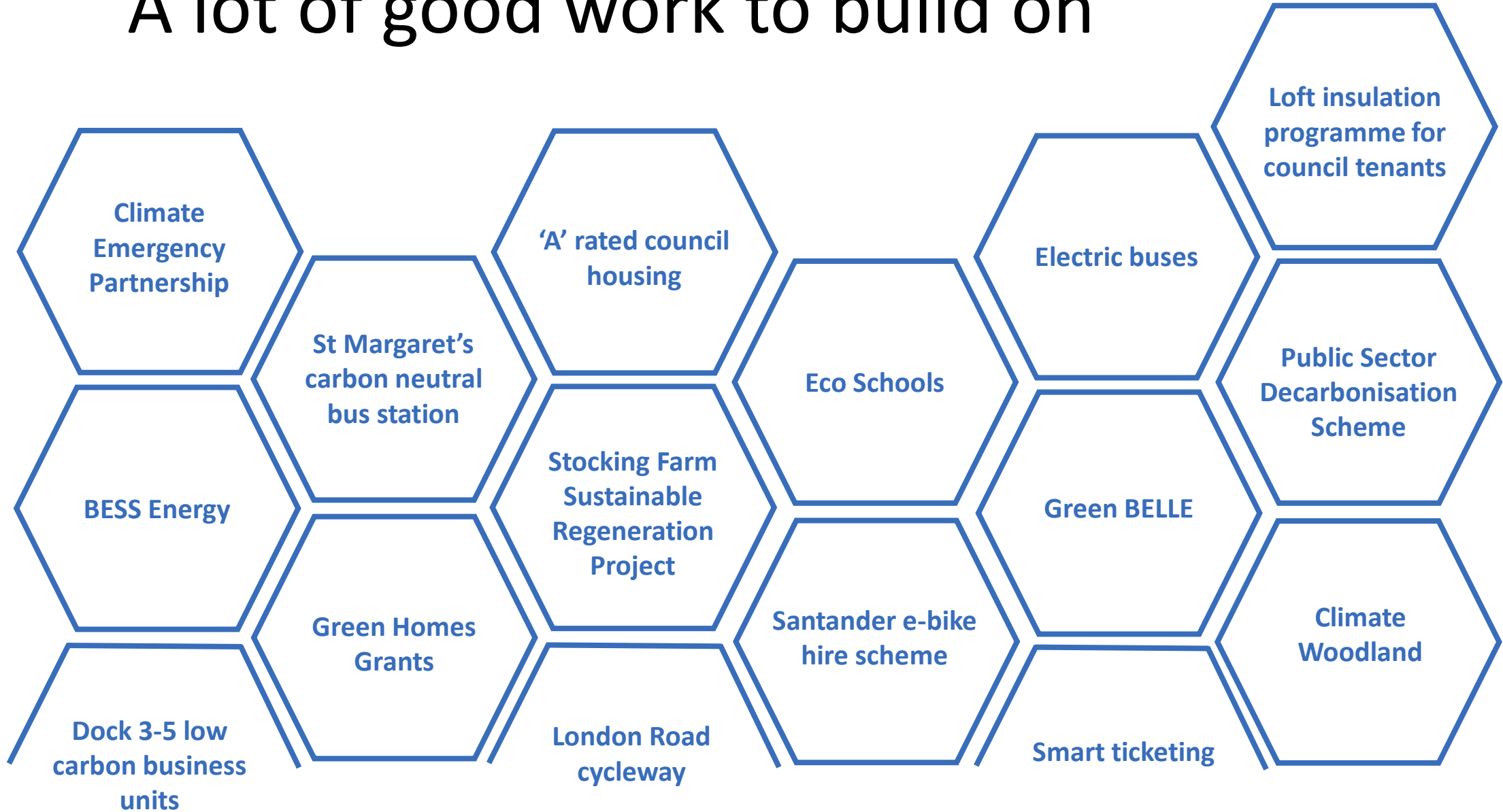


Using the Leicester Roadmap study to develop a programme of work

Economic Development, Transport & Climate
Emergency Scrutiny Commission – 31st August
2022



A lot of good work to build on



Starting to 'unpack' the Leicester Roadmap....

Housing

Workplaces

Transport

Energy

- What are the specific outcomes needed by 2030?
- What rate and scale of delivery and investment does that imply? How much do we need to scale up?
- What should our approach be? What should we focus on?

Housing



2030 OUTCOMES – SCENARIO 3 MODELLING

Reduced heat demand –
fabric retrofit

30% reduction

Smart heating controls

100% homes

Gas boiler replacement

100% boilers

New housing

100% is low-energy and
all-electric

Workplaces



2030 OUTCOMES – SCENARIO 3 MODELLING

Reduced space heating
demand – fabric retrofit

20% reduction

Smart heating controls

100% workplaces

Air source heat pumps

95% workplaces

LED lighting (from 15% currently)

100%

New workplaces built

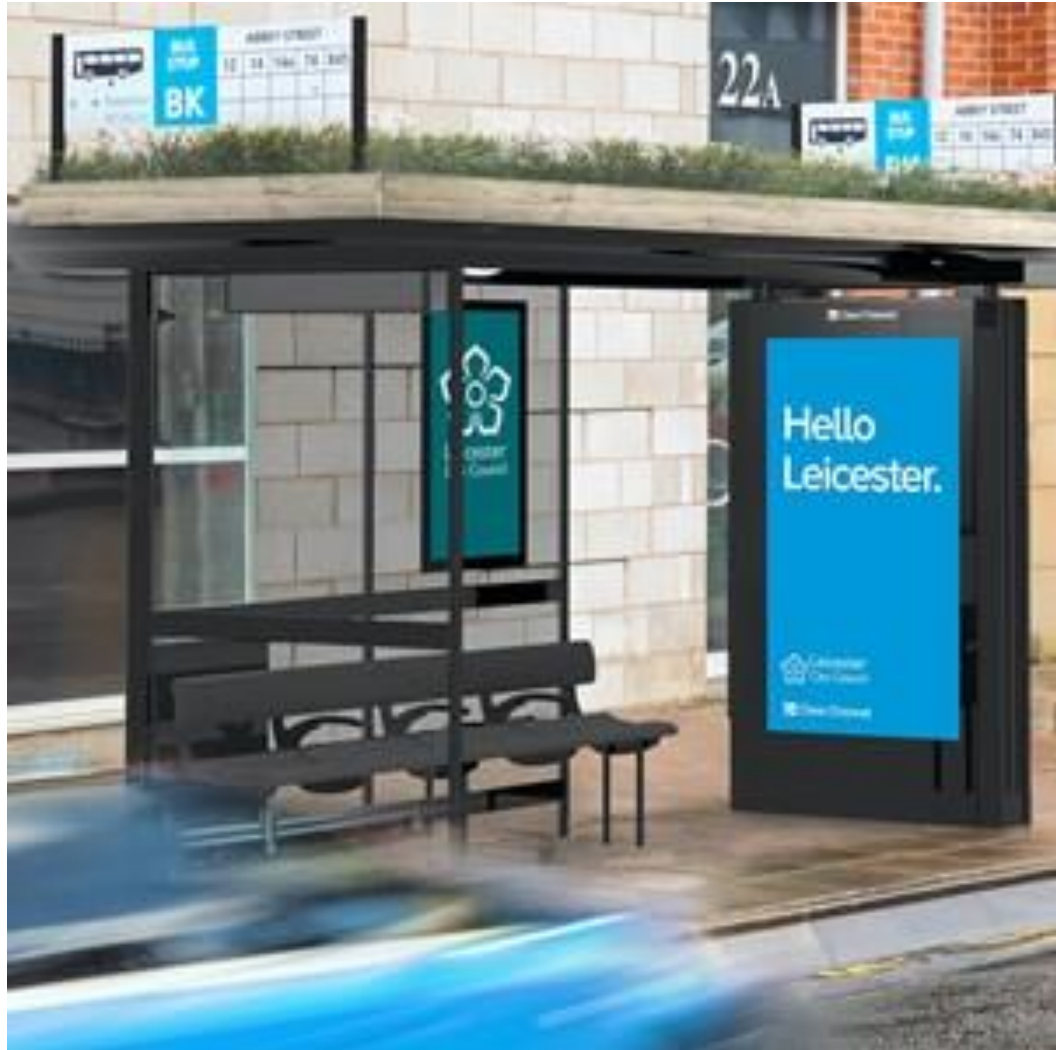
100% are low-energy and all-
electric.



2030 OUTCOMES – SCENARIO 3 MODELLING

Car trips avoided	5%
LGV and HGV trips avoided	10%
Mode shift car to active travel	32%
Mode shift car to bus	10%
EVs – proportion of fleet	99% Cars, vans 100% buses
Hydrogen HGVs	2%

Transport





2030 OUTCOMES – SCENARIO 3 MODELLING

PVs on more <i>existing</i> houses and flats (2kW)	34,000 more houses
PVs on more <i>existing</i> commercial/public sector (5kW)	4,700 more buildings
PV arrays on more <i>existing</i> industrial buildings (5kW)	1,400 more buildings
Large-scale renewables – outside Leicester, but council-led	As much as possible – to reduce residual emissions
District heating decarbonisation	65%
Electricity grid	‘Grid balancing’ measures where possible e.g. battery storage, vehicle-to-grid

Energy



Scale of city-wide costs to 2030 – scenario 3

Housing – energy efficiency	£3,140M	<p>Notes:</p> <ol style="list-style-type: none"> 1. Figures are gross capital costs for Scenario 3 (not discounted) taken from Ricardo Carbon Neutral Roadmap - Evidence Report, Table 14, p99. 2. Figures don't account for savings accruing from certain measures e.g. reduced energy bills following energy efficiency measures, lower refuelling costs of EVs or cost savings/income from PV generated electricity. 3. Figures are total capital spend required from all sources. Includes investment by businesses, households, central government and others, in addition to the council.
Housing – heat pumps and electric cookers	£824M	
Workplaces – energy efficiency, heat pumps and electric catering equipment	£1,353M	
HGV driver training	£1M	
EV cars, vans, motorcycles, buses	£4,841M	
EV charge-points	£115M	
Hydrogen HGVs	£2M	
Housing - PVs	£97M	
Non-domestic - PVs	£31M	



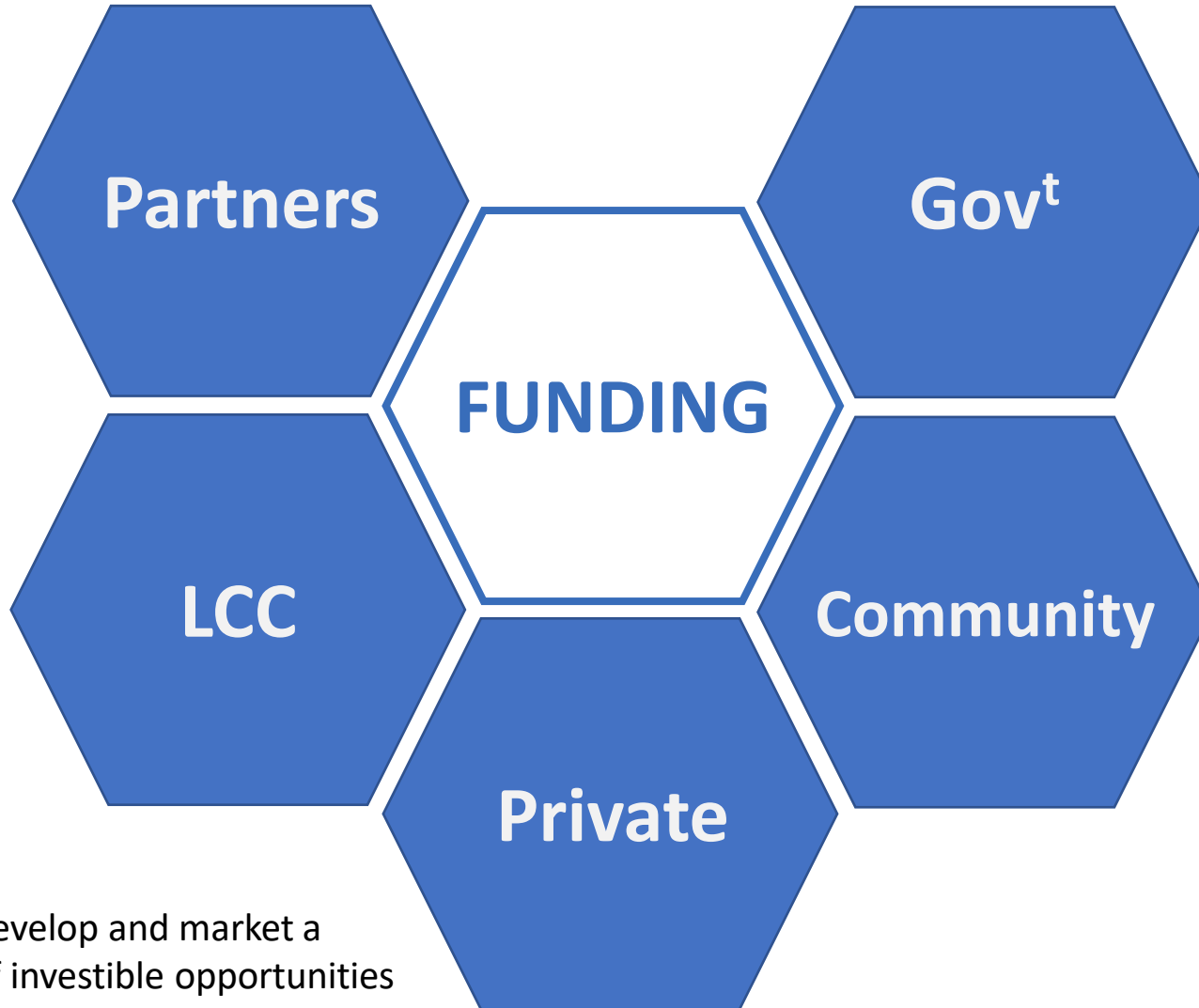
Towards a programme of work

- What are the areas we should focus on?
- How can we widen involvement and scale up funding?

Leicester City Council's areas of control and influence

Control Around 7% of emissions	Substantial influence Up to perhaps a third of emissions	Less influence Remaining emissions
<p>Council housing</p> <p>LCC operational estate</p> <p>LCC corporate estate</p> <p>LCC school buildings</p> <p>LCC construction</p> <p>LCC fleet and own EV chargers</p> <p>LCC-led renewables, energy services</p>	<p><u>Some</u> private housing stock – via grants, regulation</p> <p>HA stock – via collaboration on retrofit</p> <p><u>Some</u> SMEs – via grants and support</p> <p>Key partners' emissions</p> <p>New development – particularly strategic sites and LCC owned land</p> <p>Buses – services, infrastructure, electrification</p> <p>Active travel – infrastructure, promotion</p> <p>EVs – via charging infrastructure</p> <p>Traffic management and parking</p> <p>District heating and partner-led renewables</p>	<p>Private housing stock – afford-to-pay</p> <p>Private workplaces – non-engaged businesses/employers</p> <p>Commercial/industrial processes</p> <p>Community facilities – non-council</p> <p>Business-generated traffic – deliveries, haulage, business travel</p> <p>Business fleets decarbonisation</p> <p>Non-commuting, longer journeys – more difficult by bus or active travel</p> <p>Rail services</p>

- Embed CE in all partnership agendas
- Key role for Climate Emergency Partnership
- Partner-led bids to access more funding sources



- Push hard for much more funding and long term certainty
- Readiness for bidding – inc. inside track via engagement with Govt.

- Match-fund other sources
- Challenge ourselves to realign existing plans and budgets
- Robust plans and strategies – aligned with roadmap

- City-wide promotion of community and business action
- Encourage individual investment by those who can afford it e.g. retrofit
- Crowd-funding opportunities

- Identify, develop and market a pipeline of investible opportunities
- Look at both commercial and CSR/philanthropic paybacks

Project-specific funding strategies

Next steps

- Widen involvement - share the roadmap report, develop and publicise key messages to public, work with partners through Climate Emergency Partnership and other partnerships
- New action plan – develop first iteration ready for end of current action plan – with future annual cycles of development and updating beyond that
- Use scenario 3 outcomes to provide aspirational goals closest aligned with our ambition - as context for action planning, but.....
- Develop targets and milestones based on specific areas and actions within our control
- Align key plans, strategies, decisions and funding bids to roadmap as they are developed, including – LTP, Housing Strategy, SPF Investment Plan
- Finance - how to attract new, scaled up and more diverse sources of investment into carbon reduction in Leicester
- Challenge ourselves to realign current plans and budgets to release more resources