Leicester
City Council

MEETING OF THE ECONOMIC DEVELOPMENT, TRANSPORT AND CLIMATE EMERGENCY SCRUTINY COMMISSION

DATE: THURSDAY, 18 JULY 2024
TIME: 5:30 pm
PLACE: Meeting Room G.01, Ground Floor, City Hall, 115 Charles Street, Leicester, LE1 1FZ

Members of the Committee

Councillor Waddington (Chair)
Councillor Barton (Vice Chair)

Councillors Bajaj, Batool, Osman, Porter, Rae Bhatia and Singh Sangha

Members of the Committee are invited to attend the above meeting to consider the items of business listed overleaf.

For Monitoring Officer

Officer contacts:

Ed Brown (Senior Governance Officer)
e-mail: committees@leicester.gov.uk
Leicester City Council, City Hall, 3rd Floor Granby Wing, 115 Charles Street, Leicester, LE1 1FZ

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PUBLIC SESSION

AGENDA

NOTE:

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1. WELCOME AND APOLOGIES FOR ABSENCE

To issue a welcome to those present, and to confirm if there are any apologies for absence.

2. DECLARATIONS OF INTEREST

Members are asked to declare any interests they may have in the business to be discussed on the agenda.

3. MINUTES OF THE PREVIOUS MEETING **Appendix A**

The minutes of the meeting of the Economic Development, Transport and Climate Emergency Scrutiny Commission held on 20 March 2024 have been circulated, and Members will be asked to confirm them as a correct record.

4. CHAIR'S ANNOUNCEMENTS

The Chair is invited to make any announcements as they see fit.

5. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

Any questions, representations and statements of case submitted in

accordance with the Council's procedures will be reported.

Mr Vaitha to ask:

It seems as though there are cars parked illegally on
Narborough Road (between Upperton Road and Hinckley Road).

Nothing seems to be done. There do not appear to be parking tickets on the illegally parked cars although a few parking wardens can be seen walking on Narborough Road.

The illegally parked cars are causing Traffic jams and it takes twice the time to get past Narborough road.

I suggest that the Narborough Road area (between Upperton Road and Hinckley Road) becomes a 'Red Zone'.

6. PETITIONS

Cllr Karavadra to present a petition with 137 signatures in the following terms:

"We the undersigned are concerned citizens and urge Leicester City Council to act now to (1) Remove the 24-hour bus lane (2) Remove the camera pointing to Oakland Avenue as there are 2 cameras on a 0.8 mile stretch (3) Put a Keep Clear' sign on Melton Road to make it safe for cars exiting Oakland Avenue".

7. MEMBERSHIP OF THE COMMISSION 2024/25

The Membership of the Commission will be confirmed and noted.

CHAIR	Councillor Waddington
VICE CHAIR	Councillor Barton
	Councillor Bajaj
	Councillor Batool
	Councillor Singh Sangha
	Councillor Rae Bhatia
	Councillor Osman
	Councillor Porter

8. DATES OF MEETINGS FOR THE COMMISSION 2024/25

Members will be asked to note the meeting dates of the commission of 2024/25.

18 July 2024
28 August 2024
6 November 2024

8 January 2025
12 March 2025
23 April 2025

9. TERMS OF REFERENCE **Appendix B**

The Commission will be asked to note the Terms of Reference.

10. EDTCE OVERVIEW PRESENTATION **Appendix C**

The Lead Scrutiny Directors of the Commission to outline the service areas that form part of the commission.

11. BUS LANE OPERATING HOURS - SCOPING DOCUMENT **Appendix D**

The City Transport Director submits a report providing members of the commission with a proposed scope for the review of the operating hours of bus lanes within Leicester and the opportunity to comment on the scope for the review, suggest items to include, and consider joining the working group.

12. EXAMINING ELECTRIC VEHICLE CHARGING POINTS IN LEICESTER - INFORMAL SCRUTINY **Appendix E**

The Chair of the task group submits a report examining electric vehicle charging points in Leicester.

The Commission will be asked to note the report and support the recommendations set out in paragraph 1.2

13. LABOUR MARKET: WORKER EXPLOITATION - SCOPING DOCUMENT **Appendix F**

The Head of Economic Regeneration submits a report providing members of the commission with a proposed scope for a review of worker exploitation across Leicester's labour market and invite members of the commission to comment on the scope for the review and to consider joining the working group.

14. WORK PROGRAMME **Appendix G**

Members of the Commission will be asked to consider the work programme and make suggestions for additional items as it considers necessary.

15. ANY OTHER BUSINESS

Leicester
City Council

Minutes of the Meeting of the
ECONOMIC DEVELOPMENT, TRANSPORT AND CLIMATE EMERGENCY SCRUTINY COMMISSION

Held: WEDNESDAY, 20 MARCH 2024 at 5:30 pm

P R E S E N T:

Councillor Waddington – Chair
Councillor O'Neill – Vice Chair

Councillor Batool
Councillor Osman
Councillor Whittle
Councillor Gopal (Substitute)
Councillor Porter

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60. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Dawood.

Apologies for absence were also received form Councillor Rae Bhatia. Councillor Gopal substituted.

61. DECLARATIONS OF INTEREST

There were no declarations of interest.

62. MINUTES OF THE PREVIOUS MEETING

AGREED:

That the minutes of the previous meetings held on 31 January 2024 be confirmed as a correct record.

63. PETITIONS

It was noted that none had been received.

64. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

It was noted that none had been received.

65. 20MPH ZONES INFORMAL SCRUTINY - UPDATE

The Chair gave a verbal update on the informal scrutiny work on 20mph Zones in the City having presented it to the Executive.

Key points included:

- Three meetings had been held on the subject and the report and recommendations had been approved at the last meeting of the Commission.
- The report had been taken to the Executive and a response would be produced to show that the Executive would be taking the recommendations on board.
- The Chair thanked the members and officers involved, particularly Senior Governance Officer Georgia Humby as the Executive were impressed by the approach taken and saw it as a model in terms of procedure for future task groups. Although it was acknowledged that some groups may require more than three meetings.

AGREED:

That the verbal update be noted.

66. ELECTRIC VEHICLE CHARGING INFORMAL SCRUTINY - UPDATE

The Vice-Chair gave a verbal update on the informal scrutiny work on Electric Vehicle (EV) charging points in the city following the first meeting of the task group.

Key points included:

- The group had completed its first meeting which looked largely at the current situation regarding charging in the city and the various funding streams available and what they could be used for.
- At the second meeting, groups would be invited who may have opinions and insights on the issue.
- It had been interesting to consider what the situation with EV charging points would look like in an ideal world and what it could look like given the resources available.
- Members of the Commission were invited to the next session. The next meetings would take place on 9th and 29th April and would be held via Microsoft Teams.
- Members of the Commission were invited to suggest stakeholders who could contribute.

AGREED:

That the verbal update be noted.

67. WATERSIDE UPDATE

The Programme Manager and Head of Development - Planning, Development and Transport gave a presentation on the Waterside development.

The Director of Planning, Development and Transport attended the meeting to assist with the discussion.

Slides were presented (attached).

Other key points included:

- A great deal of activity had taken place developing the Waterside area and Pioneer Park.
- The Waterside development was around 100 acres in area.
- The area had previously become relatively derelict, largely due to the decline of the textile industry in the area.
- The area had been identified as a regeneration priority in the local plan.
- A regeneration strategy had been set out around planning guidance in the area in a very simple and clear way for developers to understand. This also included the allocation of public space in the area.
- As part of the project, the Council took the opportunity to acquire and restore Friars Mill, which was converted to managed workspace that was managed by the Chamber of Commerce. In addition to the restored historic buildings, further new-build office space was constructed and been put up for sale. This was a good scheme in its own right, but was also a statement of intent about the commitment to regenerate.
- A compulsory purchase of 17 acres in the middle of the area was shown on the slide.
- It was clear that the market could not bring the site forward on its own as there were too many individual land interests. Nonetheless, it was necessary for the site to come forward in order to act as a catalyst to stimulate investments in the surrounding sites.
- This in mind, the Council had set about a Compulsory Purchase Order (CPO) for a housing and office scheme. This had focussed on houses rather than apartments as there was an intention to create competition and choice in the market, alongside surrounding privately owned sites which would be predominantly apartment schemes. This development included ‘extra care’ affordable housing. It also created office space for between 400-500 jobs. The development of the compulsorily acquired land was halfway through completion, and it was thought it would be complete by 2026.
- A £30m grant had been received from the Leicester City Council Capital Programme and Local Growth Fund and Right to Buy receipts to be

invested in affordable housing.

- The Council held the risk for development which had allowed delivery to happen at pace. The full market value of £11m had been received for the land.
- Since the start of the developments in 2015, around £300m of private sector money had been invested in the city and around 1000 student bed places had been created, as had around 1000 houses and apartments. Additionally, a great deal of office and leisure space had been created. This created revenue for the Council worth £2m per year. This represented a good return on the initial investment.
- The Council were in discussions with Homes England and the relevant landowners to develop more offices and homes.
- The former A50 (Woodgate/Northgate Street) is currently being reconstructed to create a High Street environment and make the area feel like a neighbourhood within the city centre.
- As well as being a neighbourhood in its own right, built on brownfield land, the central location of the development would bring people into the city centre and thus support its economy.
- Historically, the city had turned its back on the river, and this development had helped connect people back to it.

The Commission were invited to ask questions and make comments. Key points included:

- The CPO had public spaces planned within the scheme. This included a small park with green infrastructure around Soar Island. Additionally, there were trees on highways throughout the scheme. The former A50 reconstruction work had also included the planting of street-trees.
- The Council had very limited further land interests in the area and as such the ongoing development of the wider Waterside area was in the hands of the private sector and depended on when they were ready to bring sites forward. Many of the remaining sites are subject to complex physical constraints such as flood risk and the Council would work with the Environmental Agency and organisations such as Homes England on how they could help, however, it was difficult to put a timescale on completion. Despite this, members were assured that the development would be completed.
- The Chair congratulated everyone involved for their work, noting that it was a big achievement that set an example for the future.
- In response to a query about contractors using local streets for their vehicles, it was noted that the contractors Keepmoat were using local streets for arrival and departure from the sites. Councillors were asked to inform the Director of Planning, Development and Transportation if this became an issue for residents.
- With reference to construction work currently underway on the former A50, it was confirmed that when complete the road would be open two ways.

- The site across the road from Slater Street School was proving difficult to get developed. However, recent discussions with the landowner were more positive and the owner was being helped through issues such as flooding. Discussions were being enabled through partners. It was recognised that the site was in need of development as it had become an eyesore.
- There were two listed buildings on the edge of the site. These had been difficult to develop, but recent discussion had been positive. It was requested that the Commission receive a report on the issues discussed regarding Waterside and the adjoining areas.

Cllr Porter arrived during the discussion of this item.

The Head of Development Projects gave a presentation on Pioneer Park now known as Space Park.

Slides were presented (attached).

Other key points included:

- Proximity to the Space Centre, existing land ownership formed a good baseline from which to bid for significant government funds to enable the council to intervene in the area to promote growth.
- There were parallels between the Waterside and Pioneer Park developments. Whilst they had different focusses, focussing on different sectors with Waterside having a more residential focus, both were part of the Enterprise Zone, and both showed how brownfield sites could be tackled using the resources that the Council had at its disposal with the backing of government funds.
- The council have in other areas worked with owners and developers to support speculative developments with high job outputs through the underwriting of leases.
- The Council had been fortunate in blending different types of funding together.
- Partnership working was important, co-ordinating interventions form parties such as the LLEP, Environment Agency and others.
- Planning guidance formed a key part of the Waterside process. In particular producing good, clear guidance that informed landowners and private developers of suitable uses, massing and scale to give confidence to bring forward their own schemes.
- The Council was unusual in its in house experienced and skilled staff who had a track record of identifying opportunities, successfully bid for funding and deliver a range of technical schemes.
- In a recent conversation with Homes England it emerged that they were struggling to find councils across the country who had the correct skill set for development. Leicester City Council had been asked specifically by Homes England whether it retained internal resource and experience to deliver regeneration and development, which the Council did.

The Commission were invited to ask questions and make comments. Key points included:

- Planning permission had been received to develop the site of industrial units at Abbey Court to deliver a significant uplift in floorspace in Pioneer Park and work to demolish and clear the site would commence shortly ahead of any potential land sale.
- Docks 1 and 2 were freeholds owned by the Council.
- When good quality office space became available, it was often occupied quickly, however, older office space was more difficult to lease. Some of this older office space was developed as residential.
- A major challenge in building good quality space was knowing whether rental levels could cover the development cost.
- Regarding sites in and around the city, it was hoped that in future developers could bring forward development, however for the foreseeable future the Council would need to have involvement if there was to be good quality space.
- In terms of allocation of Homes England and Levelling Up grants:
    - £9m went on Pilot House.
    - £17.5m went on the Railway Station.
    - £20m on pioneer park
    - £10m allocated to the St Margarets underpass.
- It was unknown if more levelling-up money would be received.
- A fire had severely damaged Friars Mill in 2012, however, much of what had survived, such as the original iron work supports and floor structures, had been retained in the scheme. Architects had sensitively adapted the space to make the most of the historic features. The character of the building was good and award-winning.
- The opportunity to acquire the Friars Mill site had occurred when the 2008 financial crash led the owner to hand ownership back to the bank, whilst at the same time the Council had come into EU Regional Development Funding and as such knew they had the money to convert the property.
- The Friars Mill site had a district heating network across the site providing green heat distributed to buildings through a network of pipes. this meant that the heating was low-carbon.
- Rainwater flowed into a tank under the Friars Mill car park and then discharged slowly into the river, acting as a flood intervention. Assessments had been made on flooding of the CPO'd when the river was at peak levels and were satisfactory. The pedestrian walkway by the river at the CPO'd site was 5-6m wide and deliberately designed to flood in an extreme storm event. Through this measure, the site provided additional flood storage capacity for the area, and created flood storage that reduced the flood risk from other sites on the network.
- The Dock buildings being delivered with Levelling Up funding at Pioneer Park would be Carbon Zero. The Ian Marlow site was pure industrial

units and would therefore met EPC rating A.

- Previous work undertaken by the council with Local Growth Funding from the LLEP was used to improve the wetlands along the river by Pioneer Park which increased flood storage to offset flood risks.
- No complaints had been received from tenants about the cleanliness of the river.
- The John Ellis site included a Technology and Teaching base within phase 1 with a second phase planned to create additional business space attracting additional Space sector businesses to the campus.
- It was requested that other projects such as Ashton Green and the Railway Station be brought to the Commission for consideration.
- The CPO at Waterside consisted of 17 acres being developed by Keepmoat Homes who were building houses to sell. 140 houses had been built so far. Sales values were high, but as values increased, the Council benefited from this due to an agreement with Keepmoat.

AGREED:

1) That the report be noted.
2) That the comments of the Commission be noted.
3) That a report on the issues discussed regarding Waterside and the surrounding areas come to the Commission.
4) That a site visit to the Waterside development be arranged.

68. LABOUR MARKET: WORKER EXPLOITATION

The Head of Economic Regeneration submitted a report relating to worker exploitation in sectors other than the textiles sector.

Dr Nik Hammer, Director of the Future of Work Cluster at the University of Leicester attended the meeting to assist with the discussion.

Key points included:

- The report referred to labour exploitation in the city and what was known of it.
- Work had been undertaken to look at the textiles sector and a Labour Market Partnership had been brought together to address concerns.
- It was noted that the Council did not have any powers or resources in relation to Labour Exploitation and enforcement, all of this lay with national enforcement agencies. However, it was established to see what the Council could do to address issues despite this.
- A Community Safety Coordinator post was established and was working on enforcement with national regulators, as well as working with communities and partners.
- The post had been appointed to in March 2020. When the Covid-19 pandemic occurred, the Leicester textile sector was criticised and national regulators devoted resources to increase enforcement in the city via Operation Tacit (OpTacit), working with the Labour Market

Partnership. This was a significant piece of work nationally as it was unusual for national regulators to devote resources to a particular sector prior to this.

- Detailed evaluation by the Director of Labour Market Enforcement of the work done was to be published in 2023, however, this had not occurred and as such the information was not yet available. However, it had been shown that there was a lot of interest in labour exploitation in the city and as such work was proposed to look at this area, particularly in terms of what it meant for economic sectors and geography.
- University partners had been engaged to support new work to assess the extent of labour exploitation across all sectors and it was being considered as to what could be done to move the work forward.
- The University of Leicester had a research cluster in the Business School with a large range of interdisciplinary and different sector expertise, looking at areas such as the care sector, the gig economy and precarious labour market issues.
- It was proposed to expand and broaden the approach to include sectors outside the textile sector. This would require research with a range of local labour market partners and government agencies as well as analysing any available data.
- This work could then inform any Council response to these issues.

The Commission were invited to ask questions and make comments. Key points included:

- Annual reports of the work undertaken by the Labour Market Partnership was available on the Council Website and would be circulated to members. This work looked at the enforcement activity by the partnership and community engagement work undertaken.
- The Labour Market Partnership Coordinator post had cost £150k. This role had engaged with a broad range of community and sector organisations. Additionally, work had been carried out with regulatory enforcement bodies to help encourage collaborative working and help engage with local organisations such as the Council and the Police. The Council had lots of services in the community and so it was desirable to ensure that they were joined up.
- It was not known at this point why the review of Op Tacit by the Director of Labour Market Enforcement had not yet been published
- It was the intention of the University of Leicester study to look objectively at where it was thought that labour exploitation may be prevalent and to gather data. It was intended for decisions to be made jointly on which sectors to look at.
- It was suggested that should the focus for any similar activity be broadened; it would be important to still take consideration of the textiles sector. It was further suggested that the hospitality and catering sectors could be looked at as well as construction, which was often seasonal and could make use of migrant and student labour which was not always

formalised.

- The work was welcomed in relation to mapping out the businesses engaged in exploitation and working with partner agencies which might have more information.
- It was necessary to begin with an open mind on where the data would lead.
- The work envisaged should look at the work done locally and what was possible in terms of Council intervention. It would also be necessary to look at best practice from elsewhere as this issue was not exclusive to Leicester. It was hoped that the work would advise and create options.
- It was raised that if people in the Council were aware of exploitation, they should raise it with the relevant authorities and not be inactive due to a lack of enforcement authority.
- The Chair noted that the work was vitally important, and it was necessary to think about how to undertake the work, noting that member involvement was important. With this in mind she requested that the issue be brought as an item to the first meeting of the next municipal year. She thanked people involved with the work for their interest.

AGREED:

1) That the report be noted.
2) That the comments of the Commission be noted.
3) That the issue be brought to the first Commission of the new municipal year with a recommendation on how to proceed with the work.

69. LLEP ARRANGEMENTS

The Director of Tourism, Culture and Inward Investment submitted a report to reflect on the impact of Leicester and Leicester Enterprise Partnership spanning from its inception in 2011 to the present day and to note progress with the transfer of LLEP functions into Leicester City Council on behalf of the City and County Councils.

Key points included:

- There had been a change in government policy which was moving towards a bigger role for upper-tier authorities and elected leaders.
- It was likely that the changes would also enable government to reduce the sum of money that had previously supported the LLEP.
- The LLEP Board were resigning, and the legal entity was effectively being phased out in the new financial year.
- A new structure to engage businesses and partners and to advise elected leaders was to be established.
- The existing, nationally renowned careers hub had developed effective partnerships between businesses and schools and was a priority to

retain.

- The LLEP had undertaken an organisational review resulting in the loss of some posts and the creation of others as services were being redesigned.
- There were sufficient LLEP reserves to support retained staff and services for two years until March 2026.
- A more detailed report on the LLEP arrangements would be brought at a later stage.

The Commission were invited to ask questions and make comments. Key points included:

- Government feedback on the proposed integration plan is still being awaited but this was likely to be received and resolved in the next month or so.
- New arrangements would give the Councils more significance in decisions on budgets and strategy. Though it was desirable to retain the voice of businesses advising, elected members would have more say.
- It was not known what would replace some of the programmes that had been managed by the LLEP. Some, like the UK Shared Prosperity Fund, had already transferred and were now council led.
- The Council were the accountable body for the Skills Bootcamps, and as such would have more influence.
- Clearer allocation of resources to local councils across functional economic areas could help with planning and avoid time and resource being wasted on competitions.
- Councils having more control was part of an ongoing devolution process.
- Cllr Porter queried the rationale for supporting IBM with £1m grant to locate in Leicester. Agreed further detail about the decision to be provided.
- Having functions more clearly council led should make accountability and elected member scrutiny easier.
- In terms of administration, the Council were always the contracting authority.

AGREED:

1) That the report be noted.
2) That the comments of the Commission be noted.

70. WORK PROGRAMME

It was noted that the informal scrutiny on 24-hour bus lanes had been upheld whilst government guidance was being awaited. This guidance was now available and as such it was requested that it be put on the agenda for the first

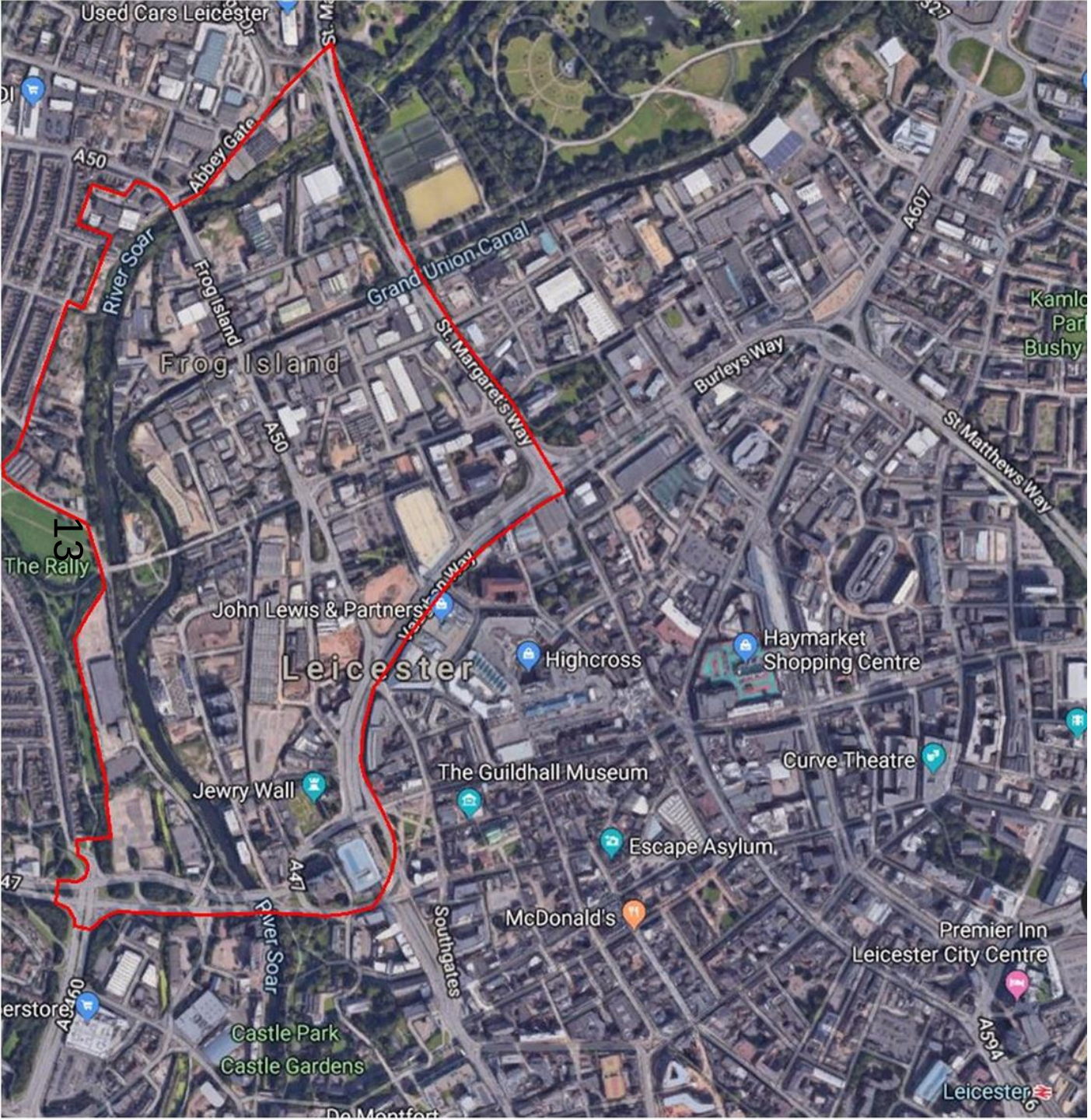
meeting of the municipal year.

Further to this, officers were requested to consider the guidance and the issue of 24-hour bus lanes.

The work programme was noted.

71. ANY OTHER BUSINESS

There being no further items of urgent business, the meeting ended at 19:39.



Leicester Waterside & Pioneer Park

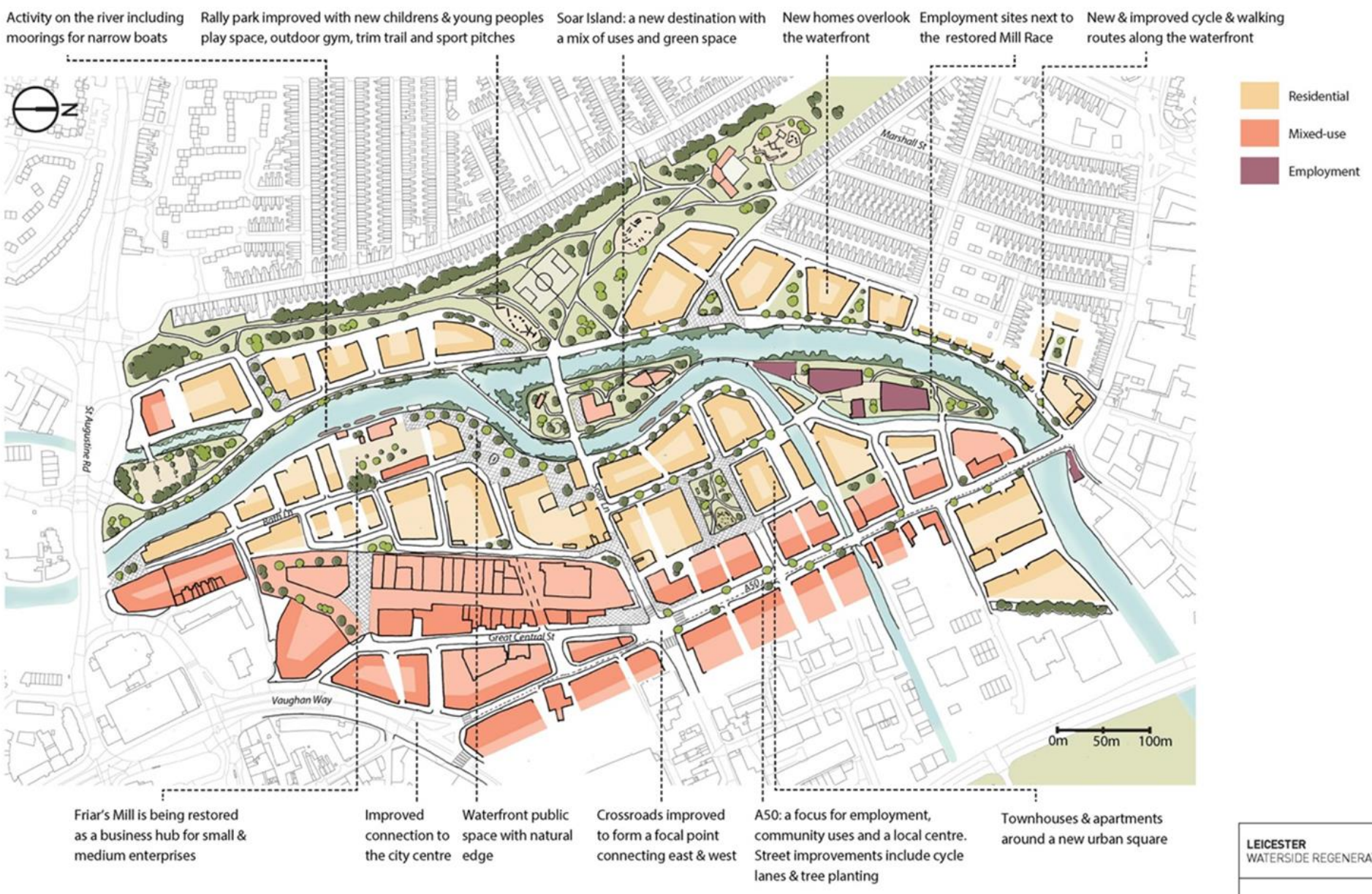
Economic Development, Transport and Climate Emergency Scrutiny Commission

March 2024

Minute Item 67

Waterside area 50 years ago

Waterside area 10 years ago



LEICESTER
WATERSIDE REGENERATION

ILLUSTRATIVE MASTERPLAN

1187/040 FIGURE 6.11

NOVEMBER 2014 | Alan Baxter

Waterside CPO

- 17-acres
- 80-interests in all
- Majority of affected businesses who wished to move successfully relocated.
- Partnered with Keepmoat Homes
- Predominantly housing and apartments for sale, to complement market apartments for rent
- Offices own-front-door, for-sale, to complement multi-tenure for rent by CSB

Waterside area 2 years ago

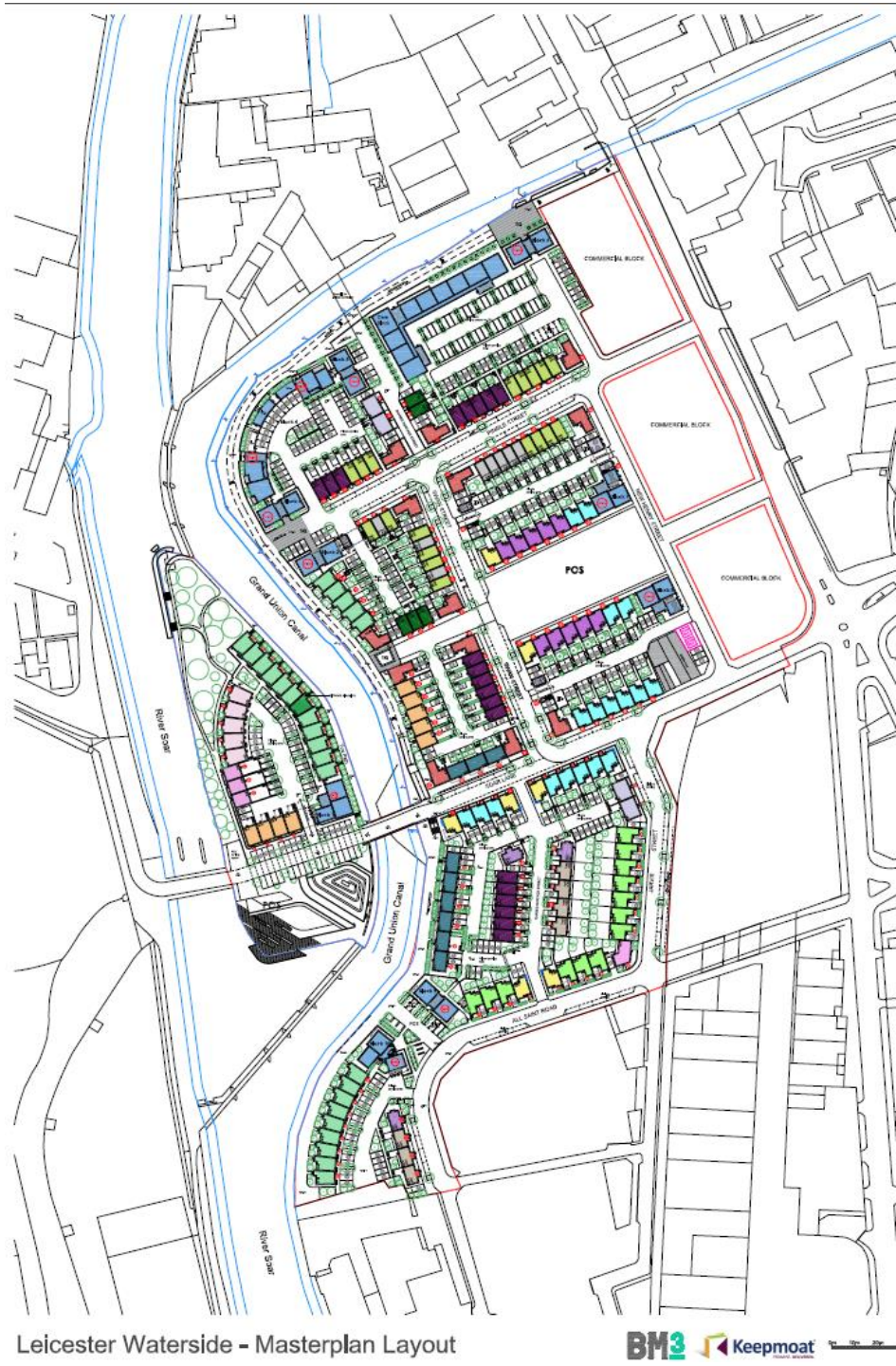
Waterside today

LCC/Keepmoat Investment and Outcomes

- 363 homes in total comprised of:
  - 288 market-for-sale houses and apartments
  - 75 affordable supported living apartments (20%)

- 5,5000sqft of office space (400+ jobs)
- Public Open Space
- All to be complete by 2027. To date, first 100 homes and first phase of three office blocks complete and occupied.

- Public funding of:
  - £5M LCC capital programme (land and infrastructure)
  - £20M Local Growth Fund (land and infrastructure)
  - £4.9M Right to Buy (affordable homes provision)
  - Potential further contribution to affordable homes from Homes England
- Full market value for development land to be paid to LCC (£11M)



Leicester Waterside - Masterplan Layout


adagio
APARTHOTEL
adagio


NOVOTEL

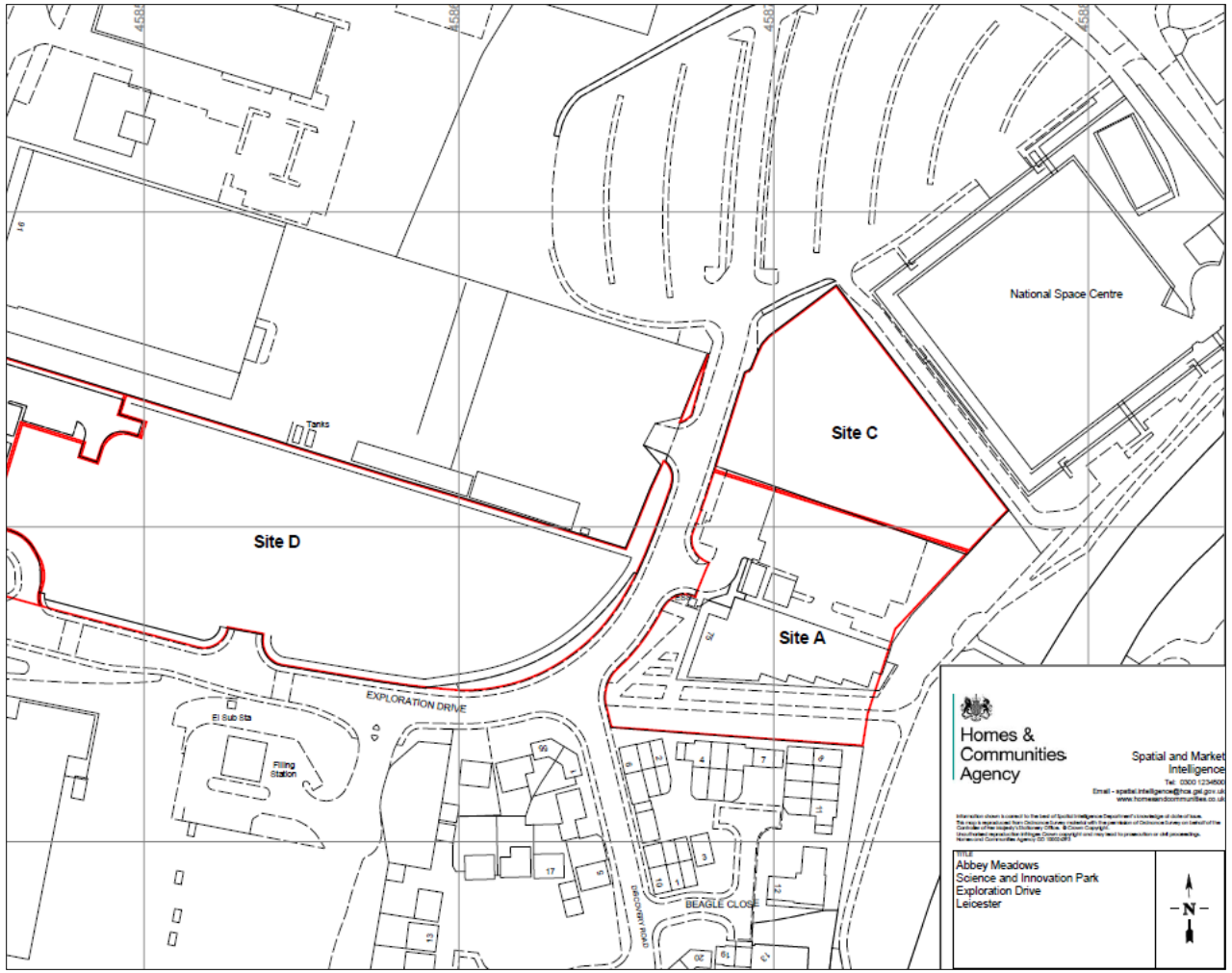
Pioneer Park area 20 years ago

Public sector interventions post 2010

- Dock
- Dock 2
- Dock 3-5
- Space Park (Former John Ellis site)
- Abbey Court
- Ian Marlow Centre
- Public Realm and connectivity improvement works

Site assembly

- Building on the National Space Centre, LCC had the opportunity to purchase brownfield land
- 3 sites in the ownership of former Homes & Communities Agency
- LCC purchased this brownfield land as part of a vision to create a technology hub within Leicester City.
- The former John Ellis site and Abbey court were already in LCC ownership with the school site sitting vacant



Dock

Completed 2013

3500 Sq.M

£7m ERDF funded.

Creation of 55 units for SME businesses specialising in technology and innovation sector

Consistently 90%+ occupied

Dock 2

- Completed March 2021
- 2,600 Sq.m
- £2.6m LGF funding/£2.4m LCC
- £5m Project total
- 20 units, including 6 ground floor manufacturing units.
- 90%+ occupied

Former John Ellis Site

- 3.97ha vacant site in LCC ownership which was remediated for employment use.
- £1.4m to remediate and complete infrastructure works (including fully servicing the site) ready for construction.
- Part of a wider £5m programme allocated from the Local Growth Fund to unlock various infrastructure schemes within Space City.
- Scheme was completed May 2021 and sold to Leicester University.

Space Park Leicester

- Leicester University purchased the former John Ellis Site from LCC to construct Space Park Leicester.
- £50m facility bringing together academic knowledge and opportunity to manufacture/ test satellites.

- Space sector expected to be one of the world's fastest growing sector in next 30 years.
- Over 125 highly skilled jobs created
- Nationally significant

Public Realm and connectivity improvement works

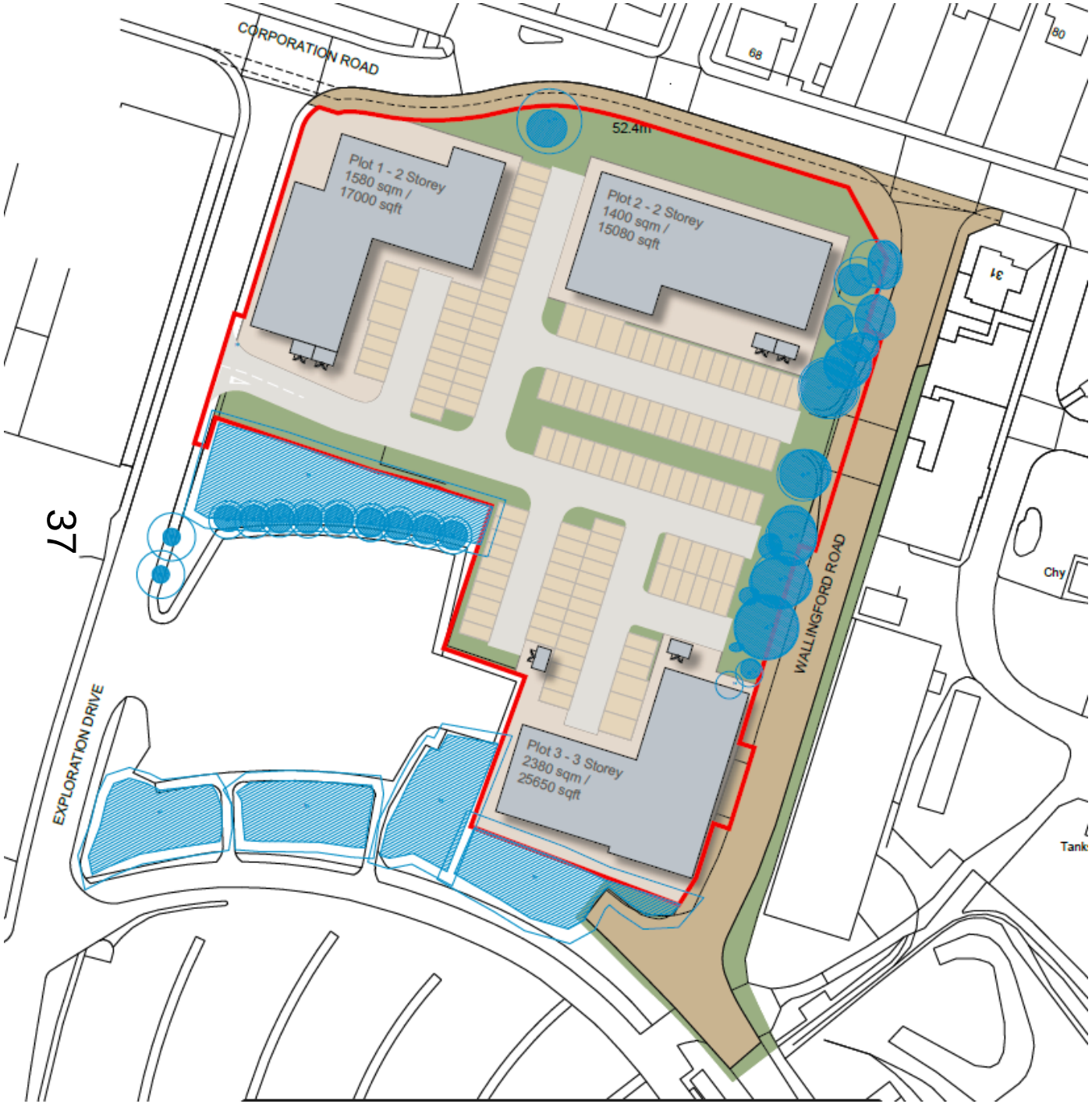
- Completed May 2021
- £260k from the Local Growth Fund to improve connectivity between the National Space Centre, Abbey Pumping Station, and Space Park Leicester.

Plan of Space City / Connections

Levelling Up: Dock 3-5

Levelling Up: Dock 3-5(Cont)

- Opening May 2024
- £16.5 m investment in 3 net carbon zero buildings
- 6,000sq.m of office and light industrial space.
- 54 separate units
- Highest quality office/industrial specification in Leicester
- Funded £12.5M LUF, £3.5M LGF & £0.5M LCC
- Strong tenant interest



Abbey Court

- Former Industrial estate
- As part of Levelling up bid, received funding to demolish and service the site
- This will provide a new site to enable Space City to grow
- Planning consent for up to 6,000 sq.m of new office, light industrial
- Improved public realm and connectivity through Space City
- £1M funding, predominately LUF
- Enabling works completed Summer 24
- About to commence marketing

Former Ian Marlow Centre, Blackbird Road

Ian Marlow Centre (cont)

- Former LCC Housing depot closed 2020/21
- On site now-opens Autumn 24
- 21 units over 3,000sq.m
- Much needed new small industrial units
- £6.5m, £5.5m LUF, £1m LCC
- PV on roofs and 6 electric vehicle chargers
- Highest spec for industrial units – EPC A

Brownfield Land Toolkit

- Compulsory Purchase (CPO)
- Acquisitions
- Underwriting leases
- Grant Funding e.g.

  - Homes England- Brownfield Infrastructure & Land Fund
  - One Public Estate- Brownfield Land Release Fund
  - Levelling Up Fund
- Partnership Working
- Planning

Homes England

LEVELLING UP

Office of Government Property | Department for Levelling Up, Housing & Communities | Local Government Association

One Public Estate: celebrating 10 years
Since 2013

SCRUTINY COMMITTEES: TERMS OF REFERENCE

INTRODUCTION

Scrutiny Committees hold the Executive and partners to account by reviewing and scrutinising policy and practices. Scrutiny Committees will have regard to the Political Conventions and the Scrutiny Operating Protocols and Handbook in fulfilling their work.

The Overview Select Committee and each Scrutiny Commission will perform the role as set out in Article 8 of the Constitution in relation to the functions set out in its Terms of Reference.

Scrutiny Committees may:

i. review and scrutinise the decisions made by and performance of the City Mayor, Executive, Committees and Council officers both in relation to individual decisions and over time.
ii. develop policy, generate ideas, review and scrutinise the performance of the Council in relation to its policy objectives, performance targets and/or particular service areas.
iii. question the City Mayor, members of the Executive, committees and Directors about their decisions and performance, whether generally in comparison with service plans and targets over a period of time, or in relation to their initiatives or projects.
iv. make recommendations to the City Mayor, Executive, committees and the Council arising from the outcome of the scrutiny process.
v. review and scrutinise the performance of other public bodies in the area and invite reports from them by requesting them to address the Scrutiny Committee and local people about their activities and performance; and
vi. question and gather evidence from any person (with their consent). •

Annual report: The Overview Select Committee will report annually to Full Council on its work and make recommendations for future work programmes and amended working methods if appropriate. Scrutiny Commissions / committees will report from time to time as appropriate to Council.

The Scrutiny Committees which have currently been established by the Council in accordance with Article 8 of the Constitution are:

- Overview Select Committee (OSC)
- Adult Social Care Scrutiny Commission
- Children, Young People and Education Scrutiny Commission (which also sits as the statutory Education Committee)

- Culture and Neighbourhoods Scrutiny Commission
- Economic Development, Transport and Climate Emergency Scrutiny Commission
- Housing Scrutiny Commission
- Public Health and Health Integration Scrutiny Commission

The key work areas covered by each Scrutiny Commission are to be found here https://www.leicester.gov.uk/your-council/decisions-meetings-and-minutes/overviewand-scrutiny

SCRUTINY COMMITTEE: OVERVIEW SELECT COMMITTEE

The Overview Select Committee **will:**

- Scrutinise the work of the City Mayor and Deputy City Mayors and areas of the Council's work overseen by them.
- Consider cross cutting issues such as monitoring of petitions
- Consider cross-cutting issues which span across Executive portfolios.
- Manage the work of Scrutiny Commissions where the proposed work is considered to have impact on more than one portfolio.
- Consider work which would normally be considered by a Scrutiny Commission but cannot be considered in time due to scheduling issues.
- Report annually to Council.
- Be responsible for overseeing the work of scrutiny and the commissions and to refer certain matters to particular commissions as appropriate.

SCRUTINY COMMISSIONS

Scrutiny Commissions **will:**

- Normally undertake overview of Executive work, reviewing items for Executive decision where it chooses.
- Engage in policy development within its remit.
- Normally be attended by the relevant Executive Member(s), who will be a standing invitee.
- Have their own work programme and may make recommendations to the Executive on work areas where appropriate.
- Consider requests by the Executive to carry forward items of work and report to the Executive as appropriate.
- Report on their work to Council from time to time as required.
- Be classed as specific Scrutiny Committees in terms of legislation but will refer cross cutting work to the OSC.

Economic Development, Transport and Climate Emergency Scrutiny Commission

Overview Presentation

18th July 2024

Andrew Smith – Director Planning, Development and Transportation

Mike Dalzell – Director Tourism, Culture and Investment

Leicester City Council

Scope

- Highways and Transportation
- Planning Local plan/non regulatory
- Regeneration and development projects
- Environment/Climate Emergency
- City centre and tourism development
- Place marketing and inward investment
- Workspace
- Jobs and skills
- Business support
- Leicester and Leicestershire Local Enterprise Partnership

Leicester City Council

Transport Strategy and Programmes
Lead: Daniel Pearman

- Transport Strategy
- Passenger Transport
- Major Projects
- Connecting Leicester
- Walking and Cycling
- Road Safety & Speed Control
- Traffic Regulation orders
- Highways Development Control
- Electric Vehicles/ charging

Transport Strategy and Programmes

Active and Sustainable Transport

- Walking, wheeling, cycling – infrastructure and behaviour change
- Air quality monitoring and action plan
- Leicester Bus Partnership

Transport Strategy and Programmes

Capital Projects

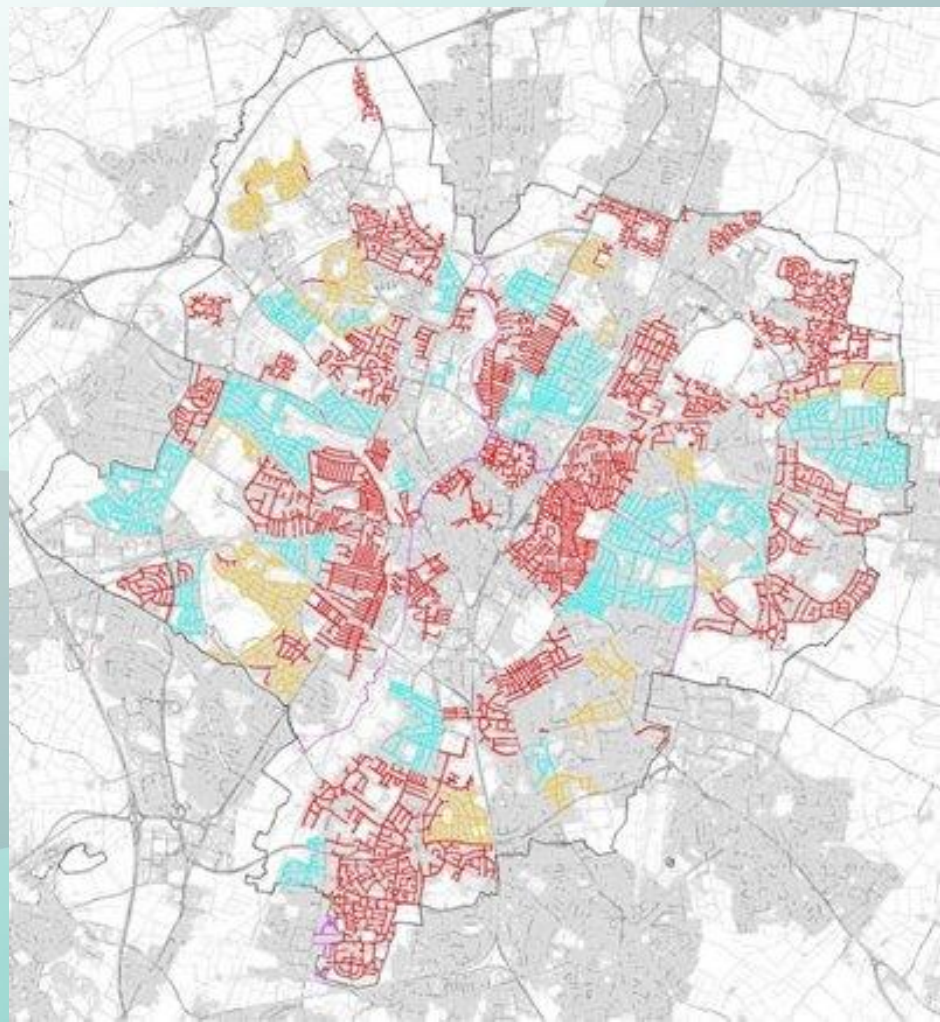
- Transforming Cities
- Connecting Leicester
- Active Travel Fund
- Levelling Up
- Local Transport Fund

Leicester City Council

Transport Strategy and Programmes

Road Safety, Traffic Management, and Speed Control

- 20mph schemes
- Traffic Regulation Orders
- Reactive safety schemes



Highways Activities
Lead: Martin Fletcher

Priorities:

- Highway Maintenance
- Winter Service, Flooding & Drainage
- Network Management
- Parking & Traffic Regulation

Highways & Transport Programmes

Priorities:

- Local Environmental Works
- School Run Parking
- Residents Parking Zones
- Pedestrian Crossings
- Local Traffic Management Schemes

Planning
Lead: Grant Butterworth

Service Priorities

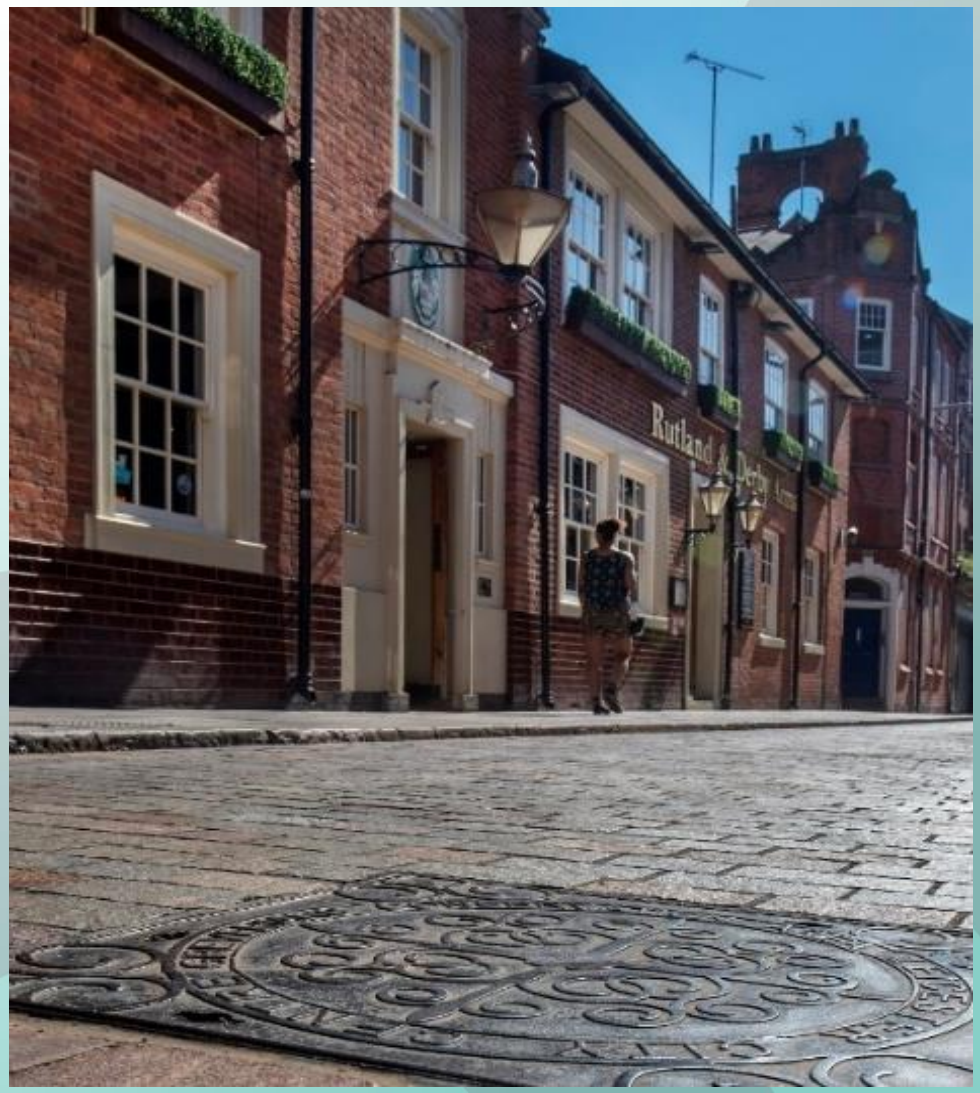
- Local Plan
- Strategic Planning
- Development Management/Planning applications
- Urban Design
- Planning Enforcement

Planning
Lead: Grant Butterworth

Service Priorities:

- **Nature conservation**:
  - Deliver Biodiversity Action Plan
  - Biodiversity Net Gain
  - Sustainable Urban Drainage

- **Built Conservation**:
  - Deliver Heritage Action Plan
  - Buildings at Risk
  - Conservation Areas
  - Conservation Grants
  - Heritage Action Zone



Regeneration and Development
Lead: Lauren Tyrrell

Waterside

Priorities

- Continue delivery of residential and employment through lead developer

- Support private sector led schemes

Levelling Up Projects

- Pioneer Park
- Former Ian Marlow Centre
- Railway Station

Ashton Green

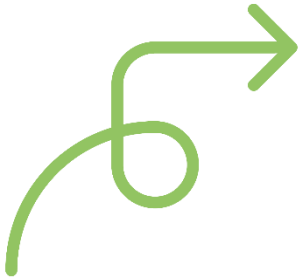
Priorities:

- Continue to progress major urban extension
- Secure developers for phased residential development including village centre parcel
- Delivery of new highway and green infrastructure

Leicester City Council

Climate Ready Leicester is our response to the climate emergency.
Climate ready means….

1. Towards a net zero city – saving energy, electrification, renewables
2. Also, reducing carbon emissions from Leicester's consumption and waste
3. Becoming resilient and adapted to a changing climate – addressing flooding, heatwaves, water scarcity, climate pressures on biodiversity
4. Thriving individuals, communities and economy through action on climate
5. Council leading by example



Roles:

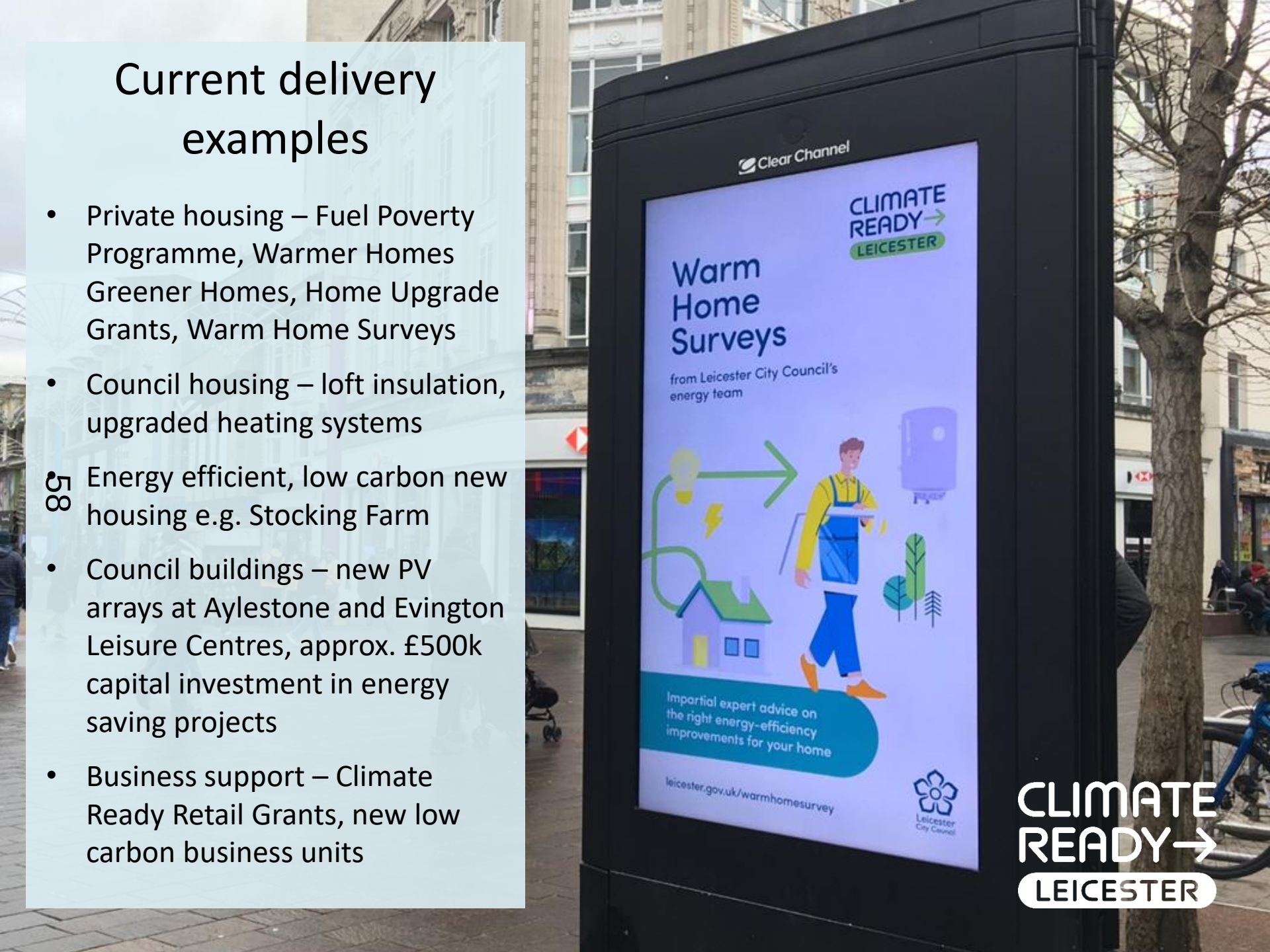
- Sustainability Team in EBS – leads on policy and strategy, co-ordination, action plan development, monitoring and reporting
- Whole council – development and delivery of actions

Supporting and inspiring action by the public and business, with the help of new branding being rolled out

CLIMATE READY
LEICESTER

Current delivery examples

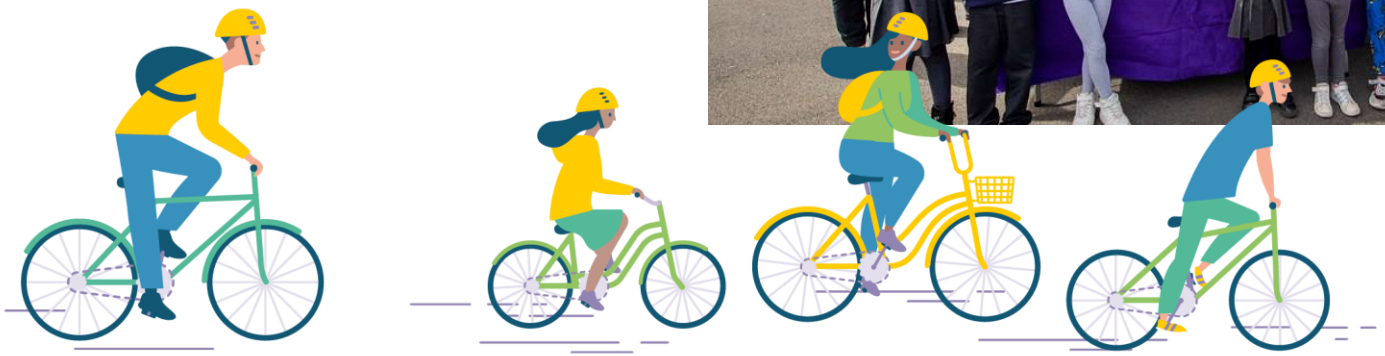
- Private housing – Fuel Poverty Programme, Warmer Homes Greener Homes, Home Upgrade Grants, Warm Home Surveys
- Council housing – loft insulation, upgraded heating systems
- Energy efficient, low carbon new housing e.g. Stocking Farm
- Council buildings – new PV arrays at Aylestone and Evington Leisure Centres, approx. £500k capital investment in energy saving projects
- Business support – Climate Ready Retail Grants, new low carbon business units



CLIMATE READY
LEICESTER

Current delivery examples continued

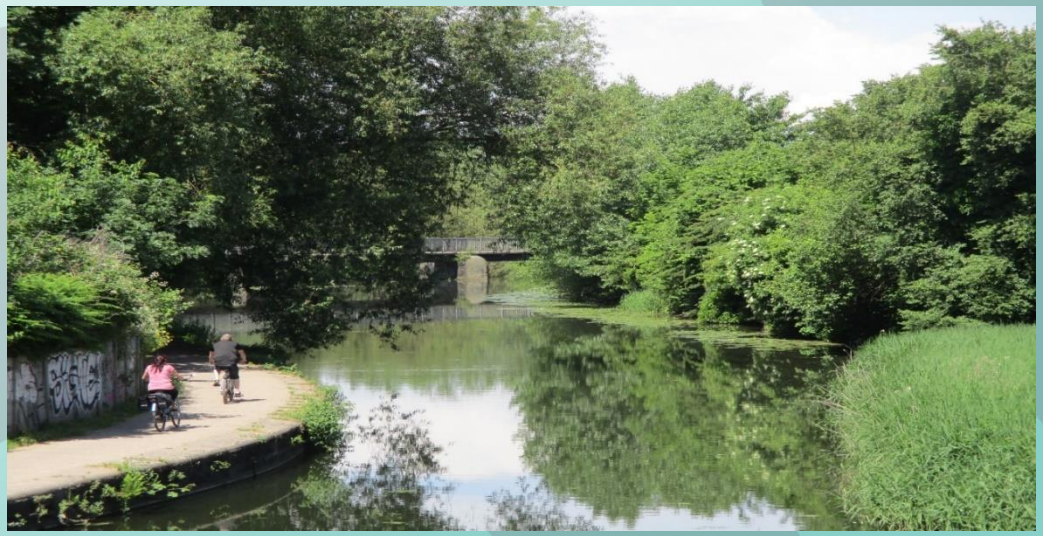
- Sustainable schools - Eco Schools, Built Environment Service (BESS), ‘Tiny Forests’, Wildlife Friendly Schools
- Climate Woodland
- Community Engagement Pilot Project
- Electric book bus and Green Libraries Project
- ….. plus all the transport, flood management and other projects outlined on the other slides.



CLIMATE READY LEICESTER

Environment

- Flood risk – Lead: Martin Fletcher
- Air Quality Action Plan - Lead: Daniel Pearman
- Biodiversity Action Plan – Lead: Grant Butterworth
- Sustainability Action Plan – Lead: Matthew Wallace



Place Marketing and Inward Investment
Lead: Mike Denby

- Encouraging inward investment and existing company growth
- Promoting the city as a ‘destination’ to live, work and play
- Attracting residential investment and assisting asset disposal
- Promoting and attracting investment to Space City and other key sites such as Pilot House / DOCK etc
- Engaging the property and investment industry, commercial agents, investors, developers
- Creating an ambassador scheme for stakeholders who want to support our work

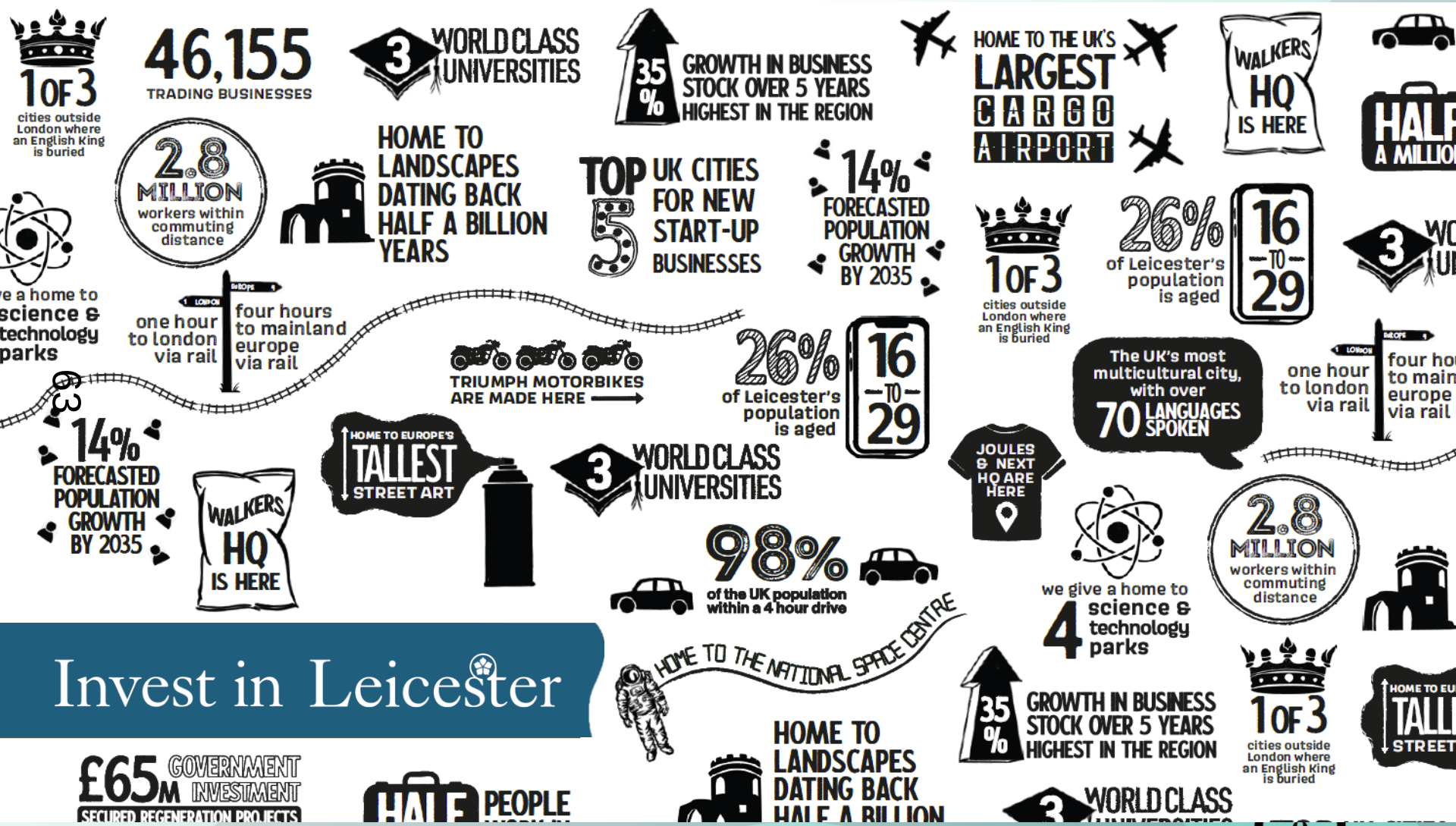
Leicester City Council

SPACE CITY

LEICESTER

Leicester

investinleicester.co.uk



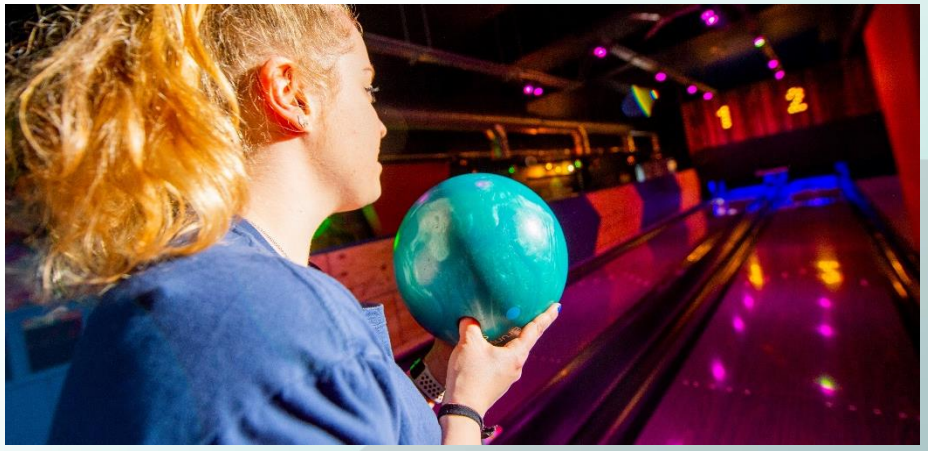
Invest in Leicester

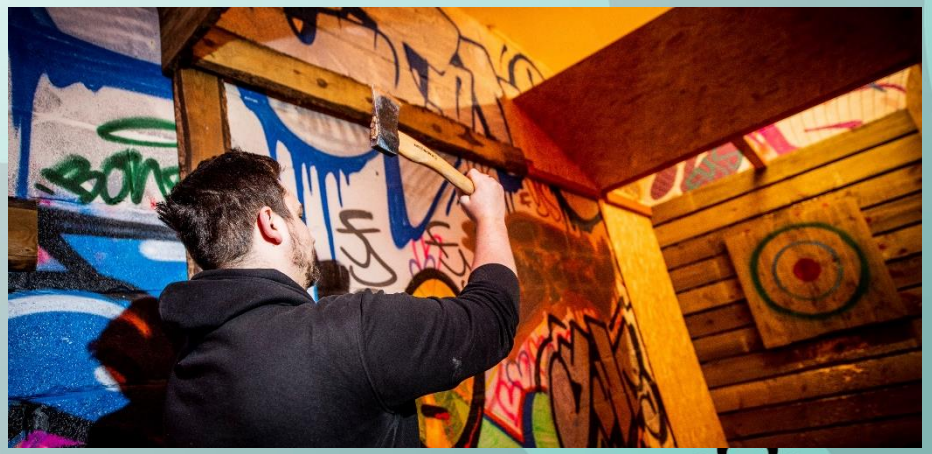
Leicester City Council

City Centre Lead: Sarah Harrison

- Liaising with city centre businesses and organisations on behalf of the council
- Developing joint initiatives (e.g. with BID) that improve the city centre offer
- Supporting night time economy venues, the accommodation and retail sectors
- Advising on market trends (e.g. changing shape of retail)
- Monitoring data to assess strength of economy
- Producing a monthly report of activity and news for wide group of stakeholders

Leicester City Council





Leicester
City Council

Economic Regeneration Lead – Peter Chandler

- Workspaces/Market
- Jobs and Skills
- Business Support
- Regeneration programme management

Leicester City Council

Docks 3-5 at Space Park – handed over now and being fitted out

Pilot House in King Street – completes early 2025

Jobs and Skills

- Employment Hub – works with employers to recruit disadvantaged groups
- Graduate Retention – focus on internships with SMEs to encourage people to stay
- Construction Hub – helping people join the industry
- Fashion Technology Academy – supporting textiles training and the supply chain

Leicester City Council

Apprenticeship Graduation Ceremony

Business Support role

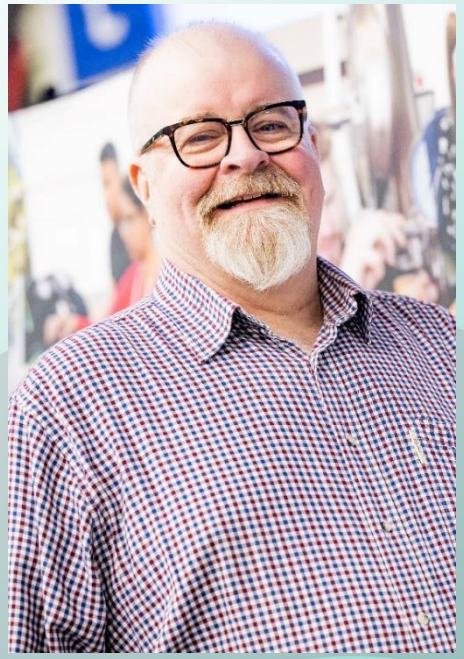
- To design and deliver business support projects and programmes across Leicester
- To commission business support services from specialist organisations
- To work closely with the Growth Hub as the primary access for business support
- To collaborate with public and private sector partners to address need

Leicester City Council

Leicester City Council

Business Advisers

- Team of experienced advisers
- Referrals from the Growth Hub and others



Leicester City Council

Managing Regeneration Programmes

- £9m UK Shared Prosperity Fund programme to March 2025. Now in yr 3

- Managing ‘Skills Bootcamps’ programmes for city and county – funded by ESFA

Leicester City Council

Transition from LLEP
Lead Phoebe Dawson (LLEP CEO)

- Business and Stakeholder Engagement
- Economic Strategy (including Skills)
- Business Support via the Growth Hub
- Embedding enterprise in schools careers advice
- Transition to city and county councils

Leicester City Council

Adults Education

Lead Kerry Gray

- English, Maths & ESOL
- Delivering ‘Multiply’ programme
- Digital Inclusion
- Careers Advice, employability and skills for work
- Health & wellbeing: Arts, culture & community
- Family Learning
- Access to Higher Education

Leicester City Council

Jewellery and Craft

Craft and Jewellery courses teach learners how to create a range a beautiful jewellery using different materials and techniques. Whether learners are complete beginners or are more advanced, our Craft and Jewellery courses offer something for everyone. We aim to enhance our learners' skills and wellbeing through creativity.This year, our...

>> Learn more <<

History and Literature

Our variety of History and Literature courses give learners the skills and knowledge about different topics, cultures and techniques.

>> Learn more <<

Yoga

Yoga courses allow our learners to experience the many benefits that practicing yoga has on the body and mind. This includes increased flexibility, supported heart health, strength building, stress management and encourages mindfulness. Each of our sessions will explore a different topic. These include, warm up routines, yoga postures, breathing...

>> Learn more <<

Music

Our music courses encourage learners to strengthen their music theory knowledge and to broaden their understanding and appreciation of different artists, instruments and genres. As well as developing their practical abilities, these courses are an opportunity to learn a new skill and help towards supporting personal wellbeing. This year, we have...

>> Learn more <<

Languages

Explore our range of language courses, language enhancement courses and language talks!

>> Learn more <<

Health and Wellbeing

Our Wellbeing courses offer purposeful and enriching learning experiences which allow learners to take time out for themselves.

More tha 0 courses
in 50 different venues

BUS LANE OPERATING HOURS SCOPING DOCUMENT

EDTCE Scrutiny

Date of meeting: 18 July 2024

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
- Report author: Daniel Pearman
- Author contact details: 0116 454 3061
- Report version number: 01

1.	**Purpose of Report**
1.1	To provide members of the commission with a proposed scope for the review of the operating hours of bus lanes within Leicester.
1.2	To provide members of the commission with the opportunity to comment on the scope for the review, suggest items to include, and consider joining the working group.

2.	**Context**
2.1	Bus lanes and similar priority systems enable improvements to punctuality and reliability for passenger transport users and are a key part to ensuring bus services remain a viable journey choice.
2.2	21.9m bus services began within the city boundary in 22/23, and Leicester is ranked eleventh in the country for number of bus journeys. The majority of the network is commercially operated and is supported by a strong partnership between operators and the local authority – Leicester Buses
2.3	Leicester's bus lanes network is found mostly on 13 key transport corridors and supports the 44 main network bus services and other routes including the park and ride services, orbital, and intra-urban routes into county destinations and beyond. Most of these operate 24/7.
2.4	Scrutiny had previously considered a report on the city's bus lane network on the 18 October 2023. This followed sessions undertaken in 2016 and 2013.
2.5	As part of the session of the 18 October, members of the commission requested that an opportunity be given to review the deployment of bus lanes, specifically 24/7 bus lanes, across the city.
2.6	In the 2 October publication *Plan for Drivers*, the government pledged to provide stronger guidance on the usage of bus lanes to local authorities. Officers recommended any scrutiny review take place after publication of said document.
2.7	On the 17 March 2024 the Department for Transport published *LTN 1/24 Bus User Priority.* This is intended to provide best practice for local authorities to ensure that bus priority systems are both effective and efficient.
2.8	The document covers multiple aspects of public transport infrastructure, with bus lanes being one measure amongst many that can be deployed to improve service quality and uptake. The work undertaken by the city council with the Leicester Buses partnership covers all of these aspects - www.leicesterbuses.co.uk/completed-projects
2.9	Support for bus services remains a national policy under the Transport Decarbonisation Plan and the National Bus Strategy. Government investment in the area has included the national £2 bus fare cap, the BSIP+ funding to support local services, and further rounds of the ZEBRA fund to promote electrifying vehicle fleets. The Leicester Buses partnership has taken advantage of all of these opportunities

3. Scope of the Bus Lanes Review

3.1 The proposed scope of this review is set out below for consideration by the Commission:

- The location and hours of operation of current and future bus lanes within Leicester.
- The impacts associated with the deployment and usage of bus lanes.

3.2 Scrutiny member's comments are requested on the proposed scope of the review.

3.3 Volunteers are sought to attend a working group to carry out the review. This is expected to follow the normal 3 meeting informal scrutiny approach.

3.4 The findings of the review and recommendations will be reported back to the EDTCE Scrutiny Commission for comment and subsequent reference for Executive consideration.

Scrutiny

Leicester City Council

Scrutiny Review

Examining Electric Vehicle Charging Points in Leicester

A Review Report of the Economic Development, Transportation & Climate Emergency Scrutiny Commission

March/April 2024

Leicester City Council

Contents

Economic Development, Transportation and Climate Emergency Scrutiny Commission

Participating Commission Members

Councillor Molly O'Neill (Chair)
Councillor Mohammed Dawood
Councillor Sue Waddington
Councillor Geoff Whittle

Evidence to the Commission was provided by:

Andrew Smith, Director of Planning, Development & Transportation, Leicester City Council
Daniel Pearman, City Transport Director, Leicester City Council
Char.gy

FOREWORD

I am pleased to present the report from the informal scrutiny Task Group on the Council's approach to Electric Vehicle Charging Points. This is a very important issue going forward as the number of Electric Vehicle users in the city increases and also in terms of meeting emissions targets. In looking at this we aim to be ambitious as a Council, considering not only how to make sure we are catering for the demand, but also encouraging residents to move to electric vehicles with a sustainable plan to do so.

Our work focussed on the provision of Electric Vehicle charging points in the city and how the Council fits in with central government and the private sector in the delivery of Electric Vehicle Charging Points. In particular, the group considered the use of the government Local Electric Vehicle Infrastructure Fund (LEVI) and its potential to provide Electric Vehicle (EV) Charging Points, as well as the private provision of charging points, such as those in supermarket car parks, and how certain methods could be encouraged by the Council. The Group also looked at the wider implications for EV Charging Points, such as the potential effects to the National Grid. We explored how we could match what we believe the city requires compared to what the funding requirements are.

I would like to thank City Transport Director Dan Pearman for his assistance through compiling detailed and useful information from the Council, the government and from the private provider Char.gy. Without this information we could not have been adequately informed and therefore would not have been able to confidently make the recommendations that we have.

We hope that the recommendations of the group will help the Council to clarify its position on the provision of EV Charging Points and to encourage private EV charging point providers to work most effectively for the greatest benefit to the city and its Electric Vehicle users.

Councillor Molly O'Neill
Vice-Chair of Economic Development, Transportation & Climate Emergency Scrutiny Commission

1. EXECUTIVE SUMMARY

1.1 Background to the Review

1.1.1 As of June 2023, there were 3,802 electric cars (including plug in hybrids) registered to addresses in Leicester – around 2% of total registered cars across all fuel types. 16% of all new cars registered in 2022 were EVs, and the pace has been gradually accelerating.

1.1.2 Including chargers in private car parks, there were 117 chargers available for members of the public to use across the city as of October 2023.

1.1.3 The provision of charging infrastructure in support of Electric Vehicles is key to various plans and strategies, including the Carbon Neutral Roadmap and the Local Plan.

1.1.4 The City Council has more recently delivered schemes to provide on street charging options using available grants. This has included the On-Street Residential Chargepoint Scheme, which allowed for a trial of 22 chargers to be installed and the European Regional Development Fund which has allowed us to begin a programme of delivering 35 fast and rapid chargers across the city centre.

1.1.5 Whilst continuing to deliver infrastructure as funding allows, the city council has additionally been developing its approach to Electric Vehicles/charging. This will help us understand the future demand for EV charging and opportunities for delivery of charging infrastructure in support. Development work has followed multiple paths, including the suitability of electric infrastructure across the city; the availability of private, off-street parking; and social or environmental factors that may drive uptake of electric vehicles.

1.1.6 We have additionally considered the type of infrastructure that can be supported and how to best ensure that the provision of electric vehicle charging does not disadvantage other users, such as pedestrians, nor create potential legal complications over rights of access or parking.

1.1.7 We have recently submitted a business case under the government's Local Electric Vehicle Infrastructure Fund (LEVI). Leicester has an indicative allocation of £3.38m. The fund is targeted towards relatively low powered charge points that would be found in residential streets, rather than rapid charging hubs.

1.1.8 There is an expectation from government that the majority of public charging need will, nationally, be met by private enterprise either at the kerb or within car parks and private businesses. As battery capacity

increases, and charging speed decreases, this is likely to result in the growth of destination charging at shops, tourist attractions, car parks, and other similar facilities.

1.1.9 The government has recently delayed the requirement for all new cars to be zero emission to 2035, though retains a target of ensuring 80% of new cars and 70% of new vans are zero emission by 2030.

1.1.10 The automotive market has continued to develop and release new models of electric vehicles, though they retain a price premium, and the second-hand market is continuing to grow. Range of vehicles is increasing steadily, with most new vehicles having a standard quoted range in excess of 300 miles per full charge.

1.1.11 The council's role in supporting the delivery of EV charging is dynamic, as the market develops and will follow government policy and changes within the industry.

1.1.12 The Council are in the process of developing an EV Strategy. It is necessary to ensure that we are going at the correct pace and the solutions are right for Leicester. With this in mind, a wide-ranging public consultation will be needed in order to inform a defensible strategy and to allow a pipeline of work rather than being led to where the funding is.

1.2 RECOMMENDATIONS

1.2.1 At the informal meeting on 28 April 2024, members endorsed the following set of proposed recommendations:

a) That the strategy position be for the Council to be a leader rather than a driving force, simplifying the process for residents and petitioning the Government to do this on a national scale.

b) That the Council urge the Government to come forward with clearer recommendations for Local Authorities on EV Charging Points.

c) To indicate that kerbside charging points are not the appropriate solution for all locations, and are not the council's preferred solution

d) That the Council encourage destination charging points.

e) That commercial companies with different approaches and fees be encouraged to be more holistic and have a more user-friendly approach.

f) That the public consultation and associated documentation have scrutiny oversight.

2. REPORT

2.1 Review Rationale

2.1.1 National Policy outlines that:

- Decarbonisation of road transport is a key part of the government Net Zero Strategy and the Transport Decarbonisation Plan.
- All new cars are to be zero emission by 2035.
- 80% of new cars and 70% of new vans to be zero emission by 2030.
- Most of the demand for EV charging to be provided by the private sector.

2.1.2 Local Objectives and Policy is such that transitioning vehicles to zero emission is a key part of the Carbon Neutral Roadmap and has the largest possible impact on transport related emissions. Also, a key feature of the Local Plan, Climate Emergency Action Plan, and Air Quality Action Plan, recognising the benefits to local air quality as well as decarbonisation.

2.1.3 Challenges to the implementation of the above include:

- Grid Capacity
- Cost
- Highway Space/Constraints
- EV Uptake
- Market development for chargers

2.1.4 The informal scrutiny aimed to examine the issue and develop recommendations that could help the council to enact its policy and objectives in the most effective way and to help the council to address the aforementioned challenges.

2.1.5 There will be an adoptive strategy that will require public consultation. This is a good time for scrutiny as it does not preclude intervention later

on, and areas of concern from members can be taken into account to consider for the strategy, which can help it become more developed. In this way, the strategy can be brought to scrutiny before going to public consultation.

2.2 Review Approach

2.2.1 Following initial meetings with the Chair, Cllr O'Neill, City Transport Director, Dan Pearman, and Senior Governance Officer, Ed Brown, it was agreed that the task group would meet over three sessions.

2.2.2 The first session would consist of an introductory presentation (Appendix A) informing members about the background of the issue, the current situation of EV charging points in Leicester and potential strategies for the future. Members were given the chance to ask questions and make suggestions. Witnesses and stakeholders were identified to be invited to the following meeting to present evidence.

2.2.3 At the second meeting, evidence was presented in the form of a written representation from Char.gy (Appendix D). Additionally, the positions of the AA and RAC were taken into account. The evidence was discussed by the group, along with wider discussion around EV Charging Points.

2.2.4 At the third meeting, the group examined the draft Electric Vehicle Transition and Infrastructure Strategy (Appendix C) as well as being shown a presentation showing the usage data for EV Charge Points (Appendix E). Following discussion on these, and reflecting on other issues raised in the course of the three meetings, recommendations were made.

2.3 Current Arrangements

2.3.1 The current situation regarding delivery streams, national policy, highway space and capacity, and market development are set out in the presentation (Appendix A).

2.3.2 Public Charger Availability – There are a cluster of chargers in the Clarendon Park area, and a good number in the city centre, but there is not much provision in the north and southwest of the city.

2.3.3 Whilst a number of charging points were installed as part of a trial by the Council, many of the others are installed in car parks or areas that are not under the control of the council. For example, Sainsbury's has a rapid charging hub which has increased provision in the north of the city, however it is not known how many people were using them.

2.4 Evidence Gathering

2.4.1 A presentation was given by the City Transport Director at the first meeting of the group (Appendix A). This informed the members of the current situation in the city, national policy and the challenges facing the strategy.

2.4.2 Ten stakeholders were identified to for engagement. None expressed a desire to participate in the meeting and one, charge point provider Char.gy, had given a written submission (Appendix D), it was to be noted that this organisation was under contract with the Council.

2.4.3 It was noted that the topic area was very broad, and this was a niche, new topic.

2.4.4 Many Councillors had received information from Charge Gully, a company who worked with cross-pavement gullies for EV Charging cables and had sent a report to commission members looking at the key considerations associated with cable gullies.

Issues surrounding this solution were discussed. A major issue identified was that it assumed that residents had a space to park outside their house, and even if a residents' parking scheme was in place, there could still be issues as follows:

- In trial sites where authorities had tested this, it had sometimes been the case that charging points were only available on one side of a carriageway.
- 24-hour access would be needed and if somebody else parked in a resident's space then this could cause issues.
- Whilst it was theoretically possible to require a permit for a certain space, neighbourhood disputes cold still ensue as neighbours could see a certain section of a highway as being appropriated by a user.

It was noted that a blanket licence could not be issued for the installation of such structures under current legislation.

A permitting system would be needed, however, residents might not understand this and may install without a permit based on seeing a neighbour install one.

2.4.5 Within the representation from Char.gy it was noted that there were two possible streams of work to allow people to charge using a lamp column or another fixture so that they don't need access to their own home.

With regard to their first option, to increase the rollout of lamp column chargers, there is a trial site active at the moment that had shown quite a good level of usage and an increasing level of usage. However, problems had occurred where lamp columns in the city that had been at the back edge of the footway rather than the front edge. Whilst having them at the back edge meant they were less likely to be clipped by cars parking up, they did cause a hazard in that a cable would run across the footway.

With regard to their second option, upgrading the supply in denser areas of the city, such as through destination charging, there had been some supply in Newarke Street, but this was underutilised. It was thought that this could be because EV users were not accustomed to the city centre and more accustomed to chargers such as those in park and ride areas or those at supermarkets where people could charge whilst shopping.

It was noted that a major difficulty was that the Council were constrained by what government funding would allow. For example, the LEVI fund is intended to provide lower power residential chargers, and could not easily be used for building on private land. Additionally, having rapid chargers on a time limit in areas such as Queens Road to allow users to charge while shopping would not be allowed under this funding stream as it would not support primarily residential usage.

Further to this, the funding is dependent on the Council supplying areas where there was a low commercial appetite to install charging points. Two issues were identified with this: Firstly, underutilised areas could attract vandalism or theft and increase operational cost, with little usage to offset impacts. Secondly, users may not trust points in areas that are not often used or are some distance from their home address. There is a need to direct to where there is usage, however, demand cannot easily be anticipated and is reliant on factors outside of the council's control.

2.4.6 Some data had been collected (Appendix E) on the hours of usage and patterns of usage of charging points to ascertain whether there were groups of recurring customers or whether usage was more *ad hoc*.

2.4.7 The AA and RAC have stated that they would like to see an increase in charging offers, but recognised the needs of users are for charge points to be accessible, usable and ultimately are available when needed as there is a growing trend of people that will navigate to a charge point and find it out of order when they get there. Additionally, there cannot be a single charger in an isolated area since if it were to go down, it would affect a large number of people. Further to this, if a car was losing charge and arrived at an isolated charge point that was out of order, it would be stranded.

In terms of roadside recovery, proportionally, fewer drivers run out of charge each day than run out of fuel each day. However, the AA and RAC are not able to resource recovery vehicles that can carry both fuel and have the ability to fully re-charge an electric car, so they can only give enough charge to get a car to the next service station or tow it to a charging point as service stations can be far apart from each other.

2.4.8 With regard to the draft strategy, the City Council has commissioned work via a consultant to see where in the city would benefit from charging points, as well as ensuring there is provision. It is modelled on the demographics of a given location based on the level of demand and usage based on current provision. It had been mapped based on modelling that showed where chargers are, and the areas covered.

2.4.9 The Technical Review Summary considered how much electricity was available for future sites and how much could be determined based on location and how much was based on requests for chargers.

2.4.10 Most work had been paused whilst the LEVI application was done as what was being asked for by the government was different to what the Council wished to do. The original plan was to be private sector led, but the scheme was now more about how charging points could be delivered.

2.4.11 Two Council officers had attended a LEVI masterclass. These had only started recently but the officers have brought learning back showing the need to refine the draft strategy document and have a statement to show the position of the Council.

2.4.12 As things stand, the public consultation will be a three-week process with people who have corresponded with the Council. This could be extended to a six-week process. Attempts to engage with the sector and with groups have shown limited interest of stakeholders. Engagement with the public may be more successful, although it is acknowledged that this is a niche topic.

2.4.13 With regard to usage data (Appendix E), the group were informed that:

- The different locations provided by the different suppliers meant that environmental comparisons could be drawn.
- The Blink charging point by St Mark's was mainly used by LCC vehicles.
- The vast majority of usage was on Newarke St and Dover St.
- Abbey Car Park had seen a big jump in usage. As it had come online, users had chosen to travel there to charge their vehicles.

- Usage in car parks such as Humberstone Park had been disappointing.
- Char.gy had 20 chargers on their network. Most of these were lamp-column chargers. It was suspected that these charges were lengthy as it was not economical/practical to do short charges.
- Usage of Char.gy outlets were more evenly split.
- Anecdotally, many of these charging points had been installed as they had been requested by residents, however, they had not seen the level of usage previously thought. It is possible that people had said they would buy an electric vehicle if they had a charging point, but still had not bought one (for various reasons) once a charging point was installed.
- There had been more use of destination chargers. Many of these are outside the control of the Council but are open to public usage.
- Demand driving supply had been temperamental. People had seemed more willing to change usage patterns in order to go to a better location.
- Cost information was shared as on the slides attached. It was noted that factors such as speed and use of air conditioning affected the charge. Slower vehicles could often be more economical.
- It was further noted that some charging companies had a connection fee just to start charging.
- Char.gy had been asked for data on their user types and the DVLA had been asked for a breakdown of EVs by postcode.
- It was thought to be too early to have a large number of residential chargers. One factor in this is that people need a driveway and access to home charging to offset the purchase cost of an EV.
- There had been a degree of negative communication surrounding electric vehicles with internet reviewers saying that it is not worth it unless you have private charging. However, it is still cheaper per mile than a petrol car depending on the cost of local charging and level of provision.
- It would be useful to understand whether users of destination charging are city residents or visitors to the city.
- Park and ride sites are underused for charging.
- It would be good value for users in the north of the city to drive to Birstall Park and Ride, leave an EV on charge and get the bus into town.

2.4.14 The Council were currently in the first tranche of LEVI funding. The second Tranche would start at the end of next year. This would be a direct allocation rather than through bids.

2.4.15 The City Transport Director had met with the National Grid to better understand the level of capacity. Concerns were raised should the city make a concerted investment in EV charging as existing schemes had already required sub-station upgrades.

2.4.16 The workplace charging scheme was a government grant and subsidy, but this only funded equipment and not supplier upgrades.

2.4.17 The On-Street Residential Chargepoint Scheme for residential chargers had strict and narrow requirements The City Transport Director understood authorities had looked to leverage alternative funding streams to maximise flexibility.

2.4.18 There had been various schemes to offset EV owners could receive grants to support installing charging points or minor tax benefits. These schemes have been withdrawn, and as of April 2025 electric and zero emission vehicles will be required to pay Vehicle Exercise Duty and will no longer be exempt from the Expensive Car Supplement on vehicles exceeding £40,000.

2.4.19 With regard to EV Chargers in schools, schools had only recently been able to access grant funding which had previously been under the Local Authority umbrella. The Council has now been asked is whether it would be in a position to support schools in applying for funding.

2.5 <u>Review Findings</u>

2.5.1 Compatibility – Some cars are not compatible with the faster charging points, and as such, if they were to charge at one of these points, they would pay a premium but not receive the benefit of faster charging.

2.5.2 Petrol stations – The decommissioning of petrol stations could be an issue in the future and the role of the council in this could be explored.

2.5.3 Proportion of EVs – whilst vehicle supplies had dropped, the proportion of vehicles that are electric has grown. It is thought that very soon the majority of vehicles on the road will be electric or hybrid.

2.5.4 Hydrogen Vehicles – These have not caught on in the UK. Only one model is available and has very limited areas to refuel.

2.5.5 Cost of use – The cost of using charging points is dependent on the energy tariff. Some suppliers offer membership schemes with a pay-as-you-go system and some suppliers offered a 12-month introductory price. The operator currently under contract with the Council, Blink, has already been engaged and told that the Council wants all customers to be given a very clear indicator of how much they will pay, and if there is any option offered for membership or reduced fee that's made

immediately clear up front and if necessary, customers reminded at the start of the charging cycle to avoid hidden costs

2.5.6 LEVI grant - Forecasting is currently under way to ascertain how many chargers the LEVI grant can pay for. The purpose of LEVI funding is to provide the seed money for the private sector to take up, estimated to provide around about 1/4 of the overall need by 2030. A requirement that was given as part of the fund that they had to target areas where either there was no commercial appetite or little commercial viability. The LEVI grant would need to be used in a tactical way that encouraged onward investment.

It is expected that guidance would come from the government on an agreed spec and standard for electric charge points, which would mean that charging points on the highway would always be compliant.

It is also expected that that guidance would come from the government on the delivery of LEVI monies by local authorities. A LEVI 'masterclass' is being run so local authority officers can join sessions that are run by industry experts in the automotive sector.
New companies, solutions and offers are appearing. Therefore a national approach would be useful to ensure that the Council takes the right course.

2.5.7 Locations of charging points – Thought needs to be given to areas where people could not charge on their driveways or in garages. Some employers are installing chargers in workplaces and offering the charging as a perk to staff.

2.5.8 Fitments – These are not seen as a good solution for Leicester as many streets don't have parking on both sides, and as such this can lead to residents nearby feeling a sense of ownership which could cause conflict between residents (a trial in Oxford has shown this to be the case). Additionally, people with mobility issues may not be able to bend down and pick up the cables.

2.5.9 It has been suggested that the Council should promote where there are a network of charges that are available, similar to petrol stations, and the industry look to reduce the charging time to the point where you can do a charging cycle at your local neighbourhood shopping precinct or at the supermarket or part in the city centre. Further to this, the government is being encouraged to introduce a cap and value system so that there is no severe profit gouging.

2.5.10 Environmental impact – It is thought that there will always be some need for car travel and as such EVs will have the biggest impact on emissions. However, EVs can produce micro-particulates due to their regenerative brake systems and tyre wear. The health impacts of these

are still being understood, but high concentrations have been linked to neurological and cardiopulmonary illness and disease. It is necessary to reduce the risk of exposure to microplastics where possible.

2.5.11 Grid capacity – It may be necessary to think about where to direct funding so that it can be used to upgrade sub-stations so that the private sector can install charging points. It is thought that existing sub-stations would be maintained as space for others is limited, they would also need to be secured from the public and planning issues would ensue. In theory, the private sector could take on a larger number.

2.5.12 It may be the case that walkways or parking spaces may be compromised for infrastructure to be installed.

2.5.13 The government are currently consulting on removing the need for local authorities to approve the installation of charging points. This would mean that operators have a statutory right to install, maintain and access their asset at any time, and the council could lose the ability to control their traffic management. This could increase the level of private-sector charger supply, but this could mean that charging points would only be placed in areas where operators thought they would be profitable. The council could buy equipment and can enter a contract with the supplier to provide it, however, this would mean subsidising the ability for a private company to make a profit on the network. Another possibility is a concession agreement where over a certain level that money gets returned to the local authority, the Council could lease space on the highway for the private sector to install charging points where they could subsequently pay rent to the Council. With a target of 80 to 75% being provided by the private sector, this would put the Council in a weak position as it would lose a lot of influence and a lot of control whilst also trying to attract the level of investment needed.

2.5.14 Cost of EVs – EVs currently come at a higher price premium and the second-hand market is still developing due to the technology being new. Additionally, when electricity prices are high, they can sometimes be more expensive than diesel and petrol cars (unless the user has a dynamic tariff). Batteries can be expensive to replace once they have degraded.

2.5.15 Risks of EVs – Material in an EV is toxic in the event of a fire and as such the process for extinguishing EV fires is complex.

2.5.16 Challenges – Authorities are coming to grips with issues, however, there is uncertainty about the future, for example, if infrastructure is installed on streets and then petrol-station-like facilities are developed for EVs, then this could back the Council into a corner. Additionally, there is the danger of new technology making charging points installed obsolete. Other challenges include existing charging points not being

standardised, issues such as air conditioning in cars affecting battery life, and batteries not working well in sun-zero temperatures.

2.5.17 Market Dynamics - The technology still has a large price premium. This is projected to chance once the first wave of EVs come through the market and the second-hand market comes around.

Currently, the benefit of EV cost is only felt if they can be charges at home overnight. If a user is relying on public charging, then running an EV is more expensive than running a petrol car. Other day-to-day costs include an insurance premium as EVs are newer.

It is thought that the main drive for EV ownership is the desire to be an early adopter of the technology and users having a strong climate stance.

A risk in the Council trying to anticipate where demand was coming from was that an area could become saturated with a large number of charging points that could become underused. Another consideration is the pace of technology, and that installations could become obsolete very quickly. Therefore, it would not be desirable to end up with a very large network and be tied into a contract with the provider and then to find out that they're not suitable for whatever the current or future market is.

2.5.18 Imports - Whilst EVs from overseas could be cheaper initially, they may become more expensive due to needing to adapt to meet legal requirements in other countries.

Additionally, it is necessary to understand that duties and charges are set by the Treasury and are not always predictable.

Whilst more and cheaper EVs due to imports cannot be ruled out it is not easy to predict and could be many years away.

2.5.19 Assessment of, and response to demand - The EV Strategy looks at the potential demand curve for a number of areas of the city. This considers household income, vehicle availability and the number of vehicles per household to ascertain who might purchase EVs.

The National Grid has been worked with to look at substations and identify the likely level of demand and the level of supply so that the number of installations can be maximised. There was also a correlating list of people who expressed interest in purchasing EVs but did not have the ability to charge them. There were around 100 such people, but no clusters around particular wards or streets.

2.5.20 Free charging – It was noted that subsidies could be offered to operators, however, operators paid for energy at a business rate which was not capped, and this could be disadvantageous.

The value to the authority also needs to be considered.

A large number of National Trust estates have solar panels, so it is possible that they might sell more power to the National Grid and then drain overnight to become cost neutral. In contrast, the Council did not have a large estate of free space, the majority of space was highway. The idea of solar roads could be considered, but they would come at a considerable cost and may be of limited effectiveness due to the design or the weather.

2.5.21 It is not known at this point how many taxis are EVs, however, there needs to be consideration on how taxi drivers are encouraged to use low-carbon cars. Batteries needed to be assessed at the vehicle point of service and registration. Battery health should also be assessed at MOT. Many batteries had a charge cycle and a discharge cycle. If a battery was used regularly and charged regularly than it will deteriorate. Battery technology is advancing, and it is necessary to think about how taxi drivers can be supported in EV use. Taxi drivers are an important part of the social fabric of the city, so it is important that investing in EVs does not end up costing them more.

In terms of illicit battery modifications, such as illegally daisychaining, it could not be ruled out, however, EVs have sophisticated computer systems, so it would be difficult to carry out and possibly dangerous.

2.5.22 Petrol Stations - The Director of City Transport was not aware of any petrol stations in Leicester that had completely converted to providing fast charging. However, there were charging points and hubs in areas such as Cobham Services and BP had installed some rapid chargers that charged within 5-15 minutes. It was hoped that a combination of advances in battery technology and the increased awareness amongst clients would make the use of charging points comparable to purchasing petrol.

It could get to a point whereby the mechanism and method would be for a user's parking area to become their 'petrol station'. This would mean a very large increase in the offer and competition amongst providers.

2.5.23 If vehicles could hit 400-500 miles per charge, it would be a similar distance to miles-per-tank on a petrol car.

2.5.24 By April 2025 it is possible that 50% of cars could be electric or hybrid.

2.5.25 Off-peak charging appears to be decreasing.

2.5.26 The cost of ownership of an EV includes having the home as a charging facility, which may also mean installing a driveway.

2.6 Benchmarking

2.6.1 A trial of EV Charging fitments had been undertaken by Oxford City Council. We are still awaiting the full outcome, but we are aware that some minor conflict had been caused with residents feeling a sense of ownership over the space and the impact houses with multiple vehicles may have.

2.6.2 The progress and contents of the LEVI bids of other local authorities was being examined, particularly in terms of what was delivered and how, as well as the current costs. It was considered as to how other local authorities asked operators for what was needed.

2.6.3 Some local authorities have adopted an EV strategy, however, they varied in the amount of detail within them; some were around a page and others, such as Warwickshire County Council, were more detailed, showing what they wanted to see and how they wanted it enacted.

2.6.4 It is important to note that much of this learning has come from early adopters, many of which are authorities that are financially advantaged, many of these are in London where the market is different due to wealthy EV users in many Boroughs.

2.6.5 Many strategies were somewhat cautious in their commitments. They have expressed the will to work with others, but not bold in moving forwards. It is necessary to work with others to ensure that the right path is taken.

2.6.6 Some local authorities already have LEVI funding. These are mostly London Boroughs who in many cases already had a supplier.

2.7 Summary of Task Group Conclusions

2.7.1 Encouraging supermarkets to provide more charging points could be a good approach as people could then charge while they shopped.

2.7.2 The LEVI grant looks to install 7kW overnight charges in deprived areas. However, it was thought that there were areas with more demand such as Queens Road or Narborough Road as having rapid chargers there would allow people to charge whilst shopping.

2.7.3 If the private sector delivered where they could get a return, then that would leave a middle ground in which people who wanted an electric vehicle (EV) could be supported by the Council in areas where there is not demand saturation.

2.7.4 The Council currently sees itself in a steering role for investment rather than leaders on technology that could be out of date soon.

2.7.5 The LEVI funding of £3m will not be enough to install residential chargers everywhere.

2.7.6 Officers are not yet confident in the sustainability of the technology. The LEVI fund prefers a 15-year contract with a single provider, as such caution should be taken about entering such a long commitment when the technology involved could become obsolete.

2.7.7 LCC has not seen enough benefit from either Blink or Char.gy to justify a 15-year commitment. The result of the commitment would be about 50 chargers around the city. This would not be a good return in comparison to using that as seed money for private sector investment and potentially doubling or tripling that number.

2.7.8 The best position would be to outline where the Council sees electric vehicles as part of the transport mix. It is important to note that EVs don't solve congestion and tyre and brake wear are an issue. So EVs are by no means a sole solution. Especially since it was sometimes the case that the electricity was provided through fossil fuels. It is also important to note that scrapping a petrol vehicle for an EV would have a carbon outcome. Therefore, EVs certainly have a role to play, but caution is needed when promoting them as a replacement for petrol cars.

2.7.9 Having EV infrastructure can send a mixed message about the promotion of walking, cycling and public transport.

2.7.10 Battery technology is constantly improving, and the technology of residential chargers could become outdated. If people did not use their residential chargers and/or they became outdated, it may be that the Council would have to pay to get them removed.

2.7.11 Commercial and business sites have a different power need. It may be that investment in the private sector and job creation could be lost if lots

of chargers were installed without considering the other needs in the area.

2.7.12 Charging points in schools would also come with challenges such as the charge needing to come from the school supply, meaning that charging points would need to be sold or given to companies such as Blink or Char.gy. Another challenge would be that they would only be available on weekends and school holidays, and therefore might not drive the level of demand.

3 Financial, Legal and Other Implications

3.1 Financial Implications

The roll-out of public EV charging on residential streets is dependent on government funding. The Council has received an indicative LEVI grant allocation of £3.38m towards this. In addition, a revenue grant of up to £110k per year is received to facilitate the wider development of the EV installation strategy. As noted in the report there is potential for the Council to generate income from the leasing of highway space, but this is considered very limited.

Stuart McAvoy – Head of Finance, Ext 37 4004

3.2 Legal Implications

There are no direct legal implications associated with this report.

Kamal Adatia – City Barrister, Ext 37 1401

3.3 Equality Implications

Under the Equality Act 2010, public authorities have a Public Sector Equality Duty (PSED) which means that, in carrying out their functions, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment and victimisation, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who don't.

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

In development of an EV strategy, it is important that equalities considerations are taken into account. It is important that charge points are ultimately accessible and usable. Consideration should be given to the type of infrastructure that can be supported and how to best ensure that the provision of electric vehicle charging does not disadvantage other users and does not obstruct pavements or highways and is not hazardous to pedestrians. In order to demonstrate that the consideration of equalities impacts has been taken into account in the development of any proposals and as an integral part of the decision-making process, it is recommended that as any proposals move forward an Equalities Impact Assessment is undertaken. The findings of an Equality Impact Assessment should be shared, throughout the process, with decision makers in order to inform their considerations and decision making.

Surinder Singh, Equalities Officer, Ext 4148

3.4 Climate Change and Carbon Reduction Implications

As noted within this report, the Carbon Neutral Roadmap produced for Leicester highlighted the replacement of fossil fuel vehicles with EVs as a vital part of the transition to net zero carbon emissions for the city. The roadmap calculated that road transport currently accounts for around 24% of all carbon emissions in the city and set out the importance of switching to using electric cars and vans as quickly as possible, alongside a greater role for active travel and electrified public transport. This is also reflected in the council's draft Climate Ready Leicester Plan 2023-2028, to be brought to Full Council for adoption later in the year. Therefore, this is a key area of work for achieving our ambition to reach net zero carbon emissions by 2030.

Based upon the current mix of electricity provided via the national grid, EVs emit around 45% less carbon per kilometre travelled than a fossil fuel-powered car. The emissions from EVs will also steadily reduce to net zero as the UK grid decarbonises by 2035, based on current plans. Whilst EVs do have higher embodied emissions in manufacture, an average EV will make up this difference within around 2 years of use. Research also shows that emissions of particulate matter from brake and tyre wear are generally equivalent for EVs and fossil fuel vehicles. It's also worth noting that EV car batteries can potentially be used for grid

storage both while used in vehicles and at the end of their useful lives, delivering further decarbonisation benefits.

Aidan Davis - Sustainability Officer, Ext 37 2284

4 Summary of Appendices

Appendix A - Electric Vehicle Charging Points Presentation

Appendix B - EV Charging Points Scoping Document

Appendix C - Draft Electric Vehicle Transition and Infrastructure Strategy

Appendix D - Response from Charge Point Operator Char.gy

Appendix E - EV Charger Usage Presentation

5 Officers to Contact

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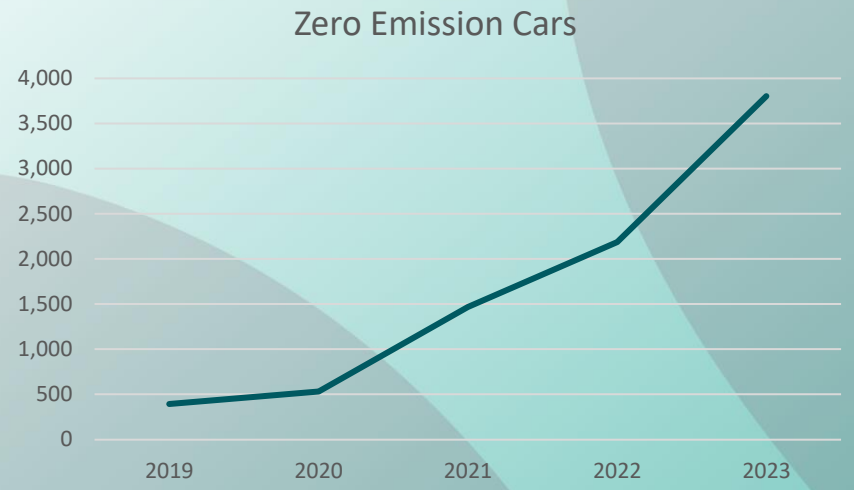
Electric Vehicle Charging Points

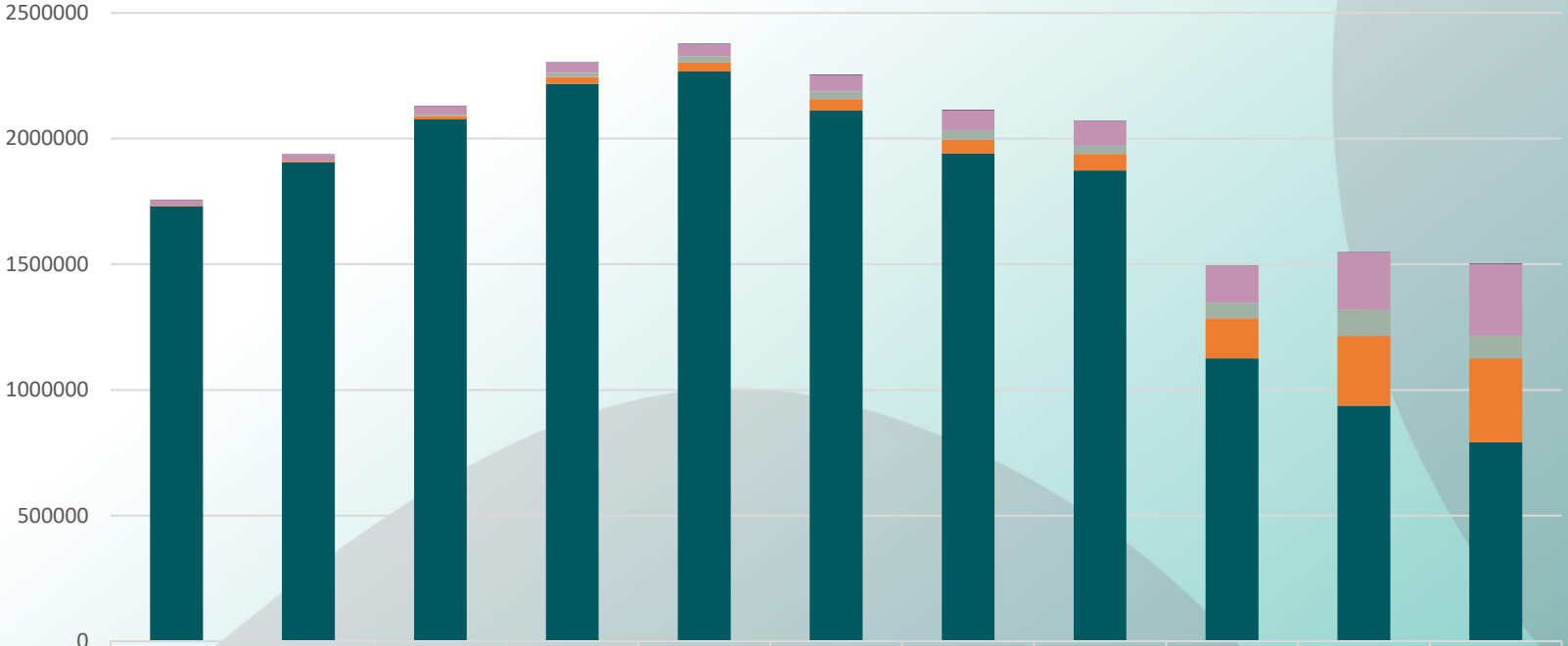
EDTCE Scrutiny Working Group

Electric Vehicles in Leicester

- 3,802 battery electric and plug in hybrids in Leicester as of June 2023.
- 2% of total cars registered in Leicester

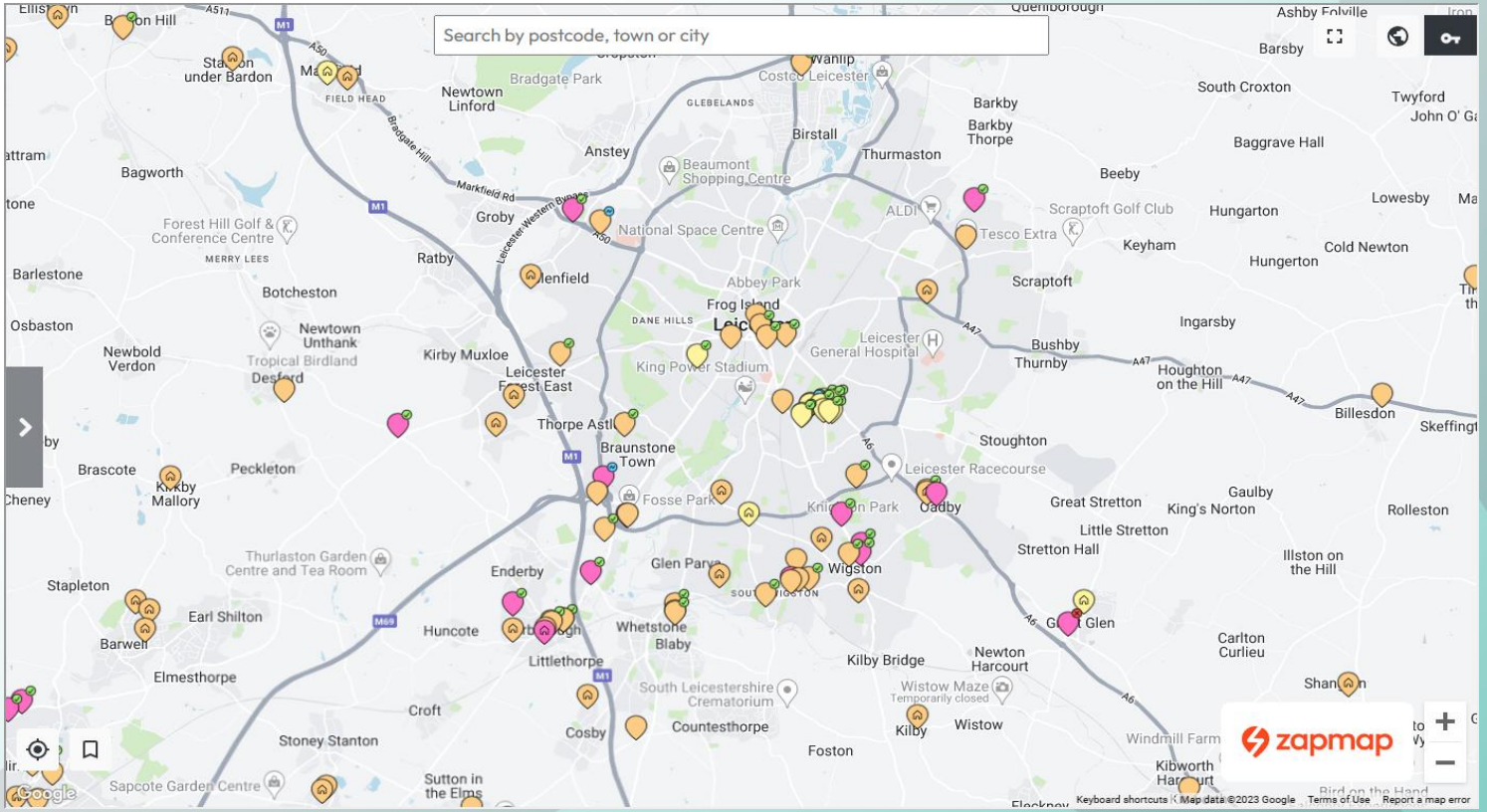


New Vehicle Registrations by Fuel Type (National)



	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Other	558	387	1291	1704	1905	2381	2166	352	769	1847	2639
Hybrids	22840	26782	34112	40856	47264	64737	78060	98108	145888	226253	284744
Plug In Hybrid	526	629	6070	16256	25247	30582	38935	32151	61733	104407	90753
EV	2532	3402	13279	26837	36459	45336	55166	66613	158882	278119	333566
Fossil Fuel	1730329	1905009	2076098	2218129	2265954	2111311	1939835	1872584	1125930	937558	791564

Public Charger Availability (117)



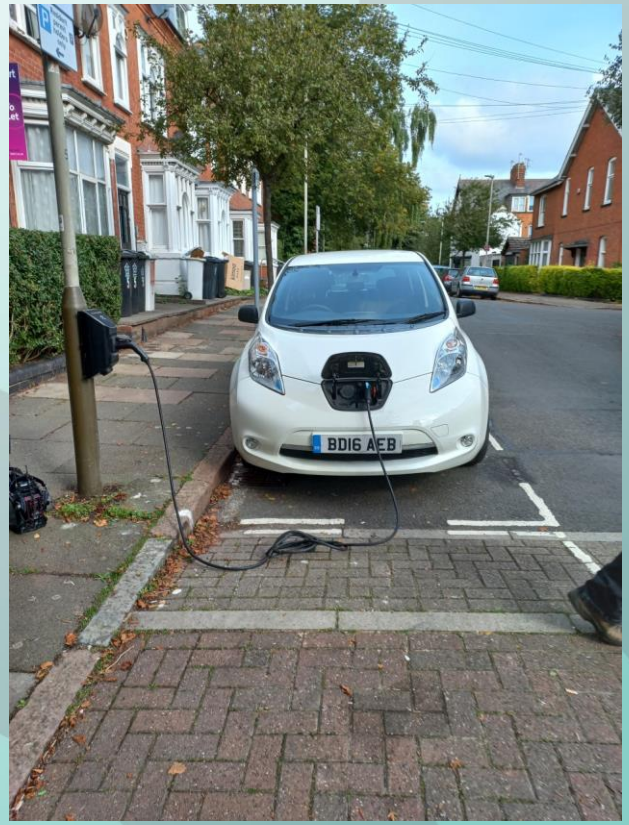
Charger Types and Speeds

Slow	Standard	Fast	Rapid
<7.1kW	7.1kW – 22kW	22kW – 50 kW	50kW – 150kW
<5:29 hours	5:29 – 1:46 hours	1:46 – 0:46 hours	0:46 – 0:15 hours

Charging times based on a new Nissan Leaf, 39kWh battery. Not all vehicles will support all charger types

Delivery Streams

- On Street Residential Chargepoint Scheme (ORCS) – **22** (slow) chargers - **Delivered**
- European Regional Development Fund (ERDF) – **5** rapid and **30** fast chargers – **Being delivered**
- Local Electrical Vehicle Infrastructure Fund (LEVI) – indicative allocation of £3.38m – **Planned Delivery**



Types of charging solutions

Hyper-Local
- Off street parking
- Kerb channels and fitments

Local
- Lamp column chargers
- On street charging docks

Destination
- Charging hubs
- Car park charging

National Policy

- Decarbonisation of road transport a key part of the government Net Zero Strategy and Transport Decarbonisation Plan.
- All new cars are to be zero emission by 2035.
- 80% of new cars and 70% of new vans to be zero emission by 2030.
- Most of the demand for EV charging to be provided by the private sector.

Local Objectives and Policy

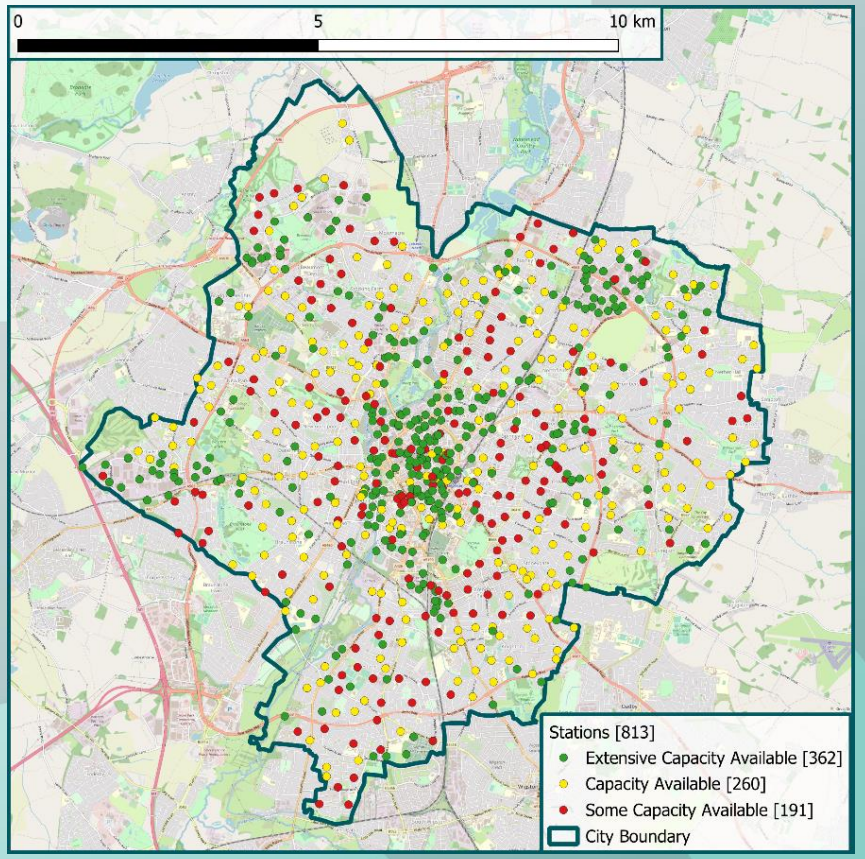
- Transitioning vehicles to zero emission a key part of the Carbon Neutral Roadmap – largest possible impact on transport related emissions.
- Also a key feature of the Local Plan, Climate Emergency Action Plan, and Air Quality Action Plan, recognising the benefits to local air quality as well as decarbonisation.

Challenges

- Grid capacity
- Cost
- Highway space/constraints
- EV uptake
- Market development for chargers

Grid Capacity

- Grid capacity a primary barrier to the volume and type of chargers that can be deployed
- Grid capacity can be an issue at various levels, from substations through to transformers.
- Not always logical where streets are grid connected, each site requires engagement with National Grid.
- In discussions with National Grid



Cost

- Electrical vehicle chargers can range from £22,000 - £57,000 dependent on type. This does not include potential upgrades to the power network.
- Upgrades to electrical grid expensive, but within scope of LEVI grant – though this will reduce the number of chargepoints that can be installed.
- Expectation is that LEVI grant will provide around a fifth of the necessary level of support, nationwide, with the private sector to provide the remainder.

Highway Space and Capacity

- In many areas of the city, there is limited space for the necessary infrastructure without sacrificing some amount of utility e.g. general parking.
- Solution such as kerb channels and cables create expectation of reserved parking outside of homes, and in many locations will only support one side of the street.
- Insufficient highway space to provide one charger for every formal or informal parking space in the city.

EV Uptake

- Most electric vehicles continue to come at a higher price premium compared to ICE counterparts. Second hand market still growing.
- Increase in electricity costs reduces value benefits over conventional fuels for those without private charging options.
- Lingering concerns over driving range, battery life, fire safety, and viability continue – government information campaign promised to begin to challenge myths around EVs.

Market Development

- Charger suppliers, systems, and solutions are entering the market rapidly – confusing market.
- Advances in battery technology are leading to new vehicles having over 300m of range, and being suitable for charging within 30 minutes – approaching ICE vehicle utility.
- Charging solutions standards still being developed and risk of installations not supporting new generations of vehicles.

Appendix B

EV CHARGING POINTS SCOPING DOCUMENT

EDTCE Scrutiny

Date of meeting: 04 March 2024

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
- Report author: Daniel Pearman
- Author contact details: 0116 454 3061
- Report version number: 01

1.	**Purpose of Report**
1.1	To provide the Commission with details and context on electric vehicles within Leicester.
1.2	To provide the Commission with information as to the progress on EV uptake and infrastructure delivery within Leicester.

2. Summary Context

2.1 As of June 2023, there were 3,802 electric cars (including plug in hybrids) registered to addresses in Leicester – around 2% of total registered cars across all fuel types. 16% of all new cars registered in 2022 were EVs, and the pace has been gradually accelerating.

2.2 Including chargers in private car parks, there were 117 chargers available for members of the public to use across the city as of October 2023.

2.3 The provision of charging infrastructure in support of Electric Vehicles is key to various plans and strategies, including the Carbon Neutral Roadmap and the Local Plan.

2.4 The City Council has more recently delivered schemes to provide on street charging options using available grants. This has included the On Street Residential Chargepoint Scheme, which allowed for a trial of 22 chargers to be installed and the European Regional Development Fund which has allowed us to begin a programme of delivering 35 fast and rapid chargers across the city centre.

2.5 Whilst continuing to deliver infrastructure as funding allows, the city council has additionally been developing its approach to Electric Vehicles/charging. This will help us understand the future demand for EV charging and opportunities for delivery of charging infrastructure in support. Development work has followed multiple paths, including the suitability of electric infrastructure across the city; the availability of private, off-street parking; and social or environmental factors that may drive uptake of electric vehicles.

2.6 We have additionally considered the type of infrastructure that can be supported and how to best ensure that the provision of electric vehicle charging does not disadvantage other users, such as pedestrians, nor create potential legal complications over rights of access or parking.

2.7 We have recently submitted a business case under the government's Local Electric Vehicle Infrastructure Fund (LEVI). Leicester has an indicative allocation of £3.38m. The fund is targeted towards relatively low powered charge points that would be found in residential streets, rather than rapid charging hubs.

2.8 There is an expectation from government that the majority of public charging need will, nationally, be met by private enterprise either at the kerb or within car parks and private businesses. As battery capacity increases, and charging speed decreases, this is likely to result in the growth of destination charging at shops, tourist attractions, car parks, and other similar facilities.

2.9 The government has recently delayed the requirement for all new cars to be zero emission to 2035, though retains a target of ensuring 80% of new cars and 70% of new vans are zero emission by 2030.

2.10 The automotive market has continued to develop and release new models of electric vehicles, though they retain a price premium, and the second-hand market is continuing to grow. Range of vehicles is increasing steadily, with most

new vehicles having a standard quoted range in excess of 300 miles per full charge.

2.11 The council's role in supporting the delivery of EV charging is dynamic, as the market develops and will follow government policy and changes within the industry

3. Scope of the EV Charging Point Review

3.1 The proposed scope of this review is set out below for consideration by the Commission:

- Assessing the current provision of EV charging points in the city.
- Considering the projected requirement of EV charging points and how the Council can help to meet that need.
- Looking at what funding is available and any constraints on funding.
- Considering, in terms of opportunity and practicality, how the Council can help to deliver EV charging points in the future.
- Assessing any obstacles and impediments that may hinder the installation of EV Charging points in certain areas and whether they can be overcome.

3.2 Scrutiny member's comments are requested on the proposed approach to some informal scrutiny on this matter. Volunteers are sought to attend meetings to carry out the review. It is anticipated that at least three meetings:

1. Overview/Background review.
2. Consider issues in depth, including potential to invite participants e.g. The Energy Savings Trust Climate Action Leicester and Leicestershire and the National Grid.
3. Draw conclusions on findings and recommendations.

Members can consider the approach to this work in more detail at the first meeting, including requests for participants.

3.3 The findings of the informal scrutiny and any recommendations that arise will be reported back to the EDTCE Scrutiny Commission for comment and subsequent reference to the Lead Executive member for consideration.

, [Front Cover]

Electric Vehicle Transition and Infrastructure Strategy

Summer 2023

Appendix C

CONTENTS

FOREWORD

To be written

City Mayor

Uncertainties

Ambition, growth

Net Zero ambition

Making a real difference with WPL

Deputy City Mayor

Climate emergency and air quality

Importance of the transition to zero emission vehicles

Delivering

- **Take up of EV's**
- **EV Infrastructure**

[Integrate this text from later in the document….]

Leicester City Council

Leicester City Council (LCC) recognises the challenges associated with achieving these targets and understands the need to invest in an extensive, effective, and efficient electric vehicle charging network.

As the electric vehicle charging market continues to make advancements in factors such as; grid capacity, charge speeds, payment and connector types, LCC have developed a Strategy to inform and guide the successful delivery of electric vehicle charging infrastructure across the city's transport network to meet the demands of its residents, businesses and visitors.

Analysing the current network, demand forecasts, grid capacity and future commitments, the Strategy recommends the most effective charging infrastructure LCC can apply to optimise electric vehicle uptake across the region. The recommendations are evidence-led and have been informed by factors such as: expected usage, charge type, user needs, technological solutions / trends, spatial distribution, and the wider LCC strategic priorities.

EXECUTIVE SUMMARY

The world is facing an unprecedented challenge to halt and reverse the effects of climate change. In Leicester the City Council recognised this challenge by declaring a Climate Emergency in 2019 and setting a Net Zero Carbon target by 2030. In the Leicester City Council (LCC) Climate Emergency Action Plan and Strategy it is recognised nearly one quarter of all carbon emissions are from road-based transport, with the transition to electric vehicles being the key action. To support the successful transition from petrol and diesel cars to zero emission vehicles across the city and region, Leicester City Council commissioned Arcadis to develop the Electric Vehicle Transition and Infrastructure Strategy.

The Strategy aims to inform and guide the swift uptake of electric vehicles (EVs) with particular focus on the effective delivery of EV charging infrastructure to support predicted demands of its residents, businesses and visitors.

The Strategy identifies high-priority locations where EV charging points can be implemented to deliver the most effective operational benefits.

This understanding has been informed by a robust evidence base that has examined factors such as:

- The role of electric vehicles on a national and local scale,
- Barriers to electric vehicle uptake,
- Existing and projected demand for electric vehicle uptake, and;
- Types of charging options available.

LCC will undertake a series of Next Steps to support the expected growth in demand of electric vehicles across the region. These include:

- Identifying innovative Electric Vehicle Charging Infrastructure (EVCI) trials and partnerships, to enable us to be at the forefront of effective and efficient EVCI rollout.
- To collaborate with the public, academic institutions and private sector to generate EVCI solutions and promote behaviour change.
- Setting out a sustainable business model for an equitable EVCI network within Leicester to balance between feasibility and control over assets.

INTRODUCTION

In a strong effort to tackle climate change and reduce the UK's contribution to the global warming crisis, the UK has committed to achieving a target of net zero greenhouse gas emissions by the year 2050.

The UK's Transport sector is the largest emitter of greenhouse gasses - making up 27% of the total UK domestic emissions in 2019 (Gov, 2021).

To successfully deliver upon the UK's 2050 net zero emissions target, we must first effectively reduce the emissions from the cars and vans on our roads, as they accounted for almost a fifth of the UK's total emissions in 2018.

As a result, bold targets have been set-

- 2030 to mark the end of all new petrol and diesel cars and van sales
- All new cars and vans to be zero-emissions by 2035

This has created a rapid drive by manufacturers to deliver more affordable electric vehicle fleets between now and 2035. - However, as this industry continues to mature, there is a fluctuation in the speed in which they can deliver electric vehicle-only fleets.

Charge point infrastructure is advancing and charging speeds have increased, along with the range and versatility of the charge point infrastructure available across our transport network

LCC is supporting "the delivery of public and private **electric vehicle chargers** at home and in workplaces to encourage the uptake of zero emission vehicles and the conversion of company and bus fleets."

Draft Leicester Transport Plan, 2021

The UK is on track to becoming the **quickest G7 country to decarbonise cars and vans.**

UK Govt, 2021

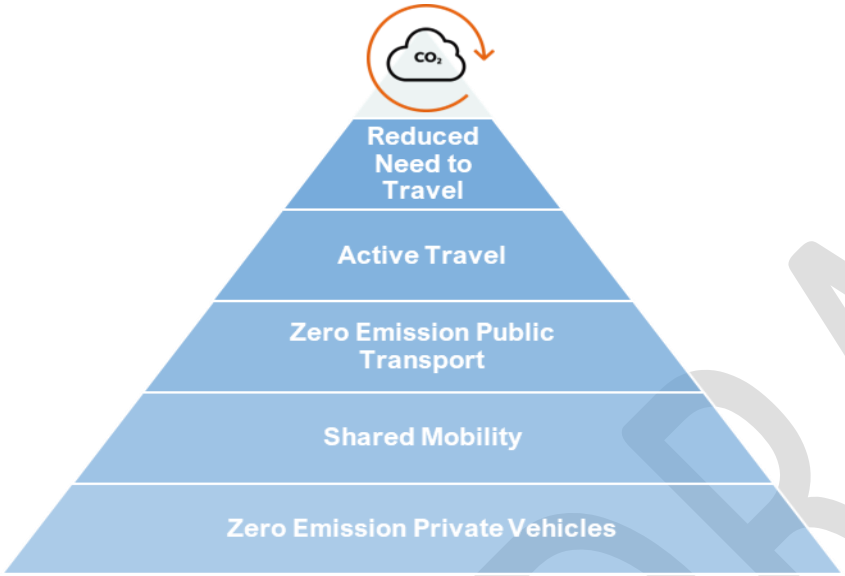
BACKGROUND

This Plan is embedded in, and supports key local, regional and national policies which outline the trajectory of the role of EVs across our transport network.

Key Strategies	Summary
Leicester Climate Emergency Strategy 2020-2023	Plans to expand the network of EV charging points across the region and review the need for hydrogen refuelling infrastructure. Seeks to promote the following to reduce carbon emissions and poor air quality throughout the region: • Car and bike sharing schemes • A transition to electric or hydrogen business fleets • Engaging and collaborating with taxi, private hire operators and bus fleet services • Enforce planning policies ensuring new employment sites enable sustainable and low-emissions commuting, business travel and fleet operation • Reduce fleet mileage and introduce electric and hybrid ultra-low-emissions vehicles
Leicester Draft Local Transport Plan 2021-2036	Presents a travel hierarchy prioritising a reduction in the need to travel and encouraging more walking, cycling and zero emission transport. Supports the delivery of public and private EV chargers to encourage the uptake of zero emission. Electric Charger Implementation Plan which works with other organisations to deliver enough electric charging points to support a shift to zero emission vehicles
Leicester Air Quality Action Plan (2015-2026)	Seeks to lobby and work with Government to introduce national measures to reduce pollution from diesel vehicles. Increase the uptake of ultra-low emission vehicles by residents and business Work with bus, freight, rail and taxi transport sectors to reduce their environment impact and reduce emissions by 50% by 2025 from the councils' fleet operations
Midlands Connect Strategic Transport Plan (2022)	Supports the Midlands in becoming a test bed for innovation projects for alternatively fuelled HGV's and the recharging/ refuelling infrastructure required for freight Work with partners to develop a regional Electric Vehicle Charging Infrastructure Plan and develop and implement an EV Charging Infrastructure Planning Tool by the end of 2022.
HM Government 'Taking charge: the electric vehicle infrastructure Strategy' (2022)	Supports the accelerated rollout of a comprehensive and competitive rapid charging network on major roads. Support local government to develop ChargePoint strategies and the rollout of public ChargePoint's on streets to allow sectors to thrive and address barriers to private sector rollout. Regulate ChargePoint's to ensure they are reliable and easy to use Work with Ofgem to ensure ChargePoint's are easy to connect and integrate with the electricity system.
Net Zero Strategy (2021)	End the sale of new petrol and diesel cars/ vans from 2030. All new cars and vans to be zero emission at the tailpipe by 2035. The government has committed £620 million to support the transition to EVs. The funding will support the rollout of charging infrastructure, focusing on on-street residential charging and targeted plug-in vehicle grants.

TRAVEL HIERARCHY

Transport contributes to approximately a quarter of Leicester's total carbon emissions. To reduce this, LCC have committed to a travel hierarchy; prioritising a reduction in the need to travel and promote greater walking, cycling and zero emission transport as the primary mode of choice.



The travel hierarchy supports individuals in making responsible transport decisions to improve their health and wellbeing and reduce the negative impacts on the environment.

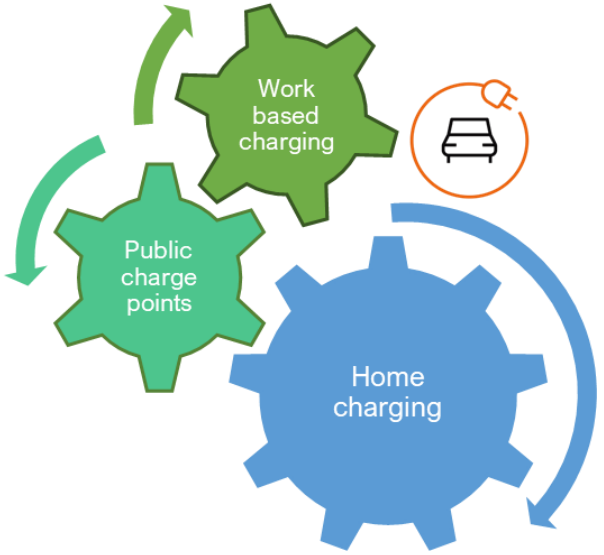
As part of this, LCC seek to increase the delivery of public and private electric vehicle chargers at home and in workplaces across the region to encourage the uptake of zero emission vehicles.

The Role of EVs in LCC's Transport Hierarchy

LCC recognise an extensive EV charging network is required to meet local and national targets. As a result, grid capacity improvements must be made all across the region.

Recently, public policy and funding opportunities have been focussed on providing EV charging infrastructure to those with access to dedicated off-street parking, However, for Leicester to effectively provide a long-term solution to its residents, businesses and visitors, it must holistically combine home-charging, publicly available charging and workplace-based charging - despite the challenges associated with factors such as, availability of on-street parking and existing grid capacity.

LCC will also transform their company and bus fleets; by making the most of technological advances in transport, including smart management of the highway network.



CHARGER TYPES

Electric Vehicle Charge Point Standards

EVs are evolving rapidly along with their charging technologies. Whilst EVs can be charged via a normal household plug socket, these are slow and inconvenient.

A variety of EV charging technologies are now available on the market to support the different requirements of cars, sites, and standards. These dedicated charge points have different charging speeds, sockets and power supplies.

One important aspect of an appropriate EVCP location is its power rating, which also dictates the speed of charge.

Power Supplies:

AC charging - Power drawn from the grid and then converted within the vehicle via an onboard charger

DC charging – Uses a converter built into the charger itself which can feed power directly to the EV battery. Although DC chargers are larger and more expensive than AC chargers, they can deliver more power and achieve a much faster charge time for users.

EV Location Types:

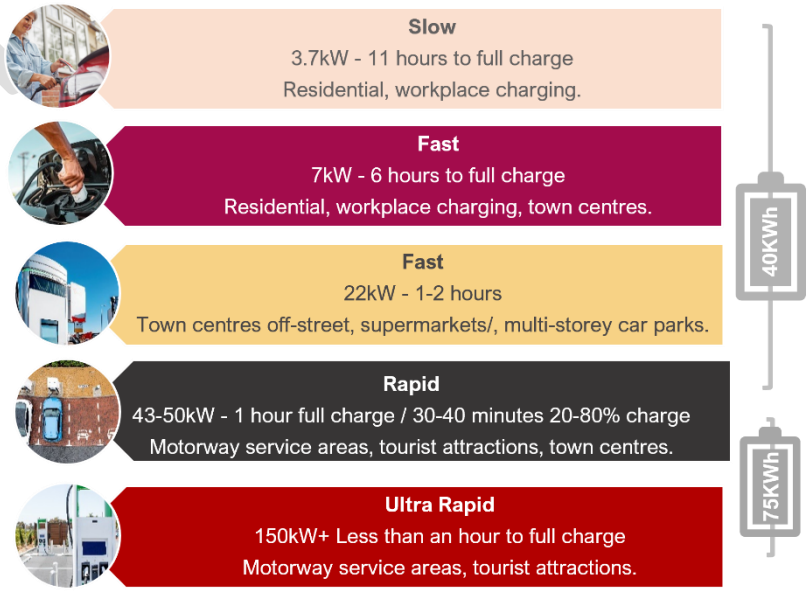
EV Charge Point/ Charging Unit: An upstand or wall-mounted structure offering one or more socket outlets or tethered plugs suitable for charging EVs.

EV Charging Station: A site with at least one ChargePoint suitable for charging. Can include, an energy supply enclosure, weather shelter, signage, and protection barriers for the equipment, etc.

Charging Speed Classifications:

Slow & Fast Chargers: Good for locations with the intention to park for longer periods of time – homes, workplaces, long-stay car parks & residential streets.

Rapid & Ultra Rapid Chargers: Best for locations where drivers intend to stop for shorter periods between their journeys, such as at a motorway service station.



CHALLENGES TO EV UPTAKE

EV uptake is a necessary process in meeting regional and national targets, yet through a variety of aspects can have some integral challenges to achieving this.

Behaviour, **Design** and **Delivery**

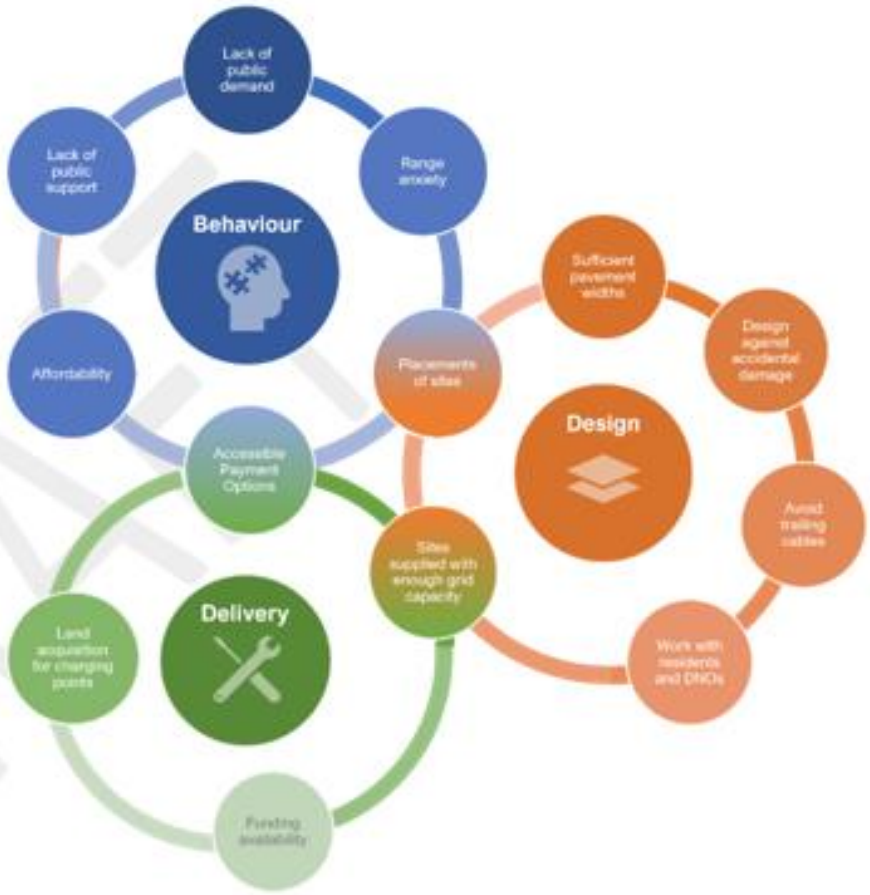
The attitudes and approaches of the public and authorities around EVs and its infrastructure provide the overriding associated challenges relating to uptake.

The issue of behaviour, specifically by members of the public, is something that continues to improve with education around the subject, though further assurance and information communication is vital in reducing the risk.

Pre-existing design issues significantly impact the possibility of implementing EV infrastructure in the region based on a variety of factors including grid capacity and pavement characteristics (the latter especially in relation to on-street charging).

The Delivery of EV infrastructure is challenging with many obstacles to overcome through the delivery of the strategy, creation of policies and work with delivery partners including:

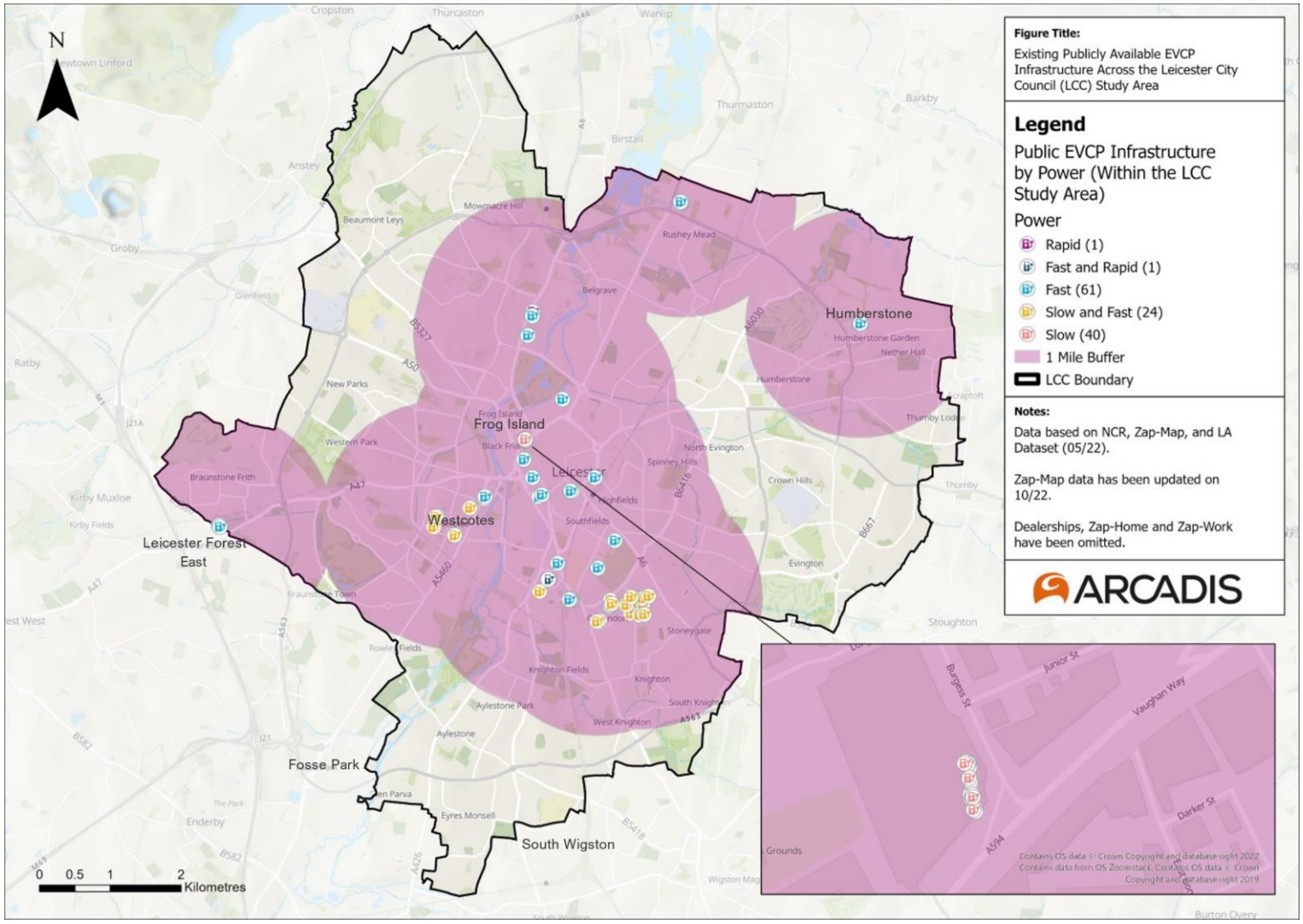
- Availability of funding
- Availability of land/suitable locations
- Legal; agreements or Service Level Agreements with private landowners
- Grid capacity / smart charging and innovative electricity storage solutions
- Planning and Highway legal requirements, including highlighting weight restrictions on the heavier EV vehicles and the reduction of trip hazards caused by charging cables
- Cost of electricity to driver – cheaper to charge at home which is also most convenient so what solutions are available for households without off street parking?
- Keeping pace with quick changing technology, especially car batteries so ranges are greater and chargers delivering lower charging times
- Ensuring charger locations are suitable for disabled drivers and following the British Standards Institute design standard (PAS 1899)



LOCAL NETWORK

At the end of 2022, 127 public EV chargepoints (EVCPs) were identified within the LCC boundary

- 20 of these are ‘Fast’ EVCPs and are located within the city centre
- 16 of the ‘Slow and Fast’ EVCPs are located in the south-east of the city; serving residential streets across Clarendon Park, and Westcoates;
- 13 ‘Fast’ EVCPs have been identified across the periphery of the LCC boundary, serving areas such as Rushey Mead, Hamilton and Meynell’s Gorse Park & Ride.



GROWTH PROJECTIONS

To facilitate an increased uptake of EVs, significant investment is required to expand the existing EVCP network across Leicester. To keep up with demand, it has been forecasted that Leicester will require:

Projected Number of ULEVs throughout Leicester			
Forecast Year	**Low**	**Medium**	**High**
2025	26,427	35,236	52,853
2030	81,385	101,732	142,424

As the growth in EVs is expected to continue, National Grid (2021)* have predicted the UK could have:

- Between 4 and 13 million battery EV by 2030
- Approximately 31 million by 2040

To better predict the UK's expected growth of ULEVs, (excluding hybrids), the following scenarios were considered:

Low - *Business-as-usual*: Assuming no change to policy; forecasts developed using current trends and DfT's Road to Zero benchmark of 15% and 40% of new car sales that will be Ultra Low Emission Vehicles (ULEV) by 2025 and 2030 respectively.

Medium - *Good practice:* Aims for 20% and 50% of new registrations to be ULEVs by 2025 and 2030 respectively.

High - *Exemplar*: In line with the Government's aim for 30% and 70% of new sales to be plug-in vehicles by 2025 and 2030 respectively.

Target Number of EV Chargers to Deliver

Applying the three scenarios it has been calculated the following numbers of different charger speeds would be needed to meet the demands by 2025 and 2030.

	2025	2030
Slow Chargers (3.3kW)	200 - 423	442 - 853
Fast Chargers (22kW)	10 - 22	23 – 44
Rapid Chargers (50kW)	28 - 57	75 - 132

LEICESTER CITY COUNCIL'S APPROACH TO THE CHALLENGE

LCC will adopt a collaborative approach to advocate, promote and influence EV uptake for its residents, businesses and visitors.

To meet current and future demand, LCC understands a parallel approach is required to developing solutions with partners from both the supply side (charging infrastructure) and the demand side (EV uptake). However, investment in both time and funding will be needed at a faster rate for supply side solutions to ensure the infrastructure is in place for the expected increase in demand. LCC will look to work alongside the private sector, micro-mobility providers, the public, and academic institutions to ensure an effective and equitable EVCI network is delivered across our region, whilst promoting EV uptake.

Local Electric Vehicle Infrastructure Fund (LEVI)

The Office for Zero Emission Vehicles (OZEV) will be announcing the new £500million LEVI fund in early 2023. We are expecting this funding, and associated guidelines, to have a significant influence on the delivery and elements of this EV strategy. However, for the time being the RoadMap on the following pages and the growth predictions on the previous page will set the foundation on which to build our LEVI Business Case.

Leicester City Council's Roadmap and Approach (work in progress / in collaboration with the designers)

Road Map			LCC's Approach	
Year	**Goal**	**Type**	**LCC' level of involvement***	**What will this involve from LCC?**
2022-2025	'Continued support for ChargePoint's in homes, workplaces, and on-street until at least 2024/25' - Transitioning to Zero emission cars and vans: 2030 Delivery Plan (2021)	Target	3	• Defining the role of LCC in supporting this transition. • Supporting the delivery of EVCP infrastructure throughout the LCC area. • Creating a public/ private forum to facilitate engagement. • Employing dedicated EV Officers • Produce data to inform site selection and mapping of charge points • Analysis of isochrone data to improve the access to ChargePoints to support the prospect of 15-minute neighbourhoods. • Develop and submit a Local Electric Vehicle Infrastructure (LEVI) capital fund proposal - Nov 2023 • Prepare and launch EV infrastructure procurement

2025	Reduce emissions by 50% by 2025 from the councils' fleet operations - Leicester Air Quality Action Plan (2015-2026)	Legislation	4	• Formally adopting design principles in line with PAS1899 standards
				• Collaborating with ChargePoint providers and suppliers to define LCC's pattern of delivery for ChargePoints. (Private sector delivery partners need to provide all / most publicly available chargers to make Leicester EV ready.)
				• Delivery of more EVCPs in LCC car parks
				• Trial On-Street Residential ChargePoint's
				• Greater information to the public and businesses around emissions
				• 2025 – Review Blink EV charger contract
				• Review EV Strategy, incl:
				  ○ Review private sector delivery partners
				  ○ Review grid capacity/ DNO progress with key upgrades
				  ○ Review comms & engagement

2025-2030	All government car and van fleet to be zero emission by	Legislation	4-5	Monitoring and evaluating utilisation rates across the region

	2027. - Net Zero Strategy (2021)			• Increase the amount of EVCPs in all LCC car parks • Increased delivery of public charging networks so all residents can access Residential Charge Points
2025-2030	All public sector fleet vehicles to be ULEV	Target	5	
2030	End the sale of new petrol and diesel cars/ vans from 2030. Net Zero Strategy (2021)	Legislation	4-5	
2030	All new cars and vans to be zero emission at the tailpipe by 2035. Net Zero Strategy (2021)	Legislation	4-5	

Useful Sources for Further Information

Leicester Transport Plan (Draft) 2021- 2036 -
https://consultations.leicester.gov.uk/communications/ltp4/supporting_documents/Leicester Transport Plan.pdf

Transitioning To Zero Emission Cars and Vans: 2035 Delivery Plan -

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005301/transitioning-to-zero-emission-cars-vans-2035-delivery-plan.pdf

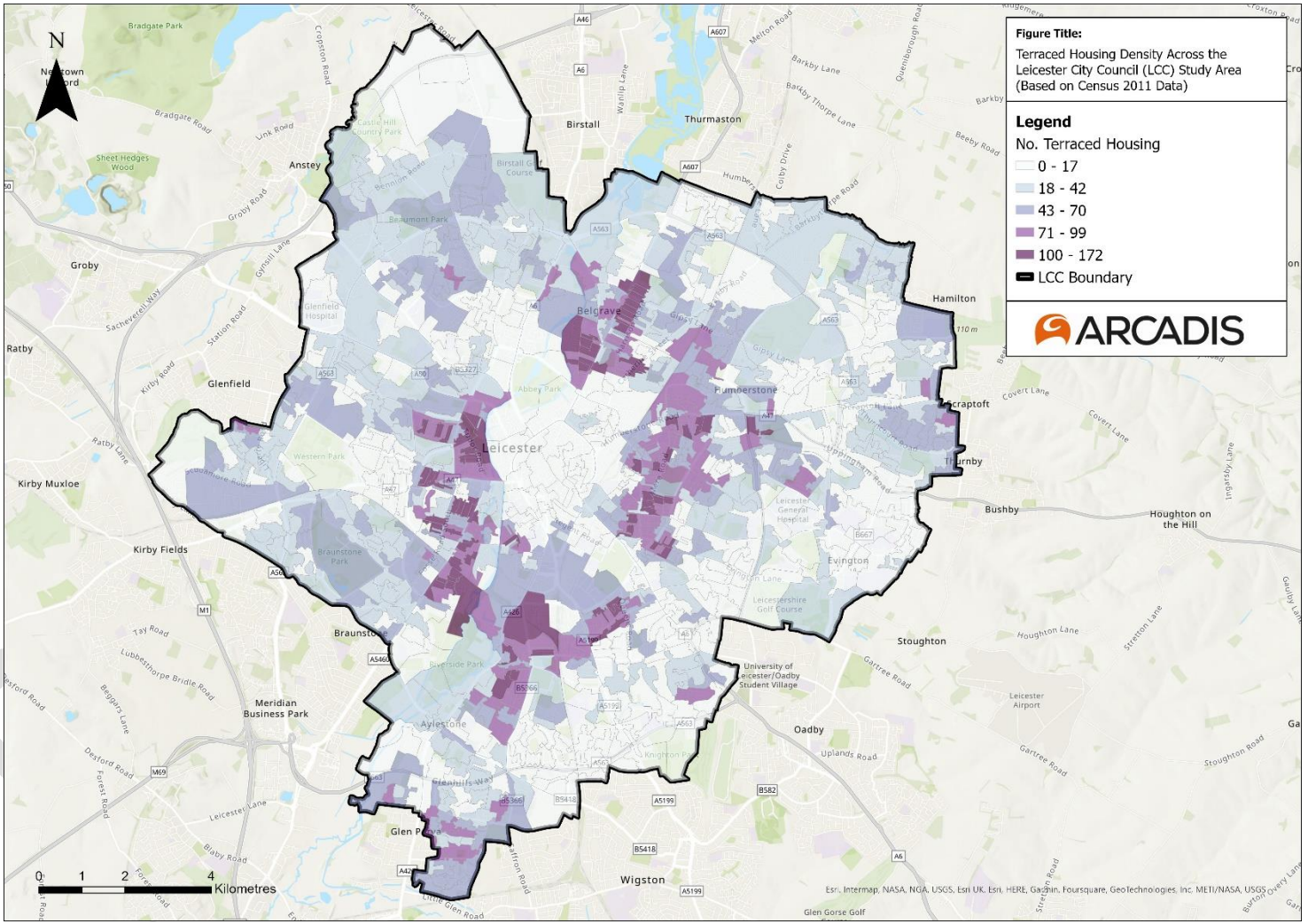
Taking Charge: The Electric Vehicle Infrastructure Strategy -
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf

Consultation Outcome: Outcome and Response to Ending The Sale Of New Petrol, Diesel and Hybrid Cars and Vans -

https://www.gov.uk/government/consultations/consulting-on-ending-the-sale-of-new-petrol-diesel-and-hybrid-cars-and-vans/outcome/ending-the-sale-of-new-petrol-diesel-and-hybrid-cars-and-vans-government-response

ZapMap-

DENSITY OF TERRACED HOUSING IN LEICESTER



Response from Charge Point Operator Char.gy

How do we provide outside the home charging for people without driveways in the condensed streets of central Leicester? We have proven that using existing electricity supplies (lamp columns) is a viable method of providing hyperlocal on-street charging in the suburban areas of Leicester. However, there are more constraints in the denser parts of the city but we believe these are solvable.

There are two general strategies we can employ:

1 Increase Charging Point Availability (Low-Cost Installations): This strategy focuses on overcoming technical limitations and minimising installation costs for new CPs.

2 Optimise Access to Existing Infrastructure: This approach aims to maximise utilization of existing on-street charging points by improving accessibility and user convenience.

Strategy 1 - Increase Charging Point Availability (Low-Cost Installations)

Older, denser areas of Leicester may have lamp columns that are too small, poorly positioned, or in inadequate condition to support standard charging infrastructure installations. We can overcome this challenge by replacing unsuitable lamp columns with new ones specifically designed to accommodate CPs. We have successfully implemented this in other London boroughs, which provided the Council with new assets with a renewed 25-30 year life span. We believe we can emulate this in Leicester.

The availability of existing electrical infrastructure to power on-street CPs in denser areas might be limited. To address this challenge, we can explore repurposing currently unused or "redundant" electricity supply points within the existing network. This includes investigating the potential of utilizing decommissioned phone cabinets as power sources for on-street charging points.

In some instances, there may be a complete absence of suitable existing electricity supplies to support on-street charging points. For these specific areas, we can propose the commissioning of new, individually metered supply points on the unmetered network. These dedicated supply points would specifically cater to 5.5kW bollard CPs. Individual installations allow for a flexible and adaptable network, with CPs strategically placed throughout the community to meet resident needs. This eliminates the need for large clusters and ensures optimal coverage within the targeted area. The ability to install CPs individually allows for a data-driven approach, placing them in locations with the highest resident demand.

The solutions outlined above all contribute to minimising both street furniture clutter and installation costs

Strategy 2 - Optimise Access to Existing Infrastructure

Existing on-street CPs might be underutilised due to limited parking availability or accessibility issues. By focusing on improving access and user convenience for existing charging points, we can potentially reduce the total number of chargers required.

Implementing designated parking bays specifically for EV charging ensures that these points are readily available for residents to use when needed - this eliminates situations where charging points are blocked by non-EV vehicles. When a CP clear and accessible, more users can benefit from charging throughout the day through successive charging sessions. By enabling the residents to utilise existing infrastructure more it is possible to minimise the need for more CP installations for that area, reducing overall install costs.

By deploying these two strategies together we can bypass some of the technical limitation in Leicester’s urban areas, keep the overall initial capital investment for installation low and pass these benefits on to residents in the form of lower charging prices - making EV charging a more accessible and affordable option.

EV Charger Usage

EDTCE Informal Scrutiny – EV Charging

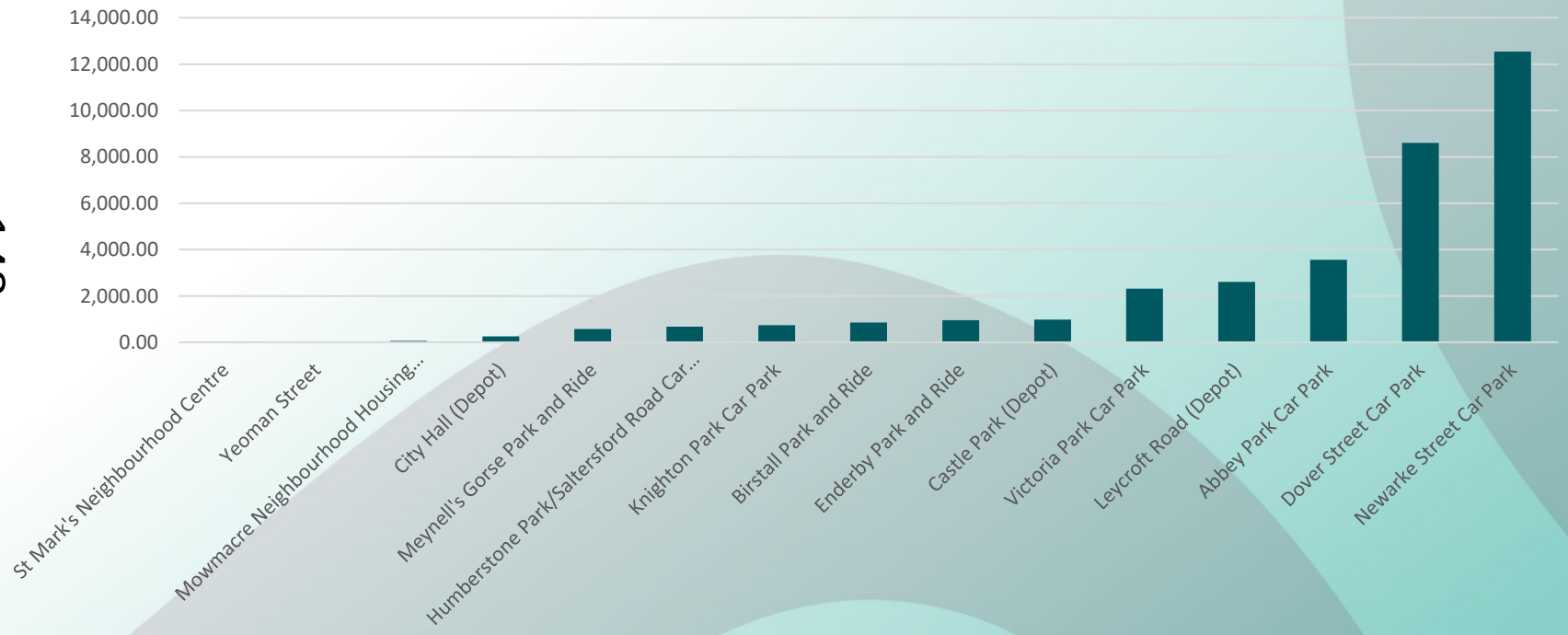
Measuring Usage

- Usage from the two operators working within Leicester is recorded differently
  - Blink – records based on kWh
  - Char.gy – records based on charging sessions and overall utilisation
- Blink chargers are mostly found in car parks and similar sites, Char.gy are lamp columns and residential chargers.
- Direct comparison therefore difficult, but environmental comparison possible

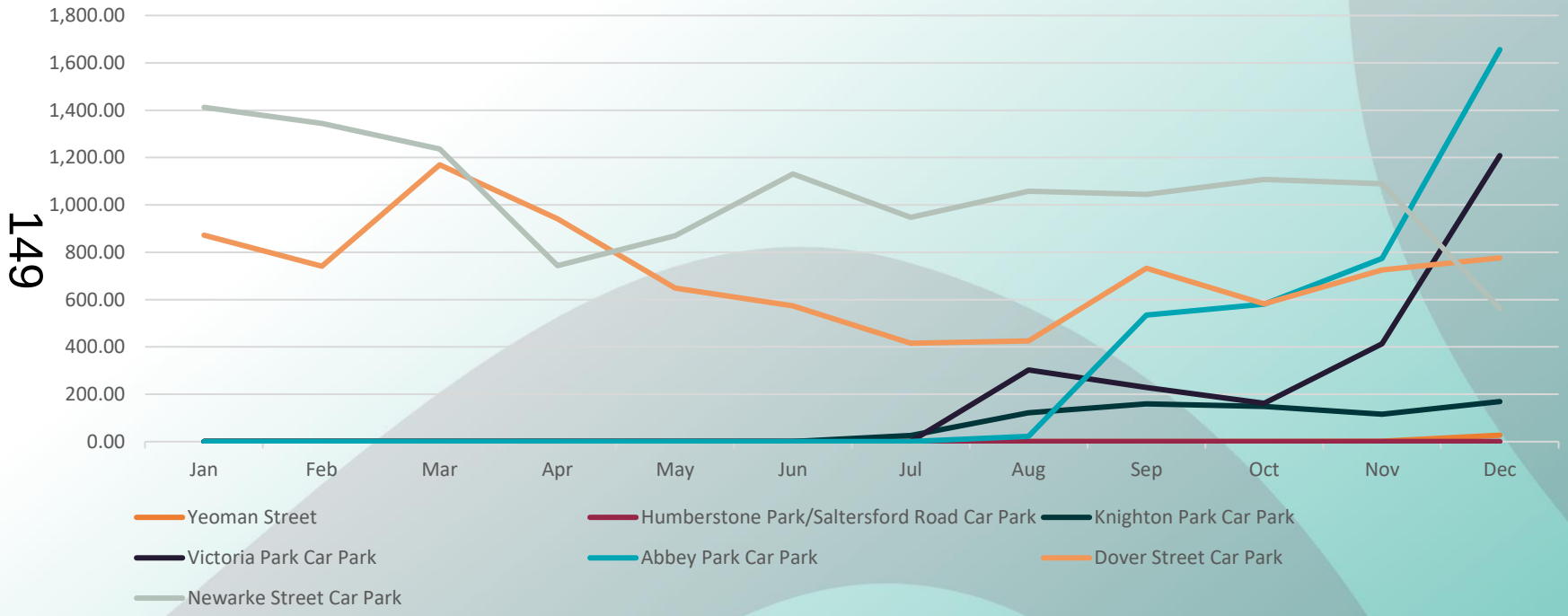
Blink usage - 2023

- 36,135 kWhs across all sites.
- Not all sites active for the whole year – some did not come online until June/July.
- Highest – Newarke St, with over 12,500 kWhs.
- Lowest – St Mark's Neighbourhood Centre, followed by Yeoman Street.
- Highest usage in December, but notable increase over the year.

Usage by charger location



Usage by location, by month (car parks)

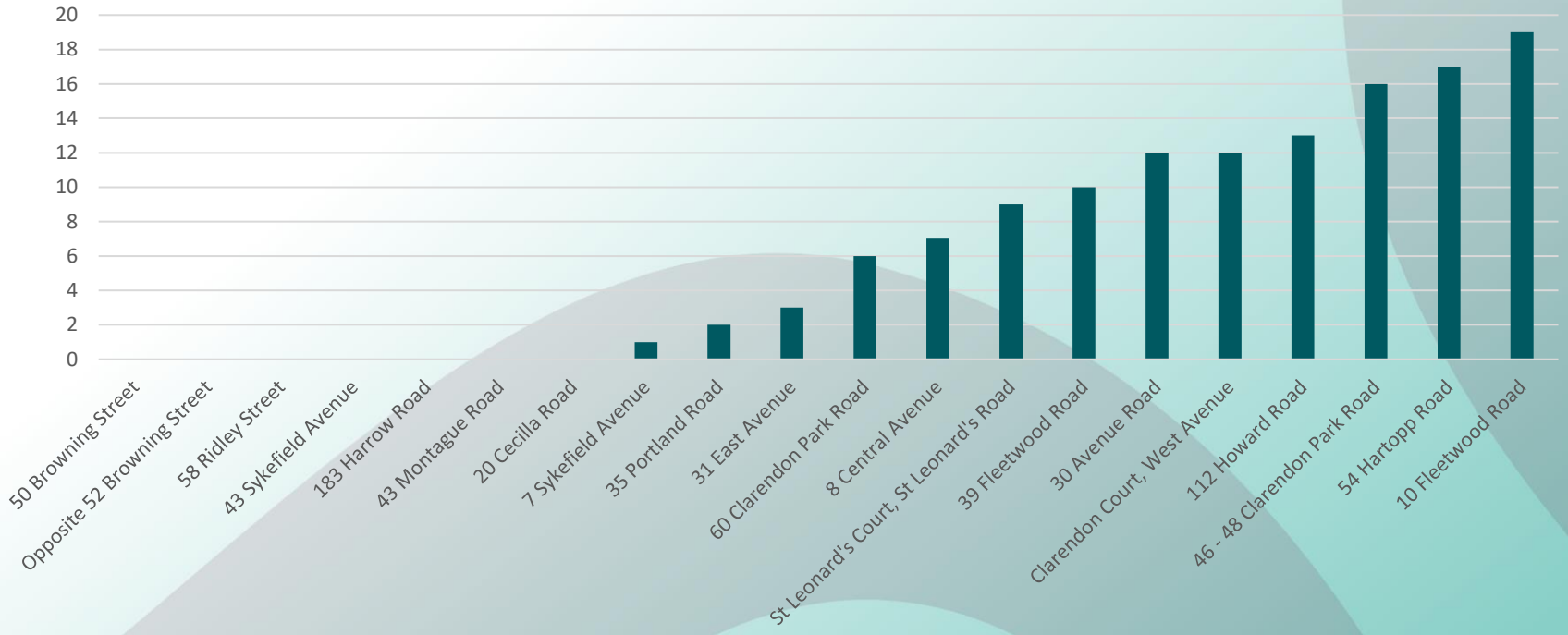


Char.gy usage – March 2024

- Much shorter data window.
- Currently 20 discrete chargers on the network, mostly lamp column chargers or other low volume residential options.
- 127 total charging sessions in March.
- 7 sites with no charging sessions at all.
- 10 Fleetwood Road the busiest charger, but 54 Hartopp Road where vehicles spent the most time.

Charging cycles by charger location

151



Findings

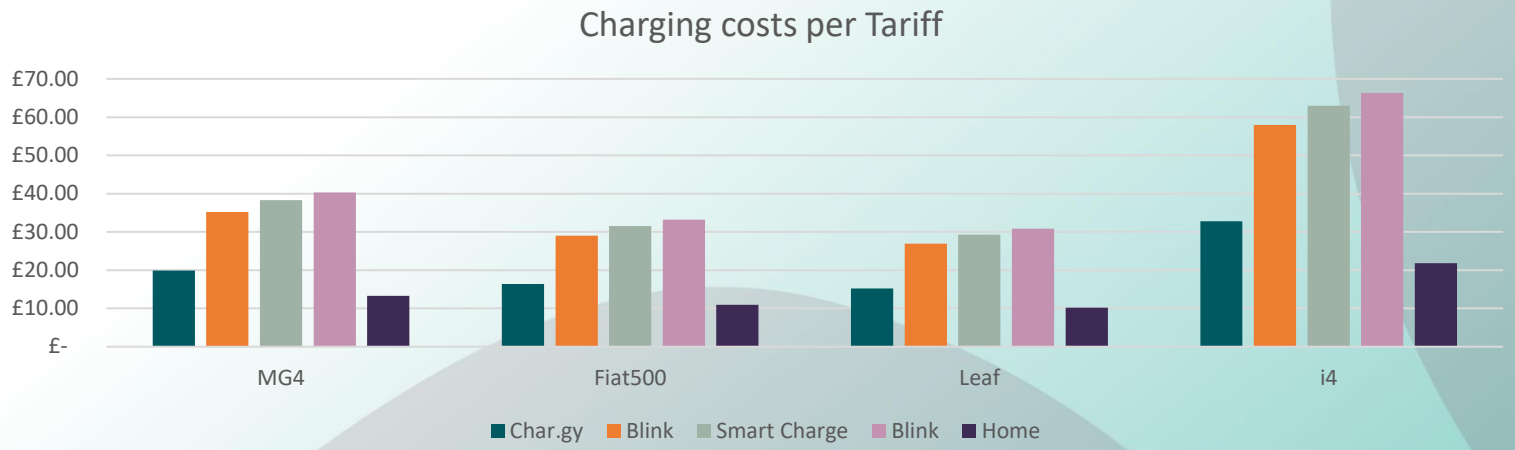
- Destination chargers are used much more than residential chargers.
- Charger usage appears to be steadily increasing but subject to major fluctuations.

Costs

- Indicative charging costs for locations included in the adjacent table.
- Representative home tariff also included, for balance.
- Cheapest public option is about 30% more expensive than home charging, and is only available off peak (overnight)
- Next slides shows indicative costs based on select vehicles.

Provider	Type	Example	ppkwh
Char.gy	Lampcolumn	Off Peak	£ 0.39
Char.gy	Lampcolumn	Peak	£ 0.60
Blink	Fast	Dover Street	£ 0.69
Blink	Rapid	Abbey Park	£ 0.79
Geniepoint	Rapid	Morrison's	£ 0.75
Smart Charge	Ultra Rapid	Fosse Park	£ 0.75
Home domestic charge			£ 0.26

Comparison tables



Model	Capacity	Range (miles)	Char.gy	Blink	Smart Charge	Blink	Home
			£ 0.39	£ 0.69	£ 0.75	£ 0.79	£ 0.26
MG4	51	323	£ 19.89	£ 35.19	£ 38.25	£ 40.29	£ 13.26
Fiat500	42	186	£ 16.38	£ 28.98	£ 31.50	£ 33.18	£ 10.92
Leaf	39	168	£ 15.21	£ 26.91	£ 29.25	£ 30.81	£ 10.14
i4	84	367	£ 32.76	£ 57.96	£ 63.00	£ 66.36	£ 21.84

Pence per mile cost

Model	Capacity	Range (miles)	Char.gy	Blink	Smart Charge	Blink	Home
			£ 0.39	£ 0.69	£ 0.75	£ 0.79	£ 0.26
MG4	51	323	£ 0.06	£ 0.11	£ 0.12	£ 0.12	£ 0.04
Fiat500	42	186	£ 0.09	£ 0.16	£ 0.17	£ 0.18	£ 0.06
Leaf	39	168	£ 0.09	£ 0.16	£ 0.17	£ 0.18	£ 0.06
i4	84	367	£ 0.09	£ 0.16	£ 0.17	£ 0.18	£ 0.06

Petrol comparison			Low	Medium	High
			£ 1.41	£ 1.52	£ 1.55
3 Series	59	550	£ 83.19	£ 89.68	£ 91.45
			£ 0.15	£ 0.16	£ 0.17

Labour Market: Worker Exploitation Scoping Document

Economic Development, Transport and Climate Emergency Scrutiny Commission

Date of meeting: 18th July 2024

Lead director: Mike Dalzell

Useful information

- Ward(s) affected: All
- Report author: Peter Chandler
- Author contact details: peter.chandler@leicester.gov.uk
- Report version number: 1

1. Purpose of Report

1.1 To provide members of the commission with a proposed scope for a review of worker exploitation across Leicester's labour market.

1.2 To invite members of the commission to comment on the scope for the review and to consider joining the working group.

2. Overview

2.1 Following proactive work to address concerns of non-compliance in Leicester's garment sector, the City Mayor's Strategic Plan includes a commitment to expand this work to tackle any other sectors which may be blighted by low pay and poor conditions. A Scrutiny led review of worker exploitation across Leicester's labour market is proposed to inform this work.

2.2 A picture of local labour markets, focal points of exploitation, and enforcement is hampered by two key aspects. First, official statistics might be too crude to support focused actionable measures while, second, enforcement powers rest at the national level. As such an evidence base will be important to inform any role for the Council in responding to these issues with partners.

2.3 Local university partners have been invited to support work to research and assess the scale and extent of labour exploitation in different sectors in Leicester. This work could then inform options for how the council might respond. The scope of this work would have a likely impact on a range of Council service areas, including for example Community Safety, as well as engagement with external partners so could provide a solid foundation for future work in this area.

3. Scope and Proposed Approach

3.1 Professor Nik Hammer, Director of the Future of Work Cluster at the University of Leicester, has suggested how this work might be progressed in order to establish a robust picture of labour market exploitation in Leicester.

3.2 The proposed scope of this review is set out below for consideration by the Commission:

- Conduct a literature review of relevant research and policies at the national and local level, scoping sectors and practices of labour market exploitation.

- Gather and assess any data or intelligence relating to the existence of labour exploitation by economic sector, and specifically in Leicester.

- Map and engage with potential stakeholders, confirming their roles and the potential engagement, compliance and enforcement approaches to be used to tackle labour exploitation.

- Develop a systematic picture that emerges from a review of administrative data and local stakeholder experiences, to inform future multi-agency enforcement interventions, and in particular the potential role of the City Council (noting current and anticipated resource constraints)

3.3 It is proposed that the review has a specific focus on business sectors where labour exploitation may be more prevalent, including for example social care, hospitality, construction, nail bars, car washes, as well as food and textiles manufacturing sectors.

3.4 Scrutiny member's comments are requested on the proposed scope of the review and volunteers are sought to attend a working group to oversee the work. The findings of the review and recommendations will be reported back to the EDTCE Scrutiny Commission for comment and subsequent reference to the Executive for consideration.

6. Financial, legal, equalities, climate emergency and other implications

6.1 Financial implications

There are no financial implications arising from the recommendations in this report.

Stuart McAvoy – Head of Finance

6.2 Legal implications

The Modern Slavery Act 2015 is the key legislation relating to the modern slavery and sets out the relevant criminal offences, prevention orders, the role of the Independent Anti-Slavery Commissioner and the obligations on organisations. The Act is supported by various regulations and statutory guidance. The Council is under a duty under Section 52 of the Act to notify the Home Office when they come across potential victims of modern slavery. It is also under duties to safeguard child and vulnerable adults who may be involved in modern slavery.

Mannah Begum, Principal Solicitor (Commercial and Contracts Legal) Ext: 1423

6.3 Equalities implications

This paper on Leicester's labour market focuses on worker exploitation in sectors other than the textiles sector and proposed approaches going forward.

As the number of people participating in the workforce continues to rise, it is important to ensure that workers employment rights are protected, and that, for example, they receive

the National Minimum Wage and the National Living Wage. Exploitation can happen to anyone, whether they are from the UK or abroad. Offenders often target people with vulnerabilities, whether that's down to their personal circumstances, their employment status, their language abilities or something else that isolates them from other people.

Initiatives that aim to deliver benefits by enforcing protection of workers from labour market exploitation should lead to positive impacts for people from across many protected characteristics. It is important to ensure that communities and employees are fully aware of their rights and how to seek support should they need it. Engagement with stakeholders and communities should be accessible.

Equalities Officer, Surinder Singh, Ext 37 4148

6.4 Climate Emergency implications

There are no significant climate emergency implications directly associated with this report. In general, as project delivery generally contributes to the council's carbon emissions, any impacts of delivering this work could be managed through measures such as encouraging and enabling low carbon travel by staff, using buildings and materials efficiently and following sustainable procurement guidance, as relevant and applicable.

Aidan Davis, Sustainability Officer, Ext 37 2284

6.5 Other implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

None

7. Background information and other papers:

N/A

8. Summary of appendices:

N/A

9. Is this a private report (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)?

No

10. Is this a "key decision"? If so, why?

No

Economic Development, Transport and Climate Emergency Scrutiny Commission (EDTCE)
Work Programme 2024 – 2025

Meeting Date	Item	Recommendations / Actions	Progress
26 June 2024	1) An overview presentation of EDTCE services and key issues. 2) Terms of Reference. 3) 24-hour Bus Lanes – informal session scope. 4) Electric Vehicle Charging – Informal Scrutiny Report. 5) Worker Exploitation – Informal session scope.	3) Report to consider potential informal scrutiny. 4) To include recommendation on how to proceed with the work.	
28 August 2024	1) Levelling up - Workspace Update – including sustainability of buildings. 2) Connecting Leicester programme – Local Transport Fund 3) Rally Park Update. 4) Waterside Visit - feedback	1) To include list of transport improvement works. 4) Report requested to discuss issues raised at meeting on 20 March 2024.	
6 November 2024	1) Ashton Green development update 2) Levelling up - Railway Station update. 3) Post-LLEP Arrangements and Economic Strategy Refresh.	3) More detailed report to be brought to the Commission following initial report on 20 March.	
8 January 2025	1) Electric Vehicle Strategy 2) Bio-Diversity Net Gain 3) Bus Partnership Plan 4) Shared Prosperity Fund – Programme Report.	1)To be brought to commission prior to going out to public consultation.	

Meeting Date	Item	Recommendations / Actions	Progress
12 March 2025	1) Inward investment and place marketing 2) Skills update to include ESOL – Outcomes of delivery and Skills Bootcamps.	2) Raised at meeting on 31st January 2024. It was mentioned that delivery would be tracked over the next 18 months.	
23 April 2025	1) 20mph update.		

Forward Plan items (suggested topics)

Topic	Detail	Proposed Date
Budget reductions and areas under review	Requested at meeting of 31st January 2024 when discussing Revenue Budget.	tbc
20mph Task Group – Executive Response		tbc