a finite amount of carbon that can be emitted whilst remaining below 1.5 degrees Celsius. Carbon remains in the atmosphere for 100 years after it is emitted, so cumulative emissions are of paramount importance.
- The implications of the carbon budgets detailed in the Paris Agreement are that:
 - Aviation and shipping emissions are held at UK national level;
 - There is a global emissions budget, which gets broken down and apportioned locally. The Tyndall Centre has done this, as shown in Figure 1. Every local authority has a finite level of carbon that it can emit to keep within Paris Agreement's goals.

Figure 1: Carbon Budgets, and how they are apportioned locally

Science-based carbon budgets

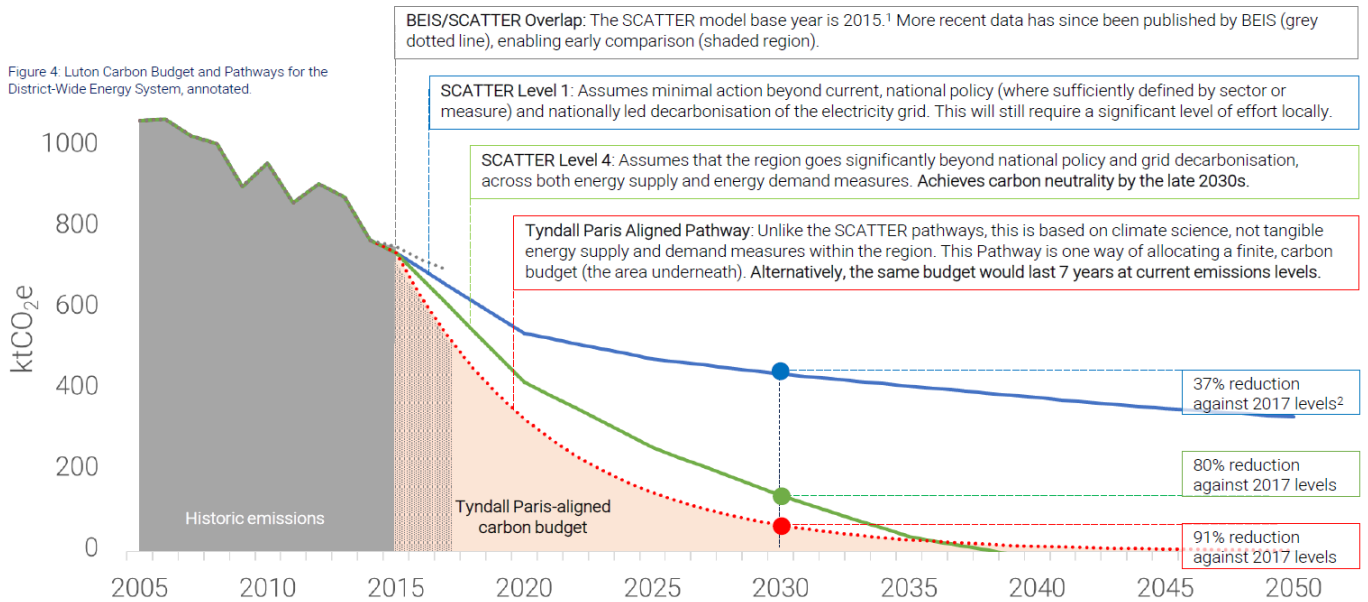


Anthesis' use of the SCATTER model

- The SCATTER modelling tool has been used by Anthesis to measure the impact of certain levels of intervention on emissions reduction.
- Interventions range from the energy supply becoming greener, domestic retrofitting, natural capital measures and transport modal shifts.
- The 'Business-as-usual' line in Figure 2 relates to the least ambitious implementation of measures within SCATTER. However, this still corresponds to significant local action.
- Adoption of the most ambitious SCATTER interventions sees Luton becoming zero carbon in the mid-2040s.

- The red line corresponds to the science-based reductions in emissions necessary if Luton wishes to remain aligned to the Paris Agreement.
- The concept of the budget means that we must consider the area beneath the plots as well as their trajectory. Therefore, the speed of emissions reductions is more important than the date at which neutrality is achieved.

Figure 2: Luton’s forecasted emissions pathways



What Luton Borough Council needs to do to meet targets set out in the Paris Agreement:

1. Reduce stationary energy demand. Improving energy efficiency, introducing district heating and retrofitting boilers are measures that can be undertaken to reduce demand.
2. Increase low carbon energy supply. For example, installing energy storage and solar technology.
3. Increase low carbon transport. The vast majority of transport emissions are from on road transport rather than rail. Increasing the volume of low carbon transport would require modal shifts in freights and commutes, greening company vehicles and reducing distances that need to be travelled.
4. Reduce the amount of waste generated and improve recycling rates. Waste is a small proportion of carbon emissions within the town, but is significant with regards to global emissions. At current rates, the weight of rubbish in the world’s oceans will be greater than the weight of fish by 2050. Reducing the use of single use plastics and the amount of food waste generated are key measures to achieve that target.

2. Robin Porter, Chief Executive of Luton Borough Council: What this all means for Luton?

Robin Porter began by providing an overview of Luton as a town, highlighting that:

- 46% of children in Luton live relative poverty;
- More than 1 in 4 working families are in relative poverty;
- Despite Luton's ranking on the Index of Multiple Deprivation having improved from 2015-2019, it has declined in absolute terms since 2004. Luton remains in the top 25% most deprived places in the country, as well as some of its wards being within the top 10%.

Robin Porter made it clear that poverty was at the centre of Luton's "wicked" problems, and that Luton Borough Council's strategic vision is to therefore achieve a Luton free of poverty by 2040. Failure to address poverty would undermine any policy pursued by the council.

He noted that the necessary measures to tackle climate change in Luton are interlinked with the challenge of lifting residents out of poverty. It was made clear that tackling climate change, by ensuring that Luton is carbon neutral by 2040, was a key objective that needed to be met to achieve a poverty free town.

Three ways of delivering on efforts to tackle climate change and poverty:

1. Council Activities. Setting an example to the town by reducing Luton Borough Council's carbon footprint as an organisation. This includes energy efficiency in council buildings, street lights, housing, sustainable transport such as electric cars, procurement and open spaces.
2. Leadership of Place. Working with businesses, the public sector and communities to achieve net-zero together. This includes developing the council's vision for Luton 2040, introducing a new Local Transport Plan, working with communities and creating a climate change action plan for Luton by January 2021.
3. Responsible ownership of Luton Airport. Luton Borough Council recognises the need for London Luton Airport to grow in a sustainable way that helps the town achieve the 2040 net-zero target. This involves raising the ambitions of airlines to be more responsible and delaying the DCO submission to evaluate proposed measures on tackling climate change.

3. Peter Horrocks CBE, Chair of the South East Midlands Local Enterprise Partnership (SEMLEP): What does a Green Economy look like?

Peter Horrocks acknowledged the changes that the economy must undertake in order for the UK Government to achieve its target of reducing greenhouse gas emissions to zero by 2050. However, he emphasised that a strong, growing economy and the need to 'go Green' are interlinked – with economic growth being essential to fund the investment required in order to support the transition to a green economy. Mr Horrocks emphasised the requirement for a "holistic" approach in order to deliver a green economy that generates growth.

SEMLEP currently encompasses the unitary authorities of Bedford, Central Bedfordshire, Luton and Milton Keynes, alongside the district councils of Aylesbury Vale, Cherwell, Corby, Daventry, Kettering, Northampton and South Northamptonshire. He explained how SEMLEP is part of 39 Local Enterprise Partnerships set up in 2011 to provide a link between local authorities and businesses in order to establish local economic priorities and generate regional wealth. Such a partnership, as Mr Horrocks explained, offered an opportunity to pursue sustainability within the region, reducing greenhouse gas emissions whilst promoting economic growth.

Actions SEMLEP have already taken to deliver sustainable economic growth:

- Fostering innovation to support technological solutions.
 - Making a significant difference in new building techniques.
 - Decarbonising aviation. For example, Cranfield University is currently leading on electrification of aircraft.
- Improving Connectivity.
 - Creating smarter, greener logistics chains.
 - Promoting investment in clean, connected transport options.
 - Improving digital and broadband connectivity. For example, SEMLEP has supported the expansion of 5G's coverage in Northampton, enabling many employees to work from home and reducing commuter emissions.
- Changing the business environment.
 - Investing in the workforce, aligning skills of the workforce with a new economy. At the Northampton Construction and Engineering Centre, skills have been aligned with new construction methods.
 - Introducing EV infrastructure and its use. Milton Keynes now has the highest number of charging points outside London.
 - Investment and funding opportunities for innovative businesses to meet clean growth ambitions. At SEMLEP, that has involved tapping into the work of Connected Places Catapult to help get business ideas to commercialisation. It has also involved supporting Innovate UK, providing £1.2m for small firms to develop future aviation technology.

4. Gerry Taylor, Corporate Director for Public Health, Commissioning and Procurement: How tackling climate change can improve public health

Climate change poses multiple hazards to health in the UK. The presentation began by highlighting how the potential impact of climate change would have a detrimental impact on the health of Luton residents. Warmer summers would cause excess deaths in vulnerable groups, potential increases in flooding that threaten the loss of housing stock and depreciating air quality that would exacerbate health conditions such as asthma, of which Luton has a high number of sufferers.

Gerry Taylor outlined that efforts to tackle climate change would produce health 'co-benefits', improving the health of residents throughout the town. Many positive public health policies that Luton Borough Council could enact, regardless of climate change, would also reduce greenhouse gas emissions. Moreover, the presentation highlighted how inequality had a significant impact on health, reinforcing Robin Porter's

message that measures to tackle inequality are an important part of any efforts to confront climate change. It was emphasised that the need to tackle climate change is an opportunity for us to improve the health of Luton's residents.

What we can do to improve the health of residents, whilst also tackling climate change:

1. Increasing the use of sustainable transport and increased participation in active transport.
 - Encouraging low carbon transport options (such as public transport and cycling) and increasing physical activity would reduce the high levels of carbon emissions produced by the transport sector.
 - These measures would decrease the risk of diabetes, cardiovascular disease, obesity, cancers and musculoskeletal problems, as well as improving mental health.
2. Encouraging dietary changes.
 - Reducing the consumption of red meat, which has a high carbon footprint. Lowering red meat consumption would also reduce the risk of cancer and cardiovascular diseases. Increasing the use of locally produced fruit and vegetables would significantly decrease emissions.
 - If the average diet of UK citizens met WHO recommendations, it would reduce the UK's greenhouse gas emissions by 17% and save 7 million years' worth of life lost prematurely in the next 30 years.
3. 'Greening' the borough.
 - Introducing schemes such as carbon capture and planting trees that would reduce the level of greenhouse gases present in the atmosphere.
 - These measures would also improve air quality in Luton, reducing the risk to those with underlying conditions such as asthma. 'Greening' neighbourhoods would improve their aesthetics, making them more attractive for physical activity as well as reducing the level of greenhouse gases in the atmosphere.

5. Naomi Green, England's Economic Heartland (EEH): The Future of Sustainable Travel

England's Economic Heartland (EEH) is a partnership of councils and local enterprise partnerships, stretching from Swindon to Cambridgeshire, encompassing the Oxford-Cambridge Arc and including Luton. The partnership was founded in 2014 with the vision of realising the area's economic potential, recognising that:

- Strategic infrastructure issues, and solutions, extend beyond any one single area;
- Issues that are common to one or more areas can benefit from a co-ordinated response;
- There is a need for a stronger integration of investment by Government, its agencies, local authorities, as well as infrastructure and service providers.

The EEH's Transport Strategy, outlined by Naomi Green, was devised with a vision of harnessing the region's globally renowned centres of innovation to unlock a world class transport system that would

connect people and places within and beyond the region. Simultaneously, the EEH would seek to de-carbonise the transport system. The strategy is guided by the following four principles:

1. Achieving net-zero carbon emissions from transport by no later than 2050;
2. Realising economic opportunities through improved intra-regional connectivity;
3. Improving the quality of life and wellbeing through enhanced local connectivity;
4. Improving access to markets through strategic connectivity.

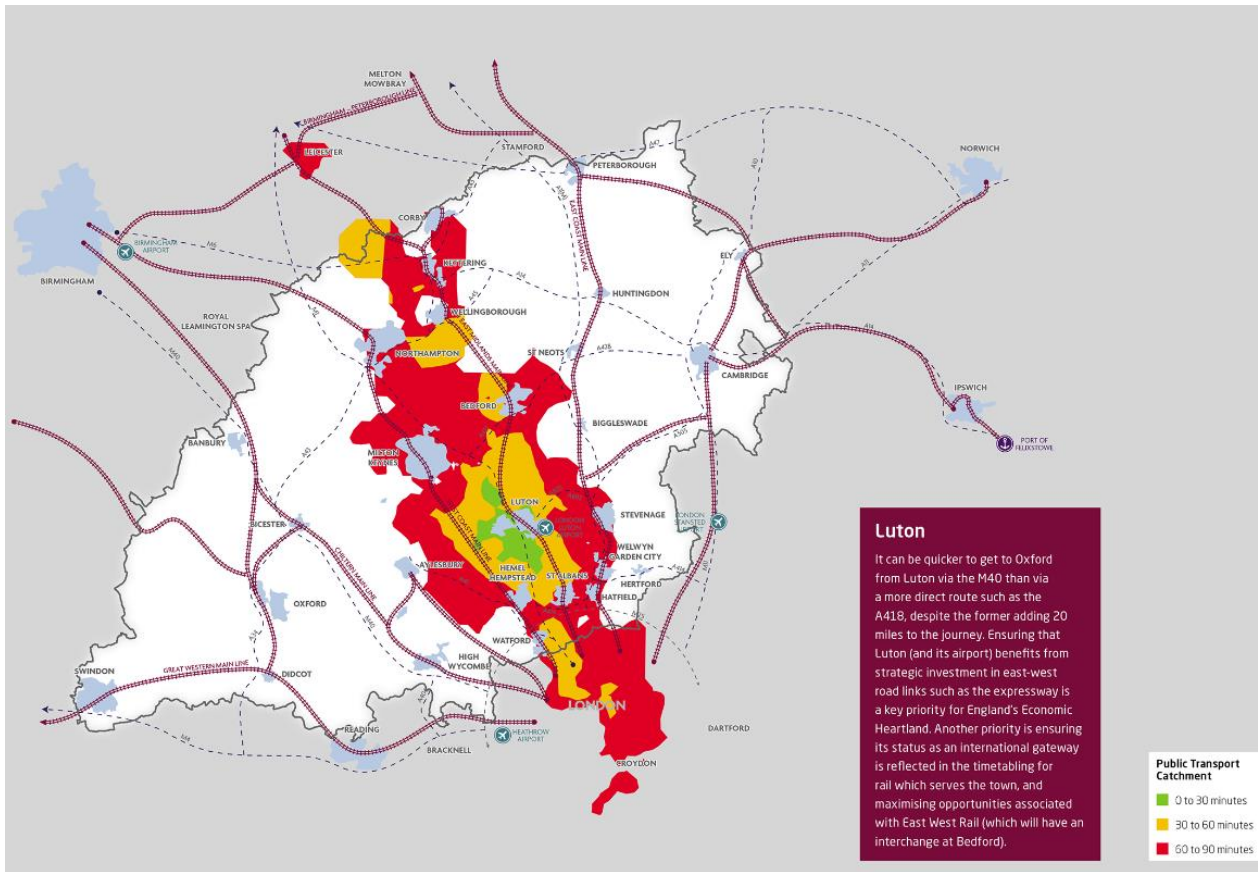
The presentation outlined how the EEH's Transport Strategy was driven by the need for a new approach to transport. It was noted that success to date had been without the levels of investment in infrastructure and services required to ensure long term sustainable growth, exacerbating the issues on climate change which the region currently faces. As a consequence the pressures on the region's transport, its digital and wider infrastructure networks, have continued to grow to the point where they operate close to capacity most of the time.

Strategic collaboration across local authorities through the EEH is a critical feature of the new approach to infrastructure. A new approach would need to be inclusive, enabling existing residents and communities to realise their region's potential in ways that respect the quality of the region's environment. Rail services, (both passenger and freight) who already play a key role in the transport system, must undertake an even greater role. If its potential is realised, the transport system could play a crucial role in helping the region achieve its economic potential in a way that delivers a net environmental benefit.

Measures that could be implemented for Luton:

- Changes in work shift patterns, such as increased working from home.
- Incentivising the use of public transport through infrastructure investment to reduce journey times (please refer to Figure 3).
- Creating public transport hubs, which are in close proximity to shops, restaurants, meeting facilities and hotels. These hubs can artificially bring people together.
- Increasing public transport access to business parks and the town centre, freeing up parking spaces. A dialogue about how the vacant car parking facilities could be used would then be possible, such as converting them into residential areas, shopping outlets, business units or outdoor areas for leisure.

Figure 3: Average public transport travel time, by catchment area



Robin Porter, Chief Executive of Luton Borough Council, addresses the link between removing poverty in Luton and efforts to tackle climate change.

Part 2: Climate Change Workshops

The second part of the Climate Change Forum consisted of workshops covering a range of areas relevant to Luton's efforts in tackling climate change: Housing, Energy, Transport, Wellbeing, Parks and Green Spaces, Green Business, London Luton Airport and Anthesis' Report for Luton Borough Council. Each session ran for 30 minutes, before attendees rotated between tables for second 30 minute workshop, with each table hosting a different set of participants.

The sessions had no set structure, encouraging participants to shape the discussion. Discussions in each workshop ranged from the current measures being adopted in the town to ideas and changes that residents wished to implement. The purpose of the workshops was to enable input from residents of Luton concerning measures they wanted the council to take on climate change.

1. Housing

The two workshops on housing were chaired by Claire Astbury, Head of Housing Strategy & Development at Luton Borough Council. The headline outcomes of the workshops included:

- There is a need to help people access reliable installers (such as the council's Building and Technical Services) and retrofit measures.
- The importance of raising awareness in Luton households about energy use and how to use energy saving systems. Providing council advice would support these measures.
- Enforcing high quality carbon requirements for all new homes through planning.
- Providing incentives for installing energy efficiency measures.
- Collaboration between Luton Borough Council and the private sector by cultivating relationships with builders and investors, as well as driving standards in rented sector through licensing, procurement and Luton Lets. Enforcing stricter 'new build' standards would aim to prevent areas of high deprivation possessing the highest levels of energy consumption. An example was given of Islington Council's introduction of a carbon offsets levy.

2. Energy

The two workshops on energy were chaired by Sue Davies, Strategic Energy Manager at Luton Borough Council. The headline outcomes of the workshops included:

- A public education service on what measures individuals can take to reduce their energy use. It was suggested that a Luton Borough Council website could provide such a service.
- The groups believed that technological obstacles were not an issue in reducing emissions within the energy sector. Instead the issue was funding, in terms of affordability for residents and the amount of funding provided by Luton Borough Council.
- Discussion of the possibilities offered by district heating.
- Housing and building insulation, alongside increasing the number of rooftop gardens in Luton.

- The expansion of Solar PV in Luton.
- The role that Community Energy Schemes could play, including the use of Solar PV. Attendees suggested that Luton Borough Council could provide financial incentives to support these schemes.

3. Transport

The two workshops on transport were chaired by Alex Constantinides, Public Realm Service Director at Luton Borough Council. The headline outcomes of the workshops included:

- Introducing a “Smart Bus timetable”, with live updates and information for smart phones.
- Road space being designed to include all users.
- Discussing the introduction of increased bus and smart route planning.
- Introducing a “Work Place Parking Levy”, reinvesting income generated from the scheme back into the transport network.
- Exploring the potential for shared work spaces and increasing video conferencing to reduce the number of journeys undertaken by employees working in Luton.
- Addressing low rates of cycling in Luton by increasing both ‘Red Routes’ and the number of segregated cycle ways. Introducing measures such as London’s “Mini Holland” scheme was also discussed.
- How to address school traffic. Suggestions included:
 - limiting secondary school choice to catchment areas;
 - subsidising bus travel;
 - improving local road safety and junctions, to make parents more confident that children can walk or cycle to school safely. This would reduce the number of school related journeys undertaken by cars.

4. Wellbeing

The two workshops on wellbeing were chaired by Gerry Taylor, Corporate Director of Public Health and Wellbeing at Luton Borough Council. The headline outcomes of the workshops included:

- Increasing council engagement with the voluntary and community sector.
- Promoting active travel through infrastructure investment, to support walking and cycling and the ‘pedestrianisation’ of certain areas. It was also agreed that improving the aesthetics of these areas would increase their use.
- Educating drivers, walkers and cyclists on travel safety, to increase public confidence in their own personal safety whilst walking throughout Luton.
- Diversifying the food on offer throughout the town, through increasing the number of markets present in Luton.
- Engagement, by Luton Borough Council, with Luton Youth Council and schools in climate change and wellbeing conversations.

5. Parks and Green Spaces

The two workshops on parks and green spaces were chaired by Jane Conway, Development and Business Manager at Luton Borough Council. The headline outcomes of the workshops included:

- Introducing effective green infrastructure to promote a multi-user approach. Examples of the approach would include multifunctional spaces and circular pathways.
- Increasing the quantity of green open space in wards with higher levels of deprivation to boost community engagement.
- Establishing open access community orchards for residents.
- Involving cooperatives and local shops in the maintenance of local green spaces.
- Increasing the number of green roofs in Luton and expanding the number of green walls – known as ‘moss walls’.
- Planting, rather than removing, trees. Developers would be tasked with the maintenance of green spaces.
- Ensure that planning in Luton retains green spaces by amending current planning rules.

6. Green Business

The two workshops on green business spaces were chaired by Jodie Yandall, Service Director for Inclusive Growth at Luton Borough Council. The headline ideas of the workshops included:

- Exploring the possibility of a Luton Sustainable Business Awards, to celebrate successes in tackling climate change.
- Raising awareness of green standards, with attendees citing Stopsley Baptist Church as an example of good practice.
- Establishing a Green Skills Academy, to provide the workforce with the new skills required for a green economy.
- The potential for a green toolkit for businesses and a “Business Green Charter”. These measures would involve developing links with the Chamber of Commerce to support them.
- A discussion on council procurement, to encourage a “buy local” approach.
- Exploring support that businesses could provide in expanding public realm improvements, as part of their staff’s wellbeing.
- Expanding the use of solar panels, by:
 - joint partnerships with other local authorities and London Luton Airport in the provision of solar panels;
 - exploring the opportunity for solar slates in Luton;
 - supporting solar fitting apprenticeships, with training delivered by local providers such as colleges.

7. London Luton Airport

The two workshops on London Luton Airport were chaired by Graham Olver, Corporate Director for London Luton Airport Limited. The proposed expansion of the airport featured heavily in workshop discussions,

involving both support and opposition for the development. Other points relating to London Luton Airport included:

- Improving accessibility of rail links to the airport. Many noted that passengers travelling from rural areas in Hertfordshire and Bedfordshire to London Luton Airport had difficulty in accessing direct trains.
- Restrictions on car parking at the airport, particularly in residential areas located nearby. Attendees favoured a multi storey car park rather than surface level parking.
- Developing noise monitoring mechanisms.
- Improving bus links to the airport for those who live outside the town. Increasing the use of public transport would aim to reduce the number of airport passengers travelling by car.
- Access to the proposed Terminal 2 at London Luton Airport should be limited to DART in order to reduce emissions.
- Improvements to the current insulation schemes offered by London Luton Airport Limited (the airport company) and London Luton Airport Operations Ltd (the operators the airport).

8. Anthesis' Report: "Climate Action Plan Support"

The two workshops on Anthesis' report were chaired by Sara Telahoun, representing the Anthesis Group. The headline outcomes of the workshops included:

- Improving the involvement of the community in conversations on climate change. Engagement could include holding a Citizens Assembly on Climate Change, as undertaken by other local authorities.
- The impact of behavioural changes on emissions, and how these could be supported by Luton Borough Council.
- Communicating the report's findings to residents in a simple way. The point led to a wider discussion about the need to enhance the "climate literacy" of Luton Borough Council employees and residents of the town.