
ZEV Strategy

EDTCE Scrutiny

Date of meeting: 05 November 2025

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
- Report author: Daniel Pearman
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- Report version number: 01

1. Purpose of Report

- 1.1 To provide members of the commission with an update on the council's Zero Emission Vehicle Strategy

2. Background

- 2.1 The city council has been actively developing a Zero Emission Vehicle (ZEV) strategy, to outline how we shall support residents and businesses to transition their vehicles to alternative, zero emission fuels.
- 2.2 Work has been progressing for a number of years, though changes to government policy and rapid advancements in the sector has required the strategy be continually refined and information be updated. With the recent reconfirmation of the ZEV mandate – that no new petrol or diesel vehicles may be sold after 2030, outside of specific exceptions – and the consolidation of government funding and clarity therein, it has been possible to finalise our strategy.
- 2.3 Members of the EDTCE scrutiny commission have been involved during strategy development, which included a task group established to examine EV charging points in the city. The findings of this group were reported back to the commission on the 28 August 2024 and their recommendations helped shape the strategy.
- 2.4 The strategy directly supports our bid to government under the Local Electric Vehicle Infrastructure (LEVI) programme, which provides capital funding for authorities to invest in the delivery of charging solutions where there may be less market incentive for the private sector.

3. Summary

- 3.1 Decarbonising the transport network is key to achieving national and local aims around carbon emissions, and a reduction in combustion emissions directly supports objectives around health and air quality. Passenger cars alone account for 16% of national emissions.
- 3.2 The city council has, alongside most transport authorities, adopted a transport hierarchy that identifies what modes are best supported and how. This is:
 - i Reduce the need or distance to travel – provide local services and amenities, or ensure citizens and businesses are digitally connected and able to access services remotely.

ii Walking, wheeling, and cycling – these modes are not only the best for air quality and emissions, but they also tackle issues around inactivity and social isolation which are particularly damaging to our communities.

iii Passenger transport – making use of buses, or for longer journeys trains, substantially reduces the individual journey cost in terms of both air quality and emissions. This is all the more accurate for Leicester, where the growing electric bus fleet means the majority of trips create zero emissions at source.

iv Zero Emission Vehicles – we recognise that not all journeys will be able to be made by all people in the above modes, and so we need to ensure people are supported with converting to zero emission vehicles in the future.

3.3 The strategy outlines overarching principles about how we will support this, including our engagement with the industry, partners, businesses and residents alongside investment in charging infrastructure.

3.4 Alongside this, the document outlines a charging hierarchy – which supports not only our approach to infrastructure, but also where the most utility and efficiency is likely to come from supporting a transition to electric vehicles.

3.5 The strategy does not provide a comprehensive plan for infrastructure investment at this time, although does build upon the principles that have been used in technical assessments to allow officers begin development of that plan.

4. Cross-pavement Channels

4.1 The strategy additionally outlines our concerns over the usage of cross-pavement charging solutions, and why these are not currently supported in Leicester.

4.2 The strategy maintains a commitment to review their usage in trial areas and engage with the sector, recognising how they may allow those without access to a driveway to use lower-cost domestic charging options.

5. Financial, Legal, Equalities, Climate Emergency, and Other Implications

5.1 Financial Implications

As an update report, there are no direct financial implications associated with this report.

Signed: Stuart McAvoy – Head of Finance

Dated: 22/10/2025

5.2 Legal Implications

As the report is a briefing update, there are no specific legal implications arising from the report.

Signed: Zoe Iliffe, Principal Lawyer (Property Highways & Planning)

Dated: 14/10/2025

5.3 Equalities Implications

The Council must comply with the public sector equality duty (PSED) (Equality Act 2010) by paying due regard, when carrying out their functions, to the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity and foster good relations between people who share a 'protected characteristic' and those who do not.

Protected characteristics under the Equality Act 2010 are age, disability, gender re-assignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, sex and sexual orientation.

This report provides an overview of the councils Zero Emission Vehicle Strategy and outlines the support to both residents and businesses. The council must ensure that all engagement and communication is accessible and targeted at appropriate stakeholders. Equality considerations should be fully integrated into the implementation of the strategy, taking into account the city's demographic profile.

Signed: Sukhi Biring, Equalities Officer

Dated: 15 October 2025

5.4 Climate Emergency Implications

There is a positive climate emergency implication arising from this report. Whilst it is of primary importance to support a reduced need for travel supported by solutions to increase active travel, the use of public transport, and shared mobility, it cannot be ignored that over half of all transport emissions are generated from the use of passenger cars. Providing support for this element of transport emissions to be decarbonised is an important part of achieving net zero within an acceptable timeframe. As sources of electricity are increasingly low carbon (renewable), supporting current and future development of electrical infrastructure also supports the Climate Ready Leicester Plan in terms of increasing electrification of transport.

Signed: Phil Ball, Sustainability Officer, Ext 372246

Dated: 14 October 2025

5.5 Other Implications

6. Appendices and Other Papers

6.1 Appendix 1 – ZEV Strategy