Leicester
City Council

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

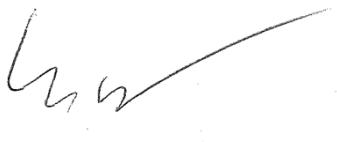
DATE: WEDNESDAY, 28 AUGUST 2024
TIME: 5:30 pm
PLACE: Meeting Room G.01, Ground Floor, City Hall, 115 Charles Street, Leicester, LE1 1FZ

Members of the Committee

Councillor Waddington (Chair)
Councillor Dr 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

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If you have any queries about any of the above or the business to be discussed, please contact: **Julie Bryant Governance Support Officer on Julie.bryant@leicester.gov.uk or Ed Brown, Senior Governance Officer on Edmund.brown@leicester.gov.uk**. Alternatively, email committees@leicester.gov.uk, or call in at City Hall.

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PUBLIC SESSION

AGENDA

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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 18th July 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.

6. PETITIONS

Any petitions received in accordance with Council procedures will be reported.

7. MARKET PLACE - QUESTIONS TO CITY MAYOR

The City Mayor will be present to answer questions from members of the Commission regarding potential proposals for the Market Place.

8. WORKSPACE DEVELOPMENT — Appendix B

The Director of Tourism, Culture and Inward Investment submits a report providing members of the commission with an update on the delivery of new workspaces at Dock 3/4/5, the Ian Marlow Centre and at Pilot House, which have all been part funded by the Levelling Up Fund.

9. RALLY PARK UPDATE — Appendix C

The City Transport Director submits a report providing members of the Commission with an update on progress of the Rally Park Project.

10. EXAMINING ELECTRIC VEHICLE CHARGING POINTS IN LEICESTER - INFORMAL SCRUTINY — Appendix D

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

11. AIR QUALITY ACTION PLAN CONSULTATION — Appendix E

The City Transport Director submits a report providing details on the proposed new Air Quality Action Plan for Leicester and associated consultation and advising members of the commission of the process by which they may provide comments for the plan.

12. WORK PROGRAMME — Appendix F

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

13. ANY OTHER BUSINESS

Leicester
City Council

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

Held: THURSDAY, 18 JULY 2024 at 5:30 pm

P R E S E N T:

Councillor Waddington - Chair

Councillor Bajaj
Councillor Orton
Councillor Singh Sangha
Councillor Haq
Councillor Osman

In Attendance

Assistant City Mayor Councillor Whittle (Online)

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1. WELCOME AND APOLOGIES FOR ABSENCE

The Chair welcomed those present to the meeting.

Apologies were received from Cllr Rae Bhatia – Cllr Orton substituted.

Apologies were received from Cllr Porter – Cllr Haq substituted.

Apologies were received from Cllr Barton.

Apologies were received from Cllr Batool.

2. DECLARATIONS OF INTEREST

Members were asked to declare any interests they may have had in the business to be discussed.

There were no declarations of interest.

3. MINUTES OF THE PREVIOUS MEETING

AGREED:

That the minutes of the meeting of the Economic Development, Transport and Climate Emergency Scrutiny Commission held on 20 March 2024 be confirmed as a correct record.

4. CHAIR'S ANNOUNCEMENTS

None.

5. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

Mr Vaitha asked:

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'.

The Director of Planning- Development & Transportation responded:

As well as being a busy commuter route into the city, Narborough Rd is also a thriving district centre home to essential retail shops and community facilities, all of which need to be serviced with deliveries. We also want to encourage visitors and shoppers to the area and our parking policy needs to reflect that.

Parking controls are in place to ensure parking is effectively managed along Narborough Rd and does not restrict traffic flow. Our parking enforcement staff patrol regularly throughout each day and report that, by and large, obstructive parking is not a major concern. Area Traffic Control also closely monitor traffic along Narborough Rd and parked cars are not generally a cause for concern.

Since January, 201 parking fines have been issued to cars parked illegally on Narborough Rd, but we also have to recognise the legitimate need of businesses for loading and unloading to take place. Parking bays are provided to help with this on Narborough Rd itself and short stay shoppers parking is provided for in many side streets.

We are considering expanding the red route network on key routes in the city and consideration is being given to encompassing part of Narborough Rd into a red route between Hinckley Road and King Richards Rd Junctions. Further consideration can be given to extending this if clear evidence emerges of

problematic parking preventing the free flow of traffic.

In response to a supplementary question regarding the Council being favourable to retailers over normal residents, the Director of Planning-Development & Transportation responded that the Council tried to balance the needs of retailers and residents. Some parking on side streets had been allocated for shoppers. Whilst it was acknowledged that there were some issues accommodating all needs for parking, The Council would monitor and establish whether it was necessary to carry out further action to better manage traffic and parking. Red routes were an option, but these were only used if there was a very good reason to do so. Any opposition to such a proposal would result in a public enquiry.

The Director of Planning Development & Transportation encouraged Mr Ashok to provide the Council with specific areas of concern so that traffic officers could be directed accordingly.

6. PETITIONS

Cllr Karavadra presented the following petition:

"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".

The petition was noted.

7. MEMBERSHIP OF THE COMMISSION 2024/25

The Membership of the Commission was confirmed as follows:

Councillor Waddington (Chair)
Councillor Barton (Vice-Chair)
Councillor Bajaj
Councillor Batool
Councillor Singh Sangha
Councillor Rae Bhatia
Councillor Osman
Councillor Porter

8. DATES OF MEETINGS FOR THE COMMISSION 2024/25

The dates of the meetings for the Commission were confirmed as follows:

18 July 2024
28 August 2024

6 November 2024
8 January 2025
12 March 2025
23 April 2025

9. TERMS OF REFERENCE

The Commission noted the Scrutiny Terms of Reference.

10. EDTCE OVERVIEW PRESENTATION

The Director of Planning Development & Transportation, the City Transport Director and the head of Economic Regeneration gave an outline of the service areas that form part of the commission using the slides attached with the agenda.

Points in addition to those on the slides included:

- An active travel event had been held with schools and communities.
- An item on air quality was likely to come to the Commission.
- It was not yet known how the new government would fund transport and infrastructure.
- Highways worked with schools on school streets and parking issues.
- Business Support aimed to help support smaller businesses in the city.
- The LLEP had transferred into the City Council.

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

- Money had not been received from the previous government for buses through main capital Bus Service Improvement Programme. However, the Council had successfully bid for other funds, including funds to electrify buses.
- Bus improvements had also been invested in through the Transforming Cities programme, especially in terms of infrastructure.
- A bus improvement plan funding had been received and the Council would continue to support and invest in bus transport.
- Substantial improvement shad been delivered. However, there was more to do, more money was needed, and the team were looking for funds to take forward plans into to the future.
- Future bids for money for investment in bus transport would likely be different to past bids in so much that the government maybe considering multi-year applications done through a formula.
- Converting buses to electric power had led to savings in fuel costs. However, only half the fleet had been converted. It was hoped that all would be converted by 2030.

- The costs of the operators running the services had increased, this had initially been due to fuel costs but was now due to the need for operators to pay drivers more as many drives had left the service to drive Heavy Goods Vehicles. Therefore, driver retention needed to be considered.
- The bus network continued to be supported by the Council with government funding. If more money was received from the government, then more bus services could be added. As things stood, it was aimed to increase frequency and patronage, however, this was dependant on central government.
- In response to a query regarding Electric Vehicle (EV) charging points on terraced streets, this had formed part of the discussion in the recent task group on EV charging. Authorities who had trialled such charging points had been engaged with and both positives and negatives had been taken from these trials. It was recognised that provision of EV charging areas would need to be factored into future considerations.
- In response to a query on the site of the Marks and Spencer store scheduled to close, from the Council perspective it was necessary to consider the plan for the whole of the city centre (not just retail). Looking at the site of the former Debenhams, this had received permission to be used either for residential development, so owners were considering as to whether the site could be used this way. The M&S store was due to shut in August and the Council intended to discuss with M&S where they were with the property and would look into the potential for the site.
- In response to a question regarding the marketplace. The City Mayor had paused development, during which time the market continued to operate out of green dragon square. A number of options were being considered regarding where the market could operate from. There had been a lot of interest, and stakeholders and the City Mayor had met with market traders. No decision had been made as yet, however, there was an intention to conduct a consultation with stakeholders and with the Scrutiny Commission. A consultation process had been mapped out and it would need to be considered as to how scrutiny could have oversight within the timescale. It was suggested that a special meeting may need to be convened if the next scheduled meeting fell outside the timescale of the decisions.
- In terms of options for the marketplace, several alternatives had been put forward by different people, and these were being considered seriously by the Council.
- Air quality had improved consistently over a number of years. Electric busses had only been one aspect of this. Other aspects had included encouraging the use of public transport, and walking and cycling. Additionally, technology on vehicles was improving and older, more polluting vehicles were being scrapped. The city had been under the EU emissions target for some time. There was potential to engage more fully with the issue of air quality in the future.
- The John Ellis building had been part of a joint scheme with the

University of Leicester. The university had raised funds to build the Space Park and the Council had raised the funds to generate the site as it had been contaminated in terms of the foundations. The Council had put the land in at no cost and had invested in remediation works. The college had then brought money in to bring about the Space Park.

- Regarding the Riverside development, the water quality in the river was now much better and the service were not aware of any negative issues.
- Historically, Section 106 Money had been used to improve the riverside environment and Neighbourhood Services had run volunteer sessions to help keep the river clean and tidy.
- Responsibility for the river was a combination of the Environment Agency and Severn Trent Water. The Council met with these organisations every quarter to raise issues, especially following flooding events that had revealed weaknesses in sewage and drainage systems. The Director of Planning- Development & Transportation was happy to pick up any issues raised.
- In relation to concerns raised about disabled access and the railway station development, it was reported that there had been extensive engagement with accessibility groups on disabled access. Local groups such as All In and LTAP had been worked with and this was still ongoing. There was also ongoing engagement on the issue though rail industry auditors. There were some matters outstanding, including the locations of toilets, and East Midlands Railway were being engaged on this. The planning application was in, and the consultation was happening and responses to issues raised were being prepared.
- Regarding the new government, it was still uncertain what they were looking to do. There had been discussion around the focus on devolution and how it would continue, however, the detail around this was not yet known. Many topics needed to be engaged with as it became clearer with the new government.
- Many different funding streams had been secured without being part of a multi-council arrangement. Joint plans with district councils had been looked at. A report was requested on the implications of the new government once they were clearer.

AGREED:

That the update be noted.

11. BUS LANE OPERATING HOURS - SCOPING DOCUMENT

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

A representative from Climate Action Leicester and Leicestershire, Nicola Royale, attended the meeting and asked the following with reference to this item and the subsequent item on EV Charging:

- How will the limited National Grid capacity affect the Council's plans for the city?
- How is the Council going to manage the competing demands for more electricity?
- Will the Council start building a network of car-free streets, specifically for cyclists, pedestrians and buses? This would both reduce the need for electric cars, support people who cannot afford cars to get around, and it would leave more of the available electricity to be used on heating homes – which is more essential than owning a car for most people in low-income neighbourhoods.

The following response was given:

- Had engaged with National Grid as part of the preparation of its Local Plan to ensure they see plans for future city development and could plan their infrastructure and any competing demands accordingly over the longer term.

- The Council's Draft Local Transport Plan that CAL was consulted on identified a transport hierarchy on page 36 that, in priority order, supported reducing the need to travel, Active Travel, zero emission bus travel, shared mobility and finally zero emission private vehicles. The plan also promoted accessibility for all including low-cost transport, acknowledging the low car ownership within many neighbourhoods.

- Ultimately modal shift to sustainable transport was preferred to simple conversion of petrol/diesel cars to EV as the latter would not address congestion and did not completely tackle air pollution.

- To support this strategy the council had invested substantial resources through its Connecting Leicester Programme over the past 13 years to deliver extensive pedestrianised streets and cycleways supporting Active Travel, and bus infrastructure, including bus priority measures to encourage bus patronage.

- Over that period 25km of cycleway have been constructed and the central city centre streets have largely been rebuilt creating the largest Pedestrian Priority Zone in the country for walking and cycling.

The Chair introduced the item noting that the scope had needed to wait until

government guidance had been produced. This had now been produced and a task group cold now be organised.

The report was presented, and key points included:

- Bus lanes and similar priority systems enabled improvements to punctuality and reliability for passenger transport users and were a key part to ensuring bus services remained a viable journey choice.
- 21.9m bus services began within the city boundary in 22/23, and Leicester was ranked eleventh in the country for number of bus journeys.
- The majority of the network was commercially operated and was supported by a strong partnership between operators and the local authority.
- Leicester's bus lanes network was 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 operated 24/7
- In terms of national context, the government had published a plan for drivers with stronger guidelines on bus lanes for local authorities. These guidelines could be found form p56 onwards of the document.
- In terms of scoping the scrutiny review, the review looked to consider the location and hours of operation of current and future bus lanes within Leicester and the impacts associated with the deployment and usage of bus lanes.

The Chair outlined the three-meeting approach for the review, with the first meeting looking at the issue at hand, the second hearing form stakeholders and the third drawing up recommendations.

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

- Opportunities to improve the service were always being looked at.
- The scope of the review would look at both current and future bus lanes.
- It was suggested that an effective and frequent bus service was necessary for the city and for bus lanes to make sense. This in mind, it would be useful to gain information on whether the government could fund the city to increase the service.

Councillors were asked if they wished to take part in the review.

Councillors Bajaj, Singh Sangha and Osman expressed interest in joining the group.

Councillors Orton and Haq expressed interest on behalf of Councillors Rae

Bhatia and Porter respectively.

AGREED:

1) That the report be noted.
2) That a working group be convened on the issue.
3) That comments made by members of this commission to be taken into account.
4) That members to be kept informed of any key issues related to this topic.

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

This item was deferred as the Chair of the task group was unable to attend the meeting.

AGREED:

That the item be deferred to the next meeting of the Commission.

13. LABOUR MARKET: WORKER EXPLOITATION - SCOPING DOCUMENT

The Head of Economic Regeneration submitted 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.

The Chair introduced the item and noted that this task group would likely take longer as it needed more analysis and work and more careful consideration. She further suggested that the group may wish to involve members from the Culture and Neighbourhoods Scrutiny Commission as it was an issue that spanned the portfolios of both Commissions.

The Head of Economic Regeneration presented the report, and raised the following key points in addition to those in the report:

- This was an area likely to be of interest to all members of the Committee, but also had relevance to several areas across the Council, including the executive and other Council services.
- The scope looked to broaden from the textiles sector to the economy as a whole.
- The scope recognised that the Council did not have powers to enforce or inspect workplaces.
- It was necessary to help the Council understand the issues and the roles

it could play in the agenda.

- Professor Nik Hammer at the University of Leicester had been engaged and he had offered his support going forward in gathering data and compiling a literature review of where labour exploitation was likely to exhibit. He would also look at insights as where partner organisations saw this presenting itself.
- It was necessary to look at enforcement and the role the Local Authority could play.
- It was suggested that there should be focus on social care, nail bars, car washes, construction and hospitality, which were sectors in which worker exploitation was thought to take place.

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

- It was hoped that the work could produce proposals for the Executive to consider in relation to the issues.
- It was raised that it was necessary to take into account the effects of unemployment in communities should factories close and retailers leave the city. In response to this, the Chair noted that should the situation get worse, the Council may benefit from knowing how to allocate resources. She further drew attention to the employment hub and skills bootcamps.
- Money from the Shared Prosperity Fund would pay for the work that the University of Leicester was conducting.
- It was suggested that members of the Culture and Neighbourhoods Scrutiny Commission be invited to take part in the working group.
- Further scoping could be conducted.
- The timings of this working group and the working group on 24-hour Bus Lanes would need to be considered.

Councillors were asked if they wished to take part in the review.

Councillors Bajaj, Singh Sangha and Osman expressed interest in joining the group.

AGREED:

1) That the report be noted.
2) That a working group be convened on the issue.
3) That comments made by members of this commission to be taken into account.
4) That members to be kept informed of any key issues related to this topic.

14. WORK PROGRAMME

Members of the Commission were invited to consider content of the work programme and were invited to make suggestions for additions as appropriate to be brought to future meetings.

- It was requested that an item on the implications of the new government come to the Commission so that there was a chance to look at opportunities and address areas of concern.
- It was reiterated that scrutiny needed oversight of any decisions regarding the marketplace.
- It was requested that a report come to the Commission regarding congestion caused by delivery cyclists.
- The item on ESOL and Skills Bootcamps needed to come to the Commission in March as this was when delivery of the current programme would have been completed.

The work programme was noted.

15. ANY OTHER BUSINESS

There being no further items of urgent business, the meeting finished at 19:15.

Item 8

Workspace Development

Economic Development, Transport and Climate Emergency Scrutiny Commission

Date of meeting: 28th August 2024

Lead director: Mike Dalzell

Useful information

- Ward(s) affected: All
- Report authors: Peter Chandler, Head of Economic Regeneration
- 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 an update on the delivery of new workspaces at Dock 3/4/5, the Ian Marlow Centre and at Pilot House, which have all been part funded by the Levelling Up Fund.

1.2 To invite members of the commission to note and comment on the report.

2. Overview

2.1 A key barrier to economic growth in the city is a shortage of suitable land and premises to support growing companies, particularly to support priority sectors of the economy – including the creative industries and innovation/ technology – as well as key regeneration areas including Space City, the Cultural Quarter, Waterside and the city centre. Part of the strategy over many years therefore has been to increase the supply of workspaces in these areas/ sectors.

2.2 The City Council was successful is securing £27.9 million of external grant from the Levelling Up Fund to part fund the delivery of several new workspace schemes that are opening over the next 12 months:

- Pioneer Park Workspace scheme; a Levelling Up Fund Grant of £19.4 million secured to part fund the delivery of Dock 3/ 4/ 5 (opening in September 2024) and the Ian Marlow Centre (opening in October 2024)
- Pilot House; Levelling Up Fund Grant of £8.5 million secured to part fund delivery of Pilot House (opening May/ June 2025)

3. Report:

3.1 The Council's Economic Regeneration service directly manages six workspaces: LCB Depot, Makers Yard, Phoenix Square Workspace, Dock, Dock 2 (opened in Spring 2021) and Gresham Works (opened in Spring 2022). These workspaces are primarily focused on supporting the growth of priority economic sectors.

3.2 Two further workspaces constructed by the Council - Leicester Food Park and Friars Mill – are managed by the East Midlands Chamber under outsourced

contracts. Other business workspaces and industrial units are held within the Council's corporate estates portfolio, and these centres are managed separately by the Council's Estates and Building Services (EBS) division.

3.3 The Economic Regeneration managed workspaces are self-financing commercial services supporting the delivery of economic, environmental, social and cultural outcomes. The workspaces are popular, with high occupancy and levels of customer satisfaction, and currently house over 650 direct jobs in more than 200 tenant businesses, rising to over 1100 jobs with the delivery of the new schemes.

Table: Economic Regeneration Workspace Portfolio

Workspace	**Size (sq ft)**	**No of workspace units**	**Tenant Companies**	**Jobs supported on site**
LCB Depot	21,200	54	48	150
Phoenix Square	11,000	27	23	90
Makers Yard	7,500	10	19	25
Dock	21,500	54	50	200
Dock 2	18,500	16	16	100
Gresham Works	11,500	104 desks	24	100
Dock 3/4/5 (forecast)	46,000	54	54	300
Pilot House (forecast)	34,200	28	28	200
Total	**171,400 sq ft**	**243 + 104 desks**	**262 companies**	**1,165 jobs**

3.4 A major workspace development programme is underway, with substantial funding from the Levelling Up Fund. This is building five new business workspaces, which will deliver around 110,000 sq ft of additional lettable space over the next year:

- Dock 3, Dock 4 and Dock 5 – construction completed, delivering 46,000 sq ft, opening September 2024
- Ian Marlow Centre – construction in progress, delivering 30,000 sq. ft, opening October 2024
- Pilot House – construction in progress, delivering 34,200 sq ft, opening May/ June 2025

Dock 3/4/5

3.5 Dock is the existing innovation workspace campus at Pioneer Park, housing a community of innovation and technology businesses. Dock 1 opened in 2013, with 21,500 sq ft of lettable workspace across 54 units, Dock 2 opened in 2021 with 18,500 sq. ft. of lettable space across 16 units. Demand to date has been strong, with average occupancy consistently over 90% across both buildings.

3.6 Following on from the success and popularity of Dock 1 and Dock 2, three further workspaces at Dock 3/4/5 have been developed as part of the Pioneer Park

Workspace Levelling up scheme. This is located at Space City, one of the largest and most connected enterprise zones for space-related activities in the UK.

3.7 Dock 3/ 4/ 5 offer a further 46,000 ft of workspace in total in a net carbon zero development. This includes 45 offices, as well as 9 industrial units for light manufacturing, with workspaces varying in size between 250 to 2500 sq.ft. To be based at Dock, organisations need to fulfil certain criteria around the downstream space sector, high tech, sustainability and innovation, or support companies working for such organisations. Lease terms are designed to be flexible, from two years upwards, with 3-months' notice to break.

3.8 The new units provide grow-on space for current Dock-based business that are ready to expand, as well as for new businesses looking to join Dock's existing entrepreneurial community. The buildings will function as an extension to the existing Dock campus and business community and will be managed by the Dock team. Businesses will benefit from Dock's full range of facilities including reception services, meeting and conference facilities, fast IT and access to networks and events.

3.9 As Leicester's first net carbon zero workspace, the environmental impact of the development has been at the forefront, including the following:

- Net carbon zero build
- Solar panels on Dock 3 and 4
- 14 Electric Vehicle charging points
- Air source heat pumps
- Super insulation for all buildings
- Cycle park
- Energy Performance rating EPC A

3.10 Construction of Docks 3 to 5 was completed in late May 2024, and following a period of fit-out and setup the first tenants will move in from September 2024. Marketing is well underway, including an updated website at https://dockleicester.co.uk/ and a PR and social media campaign. 10% of the workspaces have been pre-let, and a public launch event is planned for Wednesday 2nd October 2024.

Ian Marlow Centre

3.11 The redevelopment of the former LCC Housing Depot known as the Ian Marlow centre continues. This project is also part of the Pioneer Park Workspace Levelling up scheme and was approved to provide much needed new small industrial unit stock to Leicester. In summary the project was to demolish the old depot and provide 30,000 sq ft of lettable workspace across 21 new industrial units for the corporate estate to be managed by EBS.

3.12 The new units will have annual rents of £11k-£30k and will be let on 3 or 6 year leases. The uses will be light industrial, suitable for a residential area and it will preclude car repairs/servicing and food preparation as they are not suitable for this location.

3.13 The 21 units vary in size between 750-2500 sq.ft and will have an EPC A rating, the highest environmental performance certificate. This has been achieved by use of insulation, not using any gas, and including PV panels and EV vehicle chargers. These will be the best performing industrial units in the Council's corporate estate portfolio. The leases entered into by tenants will be "green leases" which will obligate them to maintain environmental performance, through how they operate and if they make any permitted alterations. The Council in return will provide a pack on how to be environmentally friendly and will update them on new proposals and improvements to environmental performance as they become known.

3.14 The project commenced on site in February 2024 and completion is expected in October 2024. The project including demolition has a total cost of £6.35M. As this is the first new development of small industrial units by the Council for at least 30 years, and the current portfolio is nearly 100% let, it is hoped that they should be fully let within 6 months to a year of completion. Marketing has commenced and it is hoped the first tenants will sign up in September 24. It is expected that the rent roll will be over £400k per annum when fully let.

Pilot House

3.15 Pilot House is being developed to support Leicester's creative design sector – by virtue of the city's design heritage, indigenous sector strengths and future potential. Building on the success of the existing creative workspaces at LCB Depot. Phoenix Square Workspace and Makers Yard, Pilot House will be a flagship workspace business community for Leicester providing high quality contemporary workspace sensitively developed with regard for the existing buildings heritage.

3.16 The facility will provide a home for creative industries including creative design agencies, textiles/makers, music/ film and those engaged in sustainable design, circular fashion or related environmental disciplines. In addition, it will be a destination and gathering point both for tenant businesses but also for the wider business and creative community through its café/restaurant, exhibition and events spaces, meeting rooms and co-working areas.

3.17 Pilot House will provide 29 workspaces of between 150 to 4,800 sq. ft. supported by excellent IT infrastructure, communal facilities and services, and over time a supportive entrepreneurial community. The central business hub will comprise a café/kitchen, an engaging reception service, exhibition space, and an outdoor

working space. These core assets will enable the delivery of a programme of business facing events and networking suitable for tenant businesses, other casual users, and the local business community. The building also will seek to utilise its workspace to further the relationship with Higher Education, in particular De Montfort University, along with other sector agencies to support new ideas, innovation, business incubation and sector growth.

3.18 Overall the project is aiming to achieve a BREEAM 'Very Good' rating for sustainability. Due to the historic nature of the buildings, and in line with the recently updated Part L of the Building Regulations, a fabric first approach to sustainability has been taken, and includes the following:

- Roof insulation upgraded to all existing roofs
- All retained existing windows provided with secondary glazing to improve insulation.
- All new structures built provided with modern insulation as required by Building Regulations
- PhotoVoltaic cells will be installed which will help offset the carbon requirement.

3.19 Construction of Pilot House is on track, with handover anticipated in February/ March 2025. Pilot House will be managed by the LCB Depot team, and opening is planned for May/ June 2025 following a period of fit-out and setup. There has been strong pre-let interest, with early occupancy of 24% already at this early stage. A brand and website are being commissioned, to support a marketing, PR and social media campaign that will launch from Autumn 2024.

5. Financial, legal and other implications

5.1 Financial implications

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

Stuart McAvoy – Head of Finance

5.2 Legal implications

The report is an update and to note on progress.

For completeness legal advice for any subsidy control implications is required and to ensure procurement/legal teams are engaged to ensure compliance with the Council's Contract Procedure rules and the Public Contract Regulations 2015. Likewise, any Levelling Up Funding conditions needs consideration and needs to be met with the delivery of the project(s).

Mannah Begum, Principal Lawyer, Commercial and Contracts Legal Team, Ext 1423

5.3 Climate Change and Carbon Reduction implications

There are limited climate emergency implications directly associated with this report, as all of the projects covered are already underway. However, it should be noted that buildings owned and managed by the council buildings are a significant source of carbon emissions locally. Following the council's declaration of a climate emergency and its ambition to achieve net zero carbon emissions, tackling these emissions is particularly important as this is an area where the council has a high level of control. This report sets out the measures agreed to reduce the energy use and carbon emissions of these developments in the relevant sections, including the fitting of high levels of insulation, installation of solar PV arrays and heat pumps, the use of 'green leases' and various other measures. As these projects approach occupancy by tenants, further consideration should be given to handover procedures, to ensure that the buildings and low carbon technologies installed are used correctly to prevent any loss of efficiency or function.

Aidan Davis, Sustainability Officer, Ext 37 2284

5.4 Equalities 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 and any other conduct prohibited by the Act, 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. Due regard to the Public Sector Equality Duty should be paid before and at the time a decision is taken, in such a way that it can influence the final decision.

The PSED cannot be delegated and therefore, the responsibility remains with the authority to put into place mechanisms by which these statutory duties can be stipulated as a requirement and monitored.

Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In order to demonstrate that the consideration of equalities impacts has been taken into account in the development of the proposals and as an integral part of the decision-making process, Equalities Impact Assessments have been undertaken.

The creation of a mixed-use commercial/office schemes for start-up and growing businesses within the city that are accessible for people from across all protected characteristics should lead to positive impacts. The development of the Ian Marlow Centre will bring a vacant site back into use.

Equalities Officer, Surinder Singh, Ext 37 4148

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

Not applicable

6. Background information and other papers:

Not applicable

7. Summary of appendices:

Appendix One: Dock 3-5 images
Appendix Two: Ian Marlow Centre images
Appendix Three: Pilot House images

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

No

9. Is this a "key decision"?

No

10. If a key decision please explain reason

Not applicable.

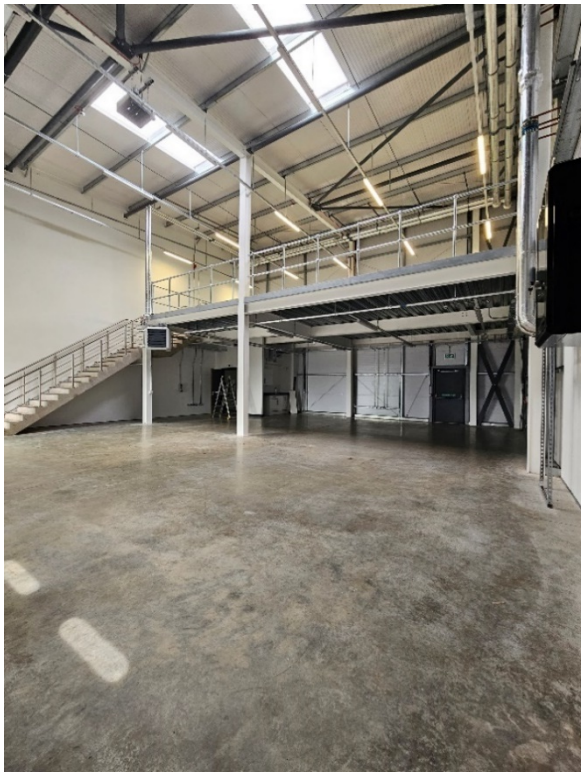
Appendix One: Dock 3 -5 images

Dock 3

Dock 4

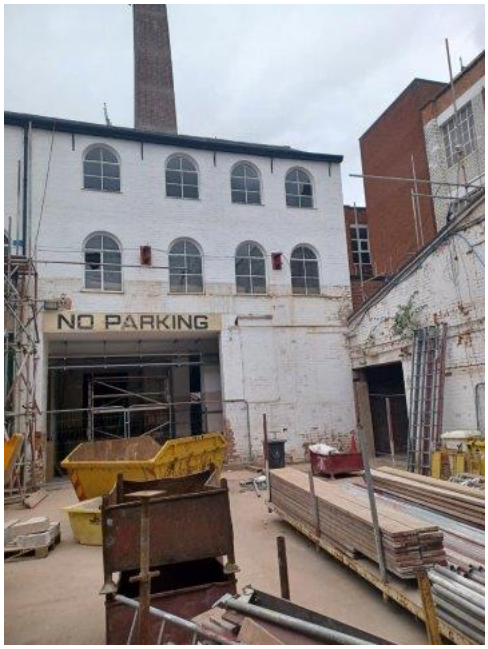
Dock 5

Overall Site



Appendix Two: Ian Marlow Centre images

Appendix Three: Pilot House Images


NO PARKING

Item 9

RALLY PARK UPDATE

EDTCE Scrutiny

Date of meeting: 28 August 2024

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: Fosse
- 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 an update on progress of the Rally Park Project

2.	**Background**
2.1	The Rally Park Active Travel Fund project was previously detailed to commission members last year.
2.2	The project is being delivered via funding from the Active Travel Fund (4) – a capital fund from Active Travel England intended to install or improve routes to support walking, wheeling, or cycling.
2.3	Rally Park was identified as a project due to substantial improvements to local cycling and walking networks improving the quality and density of connections to the north and east of the park; alongside concerns over conflict between cyclists and pedestrians on the existing shared use sections.
2.4	The need for social and environmental upgrades, including seating, lighting, and vegetation improvements was identified previously by colleagues in the parks and open spaces service. The opportunity was presented to use this funding to deliver a number of requests from their action plan, alongside the local and strategic transport improvements.

3.	**Progress Update**
3.1	The included presentation details updates on the progress of the scheme.
3.2	Work on phase 1.2 is currently on site, with phase 1.1 to follow.
3.3	Phase 2 is currently being designed in anticipation of future capital funding bids allowing for completion of the scheme

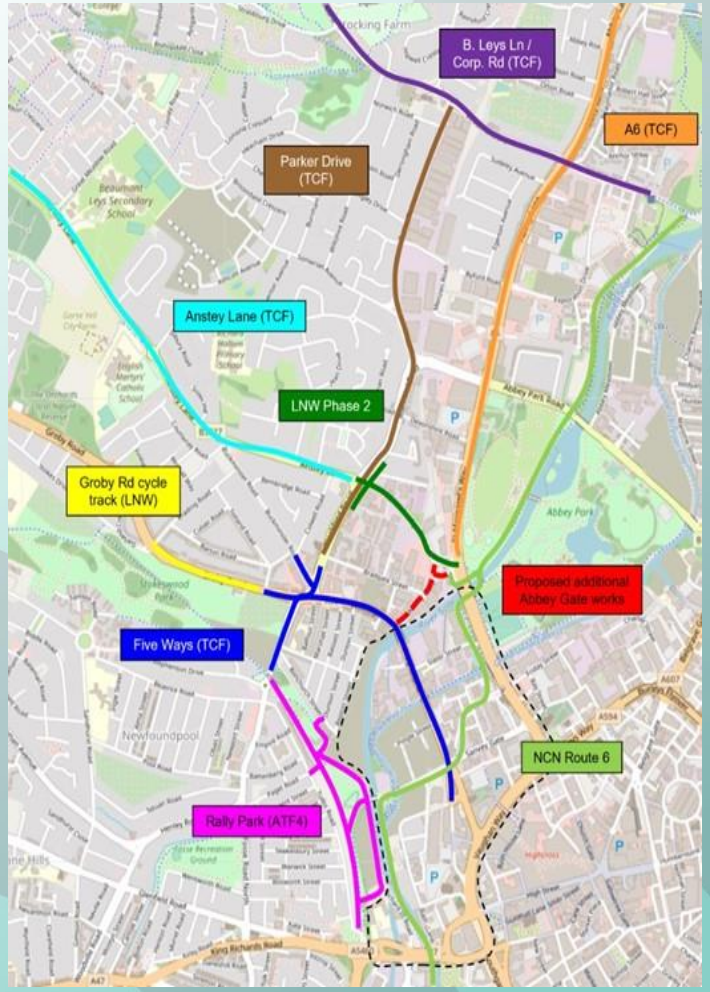
4.	**Recommendations**
4.1	Members of the commission note the progress on delivering the scheme.

Rally Park Active Travel Fund Scheme Update

28 August 2024

Recap

- £1.8m received from Active Travel England to improve walking, wheeling, and cycling through The Rally
- Scheme designed to replace existing shared use paths with segregated footways and cycleways, alongside improvements to lighting, environment, planting, and amenities
- Connects well with existing and newly delivered routes to the west of the city, improving quality of north-south and east-west journeys.

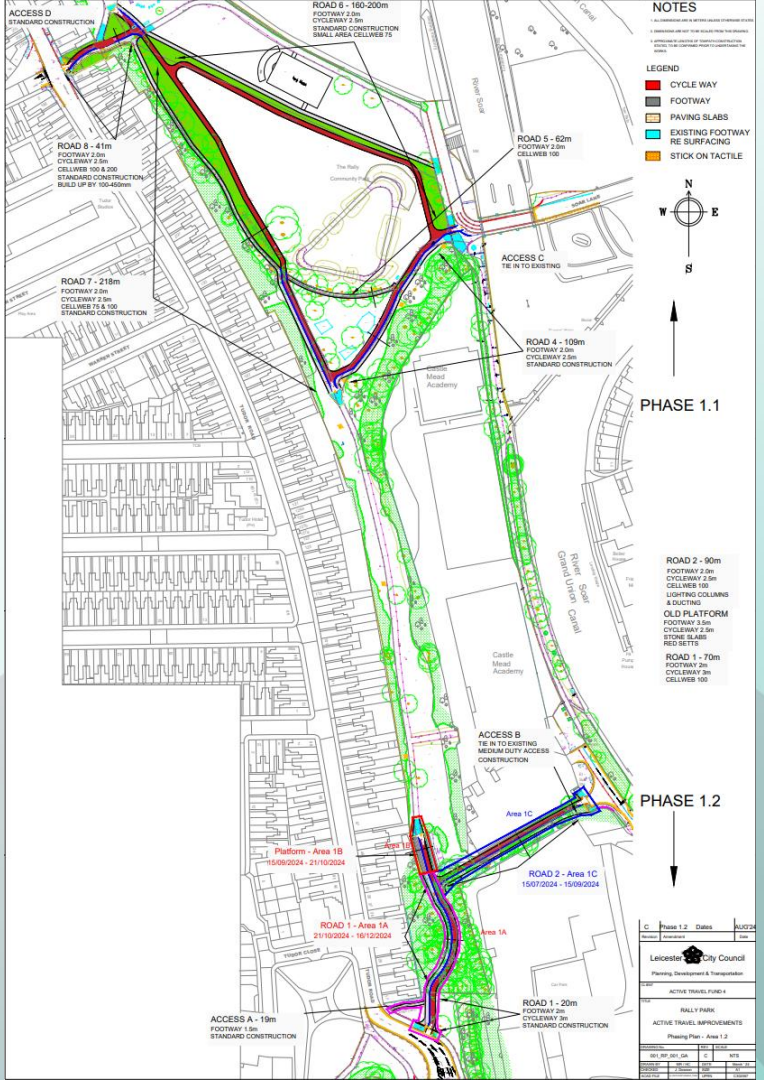


Project summary

- Improve quality of entrances to the park to ensure full accessibility for all users
- Tackle ongoing issues with crime and anti-social behaviour by increasing visibility along walking paths
- Remove ongoing conflicts between pedestrians and cyclists by installing segregated facilities
- Provide appropriate surface along desire lines
- Improve quality and quantity of vegetation within the park
- Improve access to schools

Phased approach

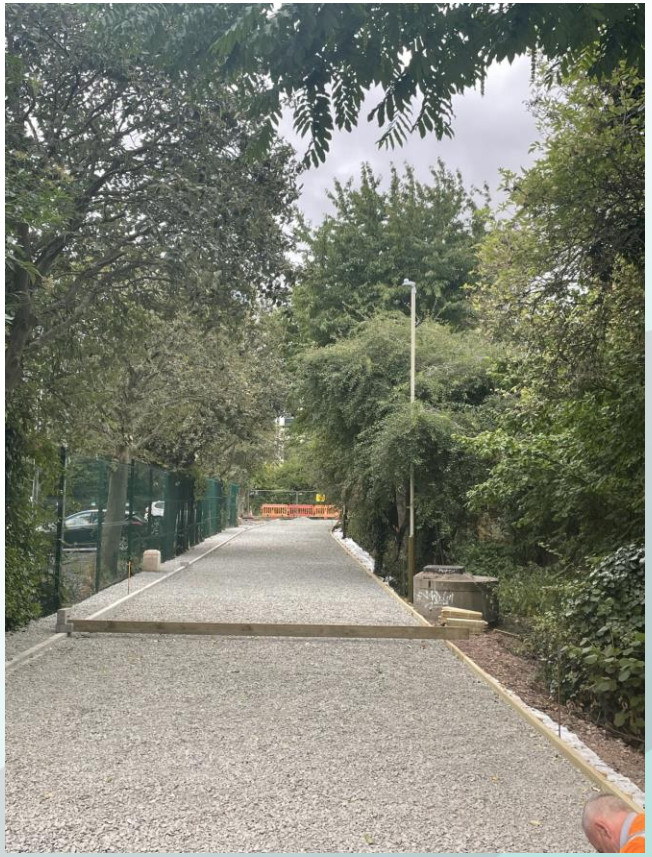
- The project is split into phases
- Phase 1 currently on site
- Phase 2 (connections within the park) currently in design for future funding
- Phase 3 (northern extent into Stokeswood Park) currently in outline design


NOTES
LEGEND
CYCLE WAY
FOOTWAY
PAVING SLABS
EXISTING FOOTWAY RE SURFACING
STICK ON TACTILE
N
W
E
S
ACCESS D
STANDARD CONSTRUCTION
ROAD 6 - 160-200m
FOOTWAY 2.0m
CYCLEWAY 2.5m
STANDARD CONSTRUCTION
SMALL AREA CELLWEB 75
ROAD 8 - 41m
FOOTWAY 2.0m
CYCLEWAY 2.5m
CELLWEB 100 & 200
STANDARD CONSTRUCTION
BUILD UP BY 100-450mm
ROAD 5 - 62m
FOOTWAY 2.0m
CELLWEB 100
ACCESS C
TIE IN TO EXISTING
ROAD 7 - 218m
FOOTWAY 2.0m
CYCLEWAY 2.5m
CELLWEB 75 & 100
STANDARD CONSTRUCTION
ROAD 4 - 109m
FOOTWAY 2.0m
CYCLEWAY 2.5m
STANDARD CONSTRUCTION
PHASE 1.1
ROAD 2 - 90m
FOOTWAY 2.0m
CYCLEWAY 2.5m
CELLWEB 100
LIGHTING COLUMNS & DUCTING
OLD PLATFORM
FOOTWAY 3.5m
CYCLEWAY 2.5m
STONE SLABS
RED SETTS
ROAD 1 - 70m
FOOTWAY 2m
CYCLEWAY 3m
CELLWEB 100
ACCESS B
TIE IN TO EXISTING
MEDIUM DUTY ACCESS
CONSTRUCTION
PHASE 1.2
Area 1C
Platform - Area 1B
15/09/2024 - 21/10/2024
ROAD 2 - Area 1C
15/07/2024 - 15/09/2024
ROAD 1 - Area 1A
21/10/2024 - 16/12/2024
Area 1A
ACCESS A - 19m
FOOTWAY 1.5m
STANDARD CONSTRUCTION
ROAD 1 - 20m
FOOTWAY 2m
CYCLEWAY 3m
STANDARD CONSTRUCTION
Leicester City Council
Planning, Development & Transportation
ACTIVE TRAVEL FUND 4
RALLY PARK
ACTIVE TRAVEL IMPROVEMENTS
Phasing Plan - Area 1.2
River Soar
Grand Union Canal
Castle Mead Academy
Mead Academy

Pre-Construction

Active Construction

Active Construction



Next Stages

- Completion of phase 1.2 scheduled December 2024
- Work on phase 1.1 to follow - scheduling tbc
- Phase 2 design works to continue in readiness should future capital funding be available

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

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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

1.3 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

1.4 Legal Implications

There are no direct legal implications associated with this report.

Kamal Adatia – City Barrister, Ext 37 1401

1.1 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

1.2 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

2 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

3 Officers to Contact

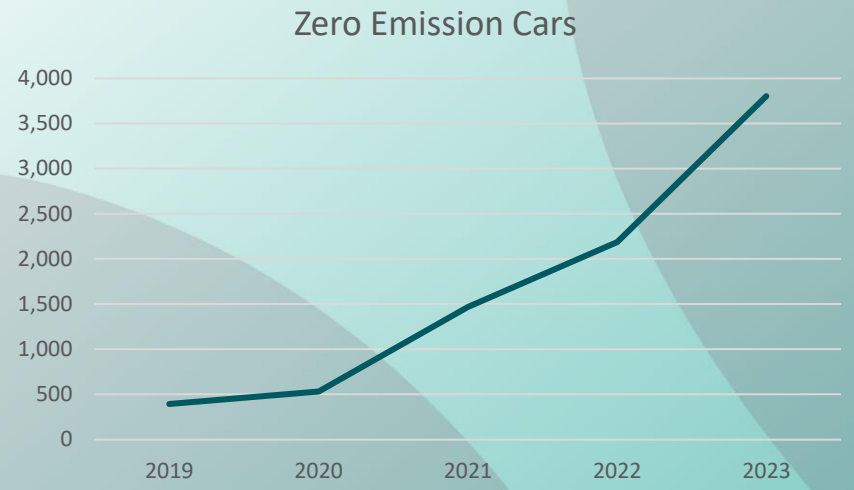
Ed Brown
Senior Governance Officer
edmund.brown@leicester.gov.uk
0116 454 3833

Electric Vehicle Charging Points

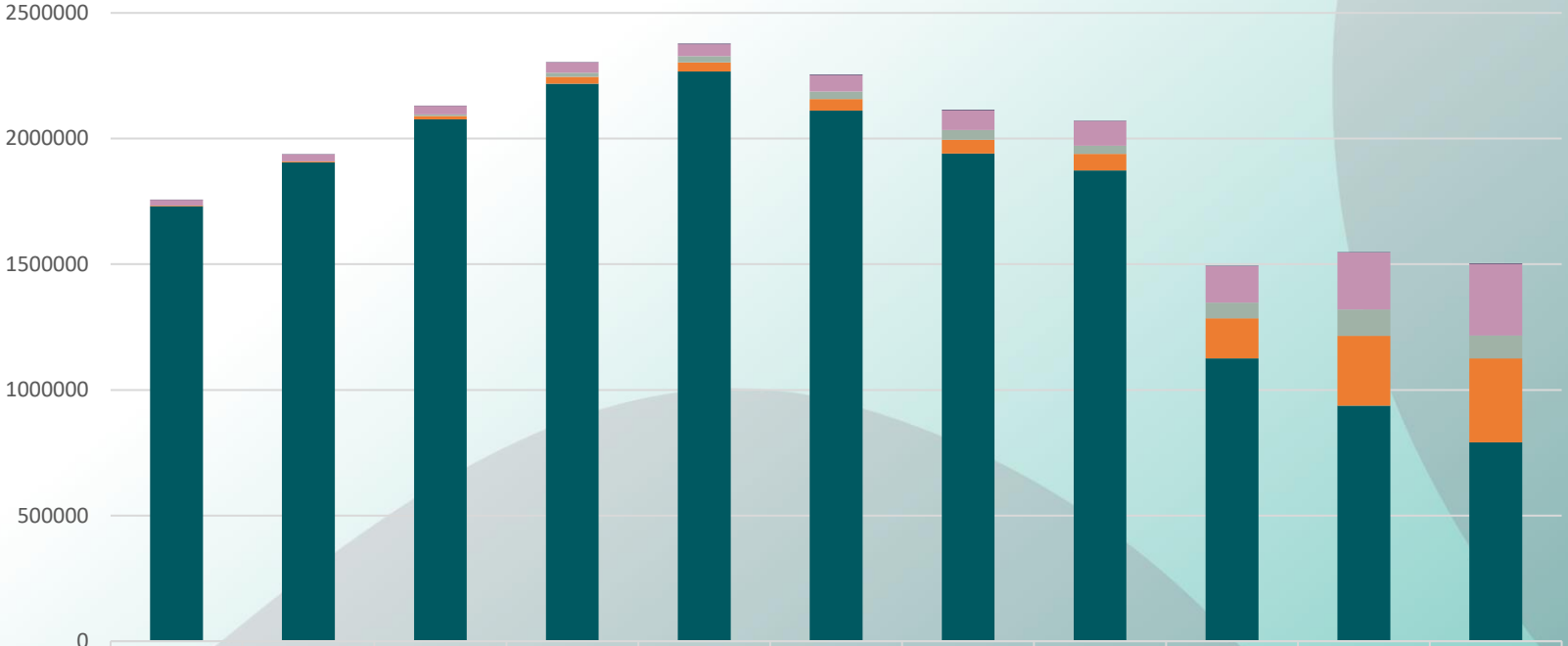
EDTCE Scrutiny Working Group

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

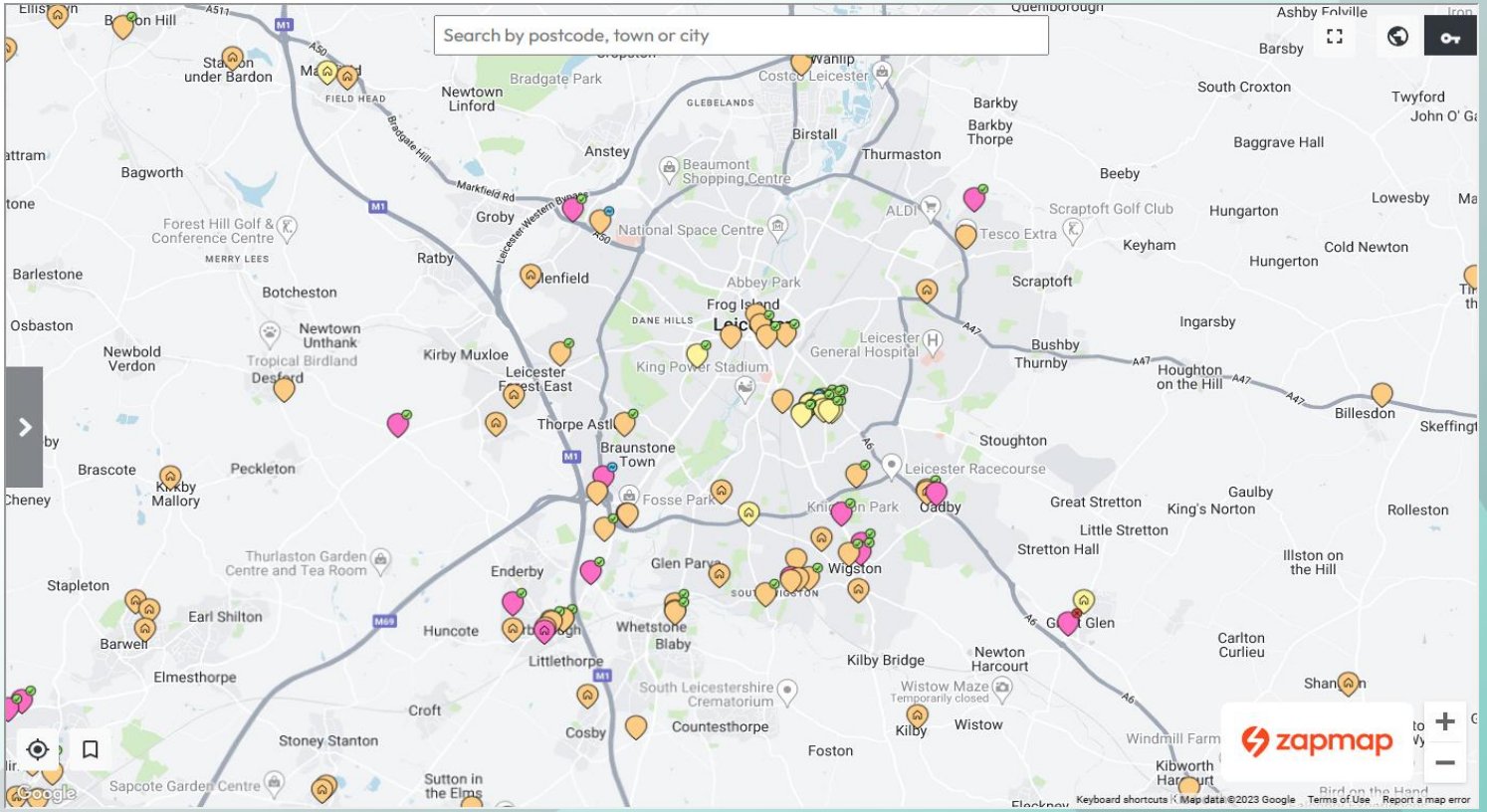


New Vehicle Registrations by Fuel Type (National)



	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)



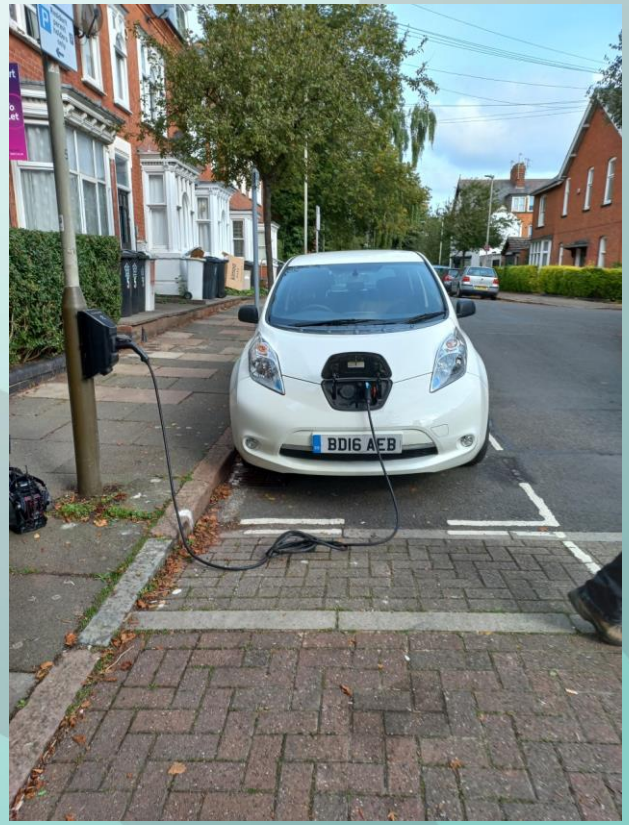
Charger Types and Speeds

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

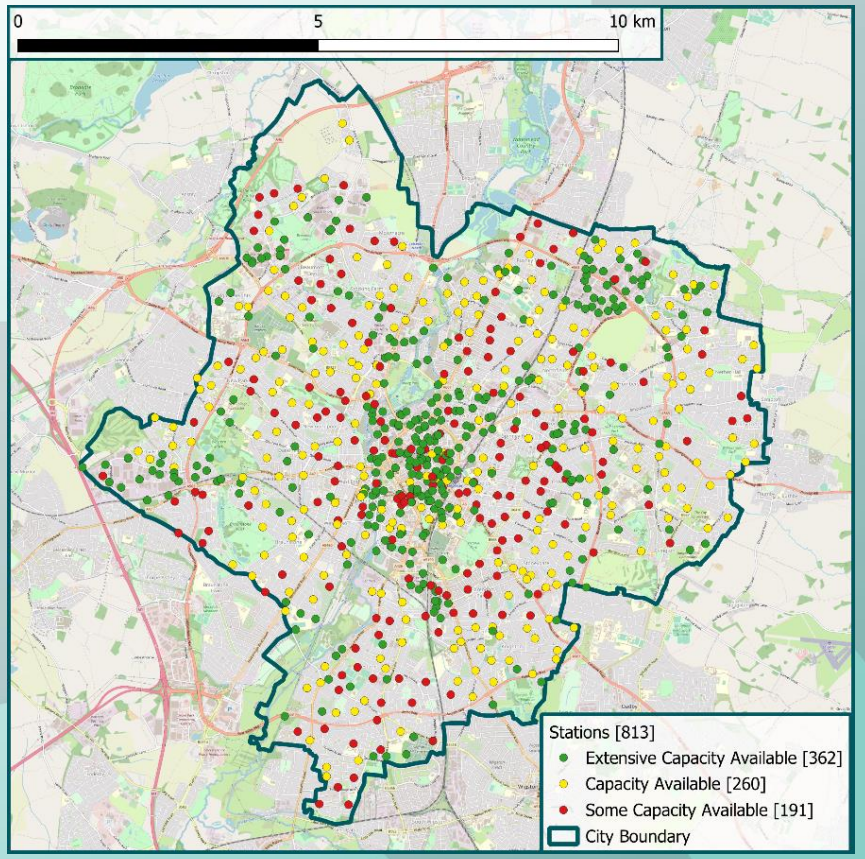
- Transitioning vehicles to zero emission a key part of the Carbon Neutral Roadmap – largest possible impact on transport related emissions.
- Also a key feature of the Local Plan, Climate Emergency Action Plan, and Air Quality Action Plan, recognising the benefits to local air quality as well as decarbonisation.

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

DRAFT

Appendix C

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DRAFT

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.

DRAFT

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.

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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

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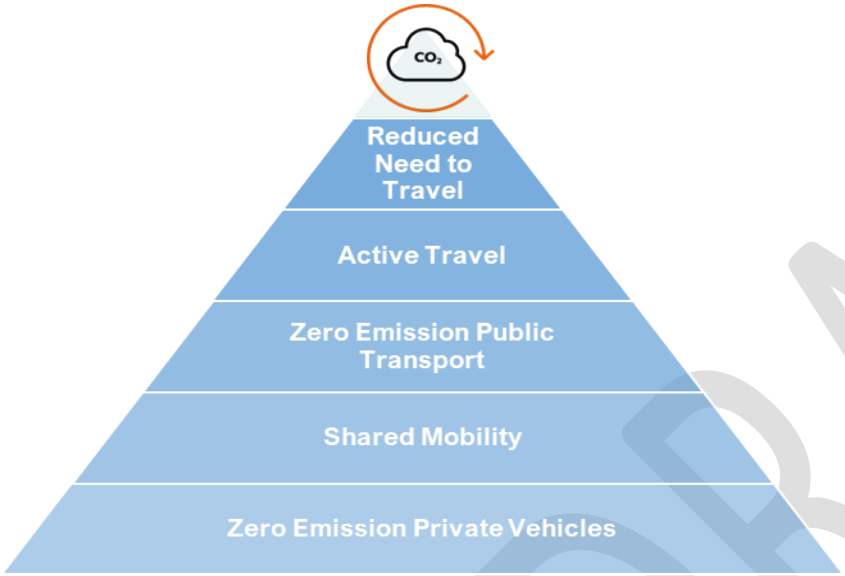
BACKGROUND

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.

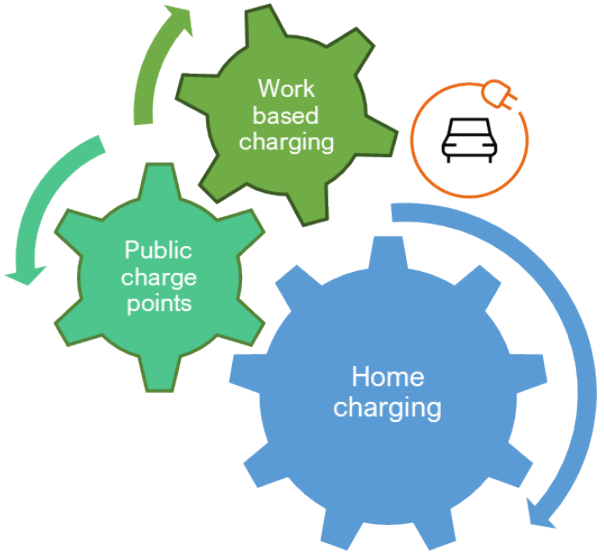
As part of this, LCC seek to increase the delivery of public and private electric vehicle chargers at home and in workplaces across the region to encourage the uptake of zero emission vehicles.

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.



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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:

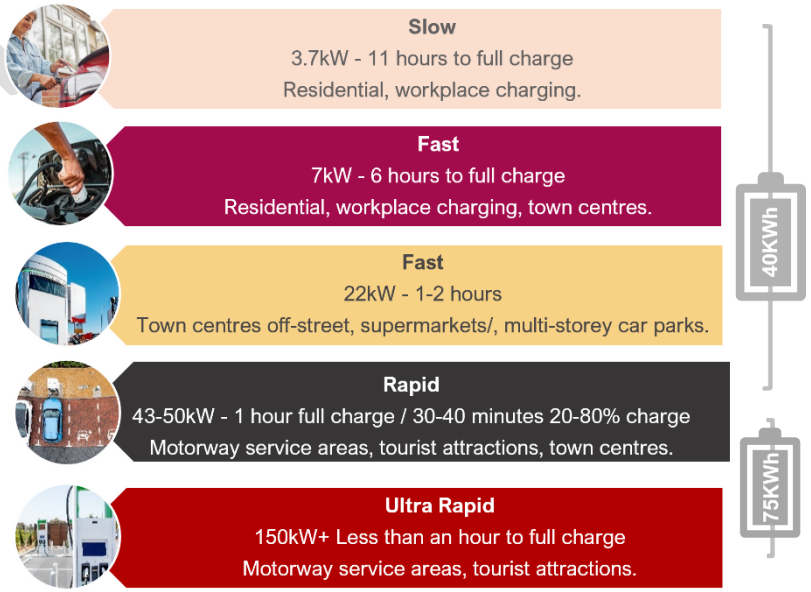
EV Charge Point/ Charging Unit: An upstand or wall-mounted structure offering one or more socket outlets or tethered plugs suitable for charging EVs.

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.



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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)

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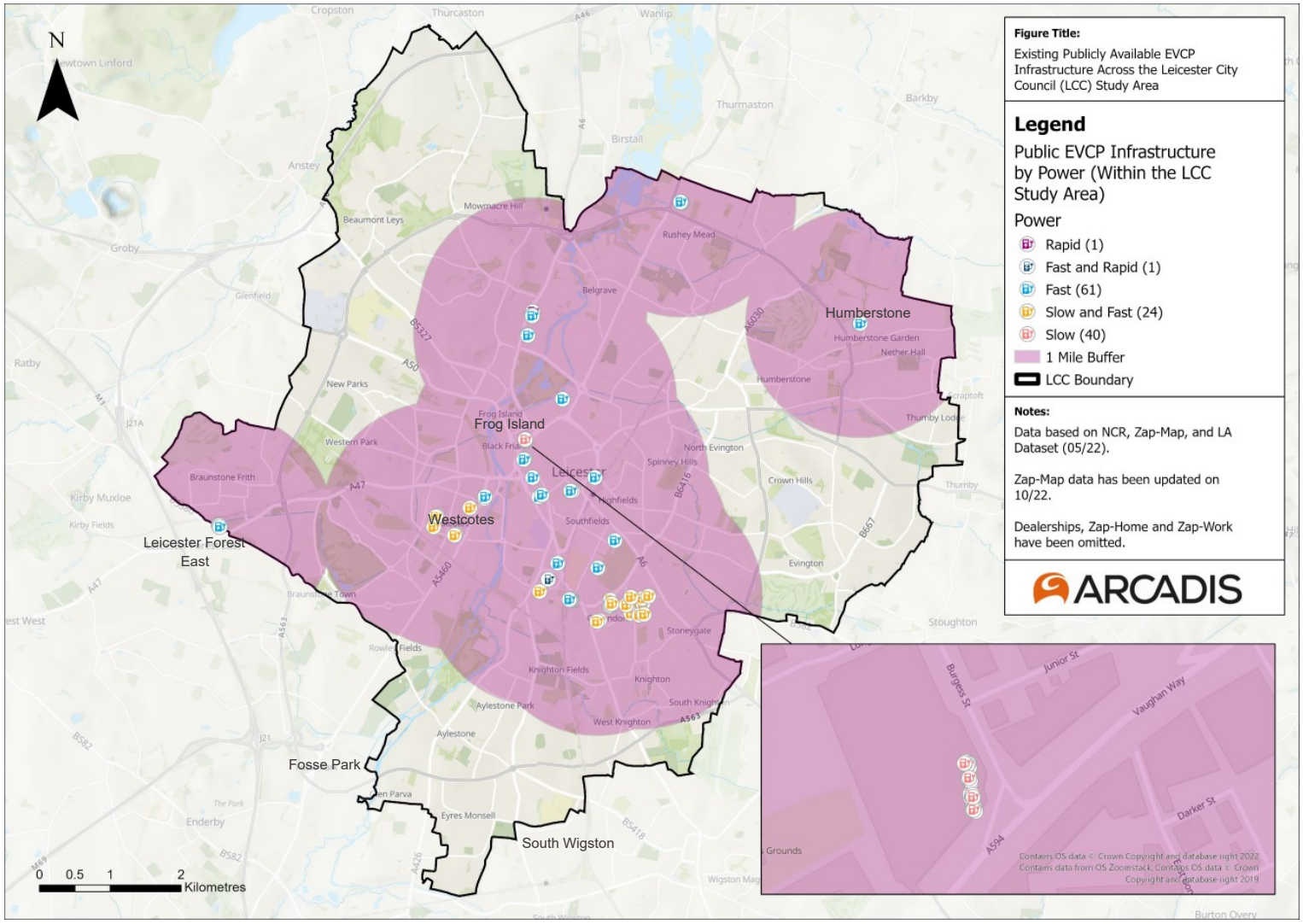
LOCAL NETWORK

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

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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.

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

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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

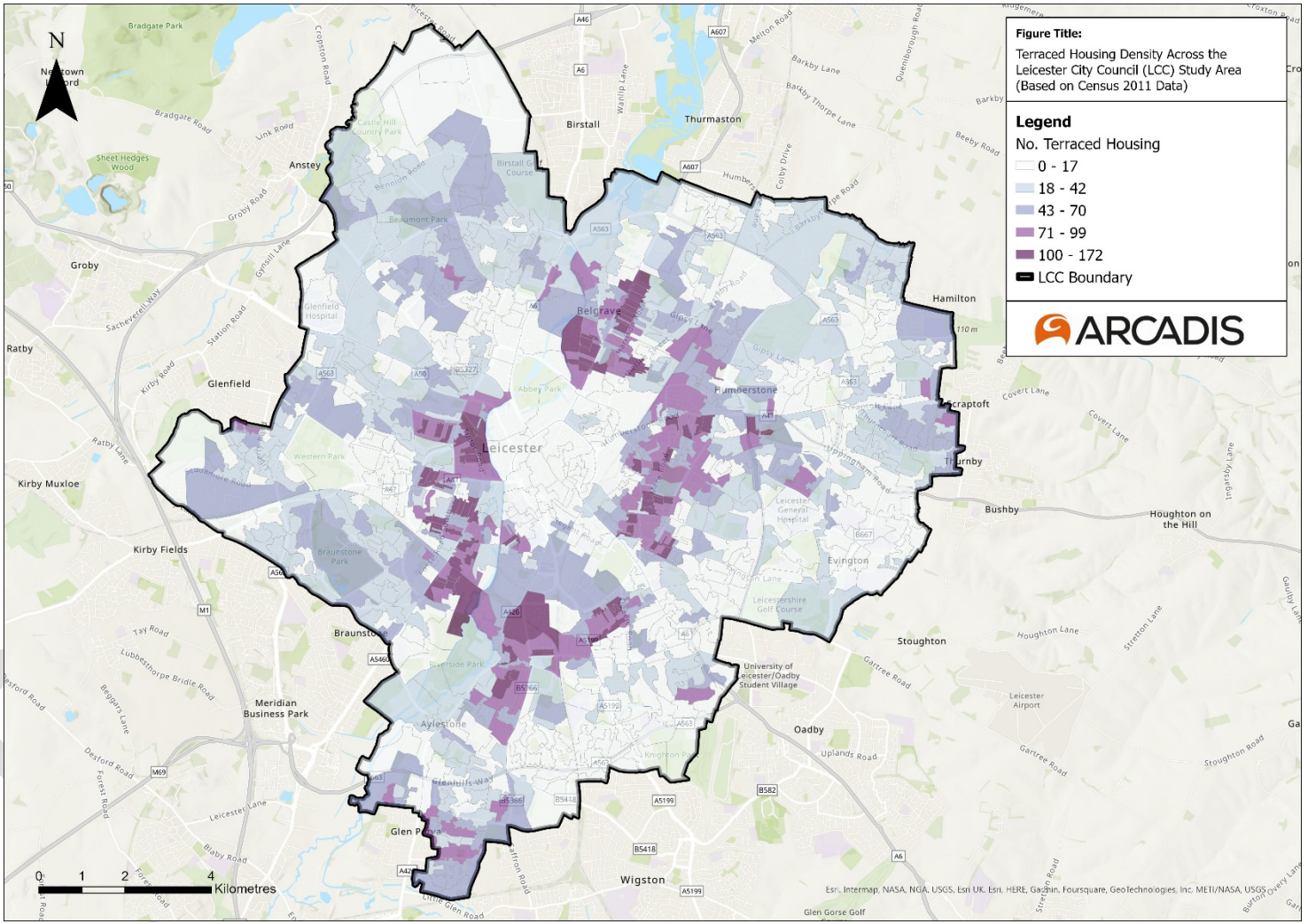
Transitioning To Zero Emission Cars and Vans: 2035 Delivery Plan -
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005301/transitioning-to-zero-emission-cars-vans-2035-delivery-plan.pdf

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

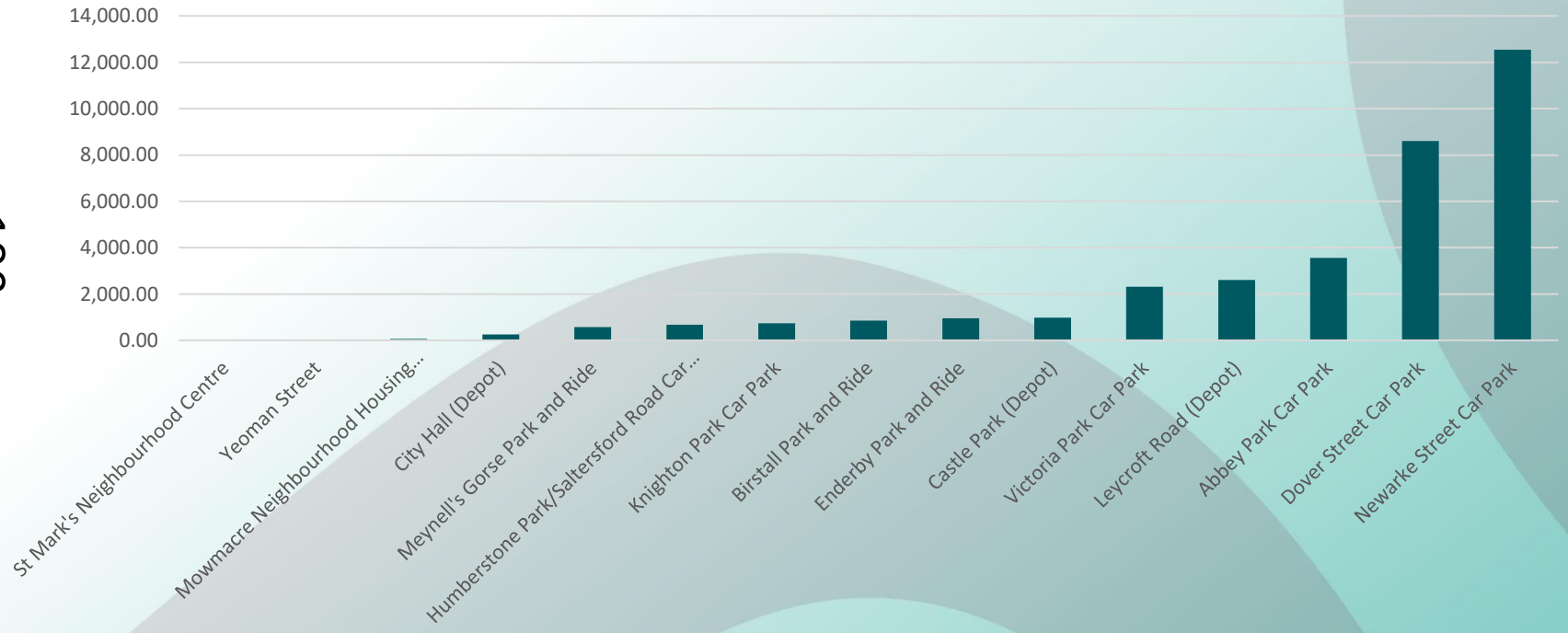
Measuring Usage

- 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

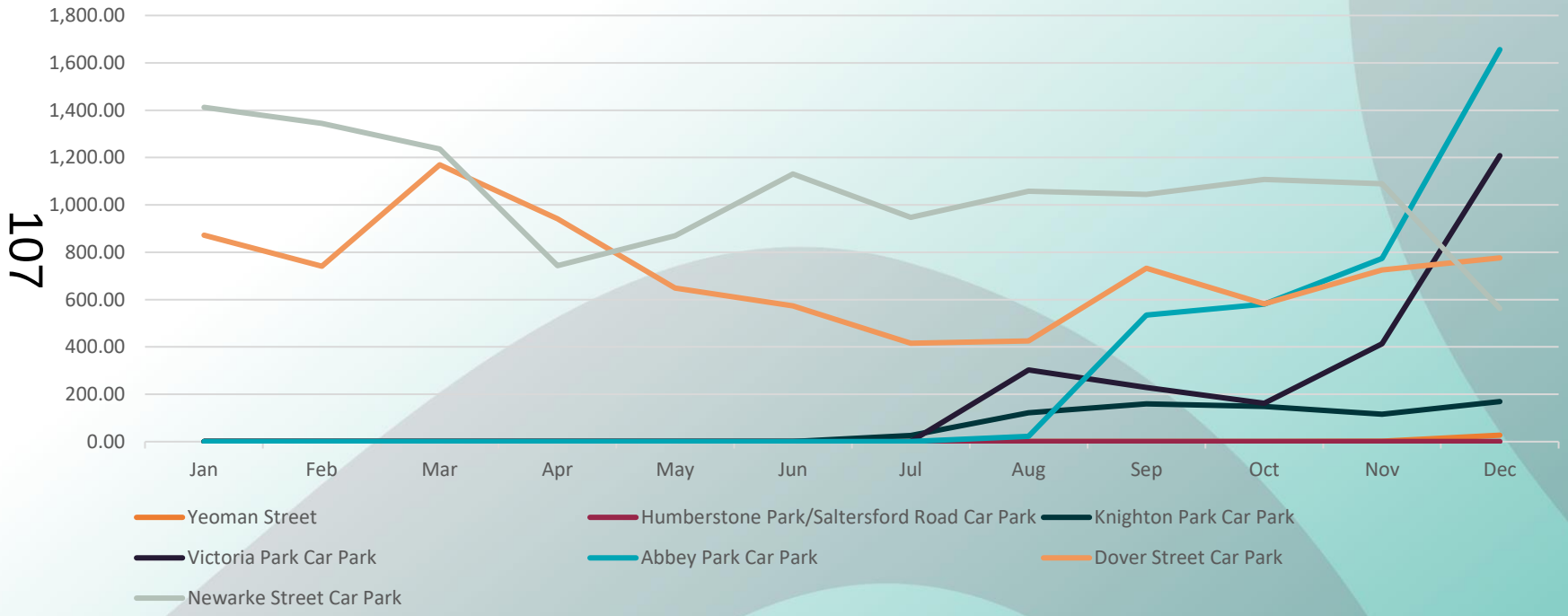
Blink usage - 2023

- 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



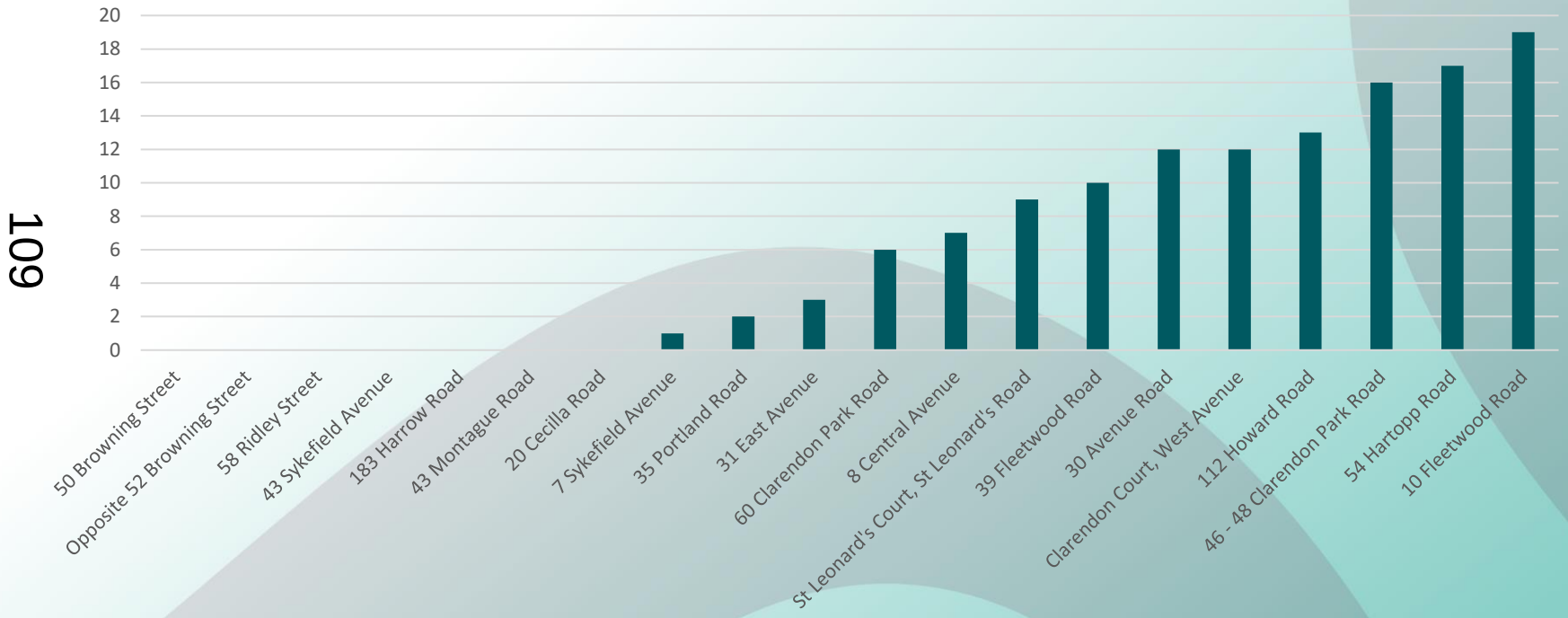
Usage by location, by month (car parks)



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



Findings

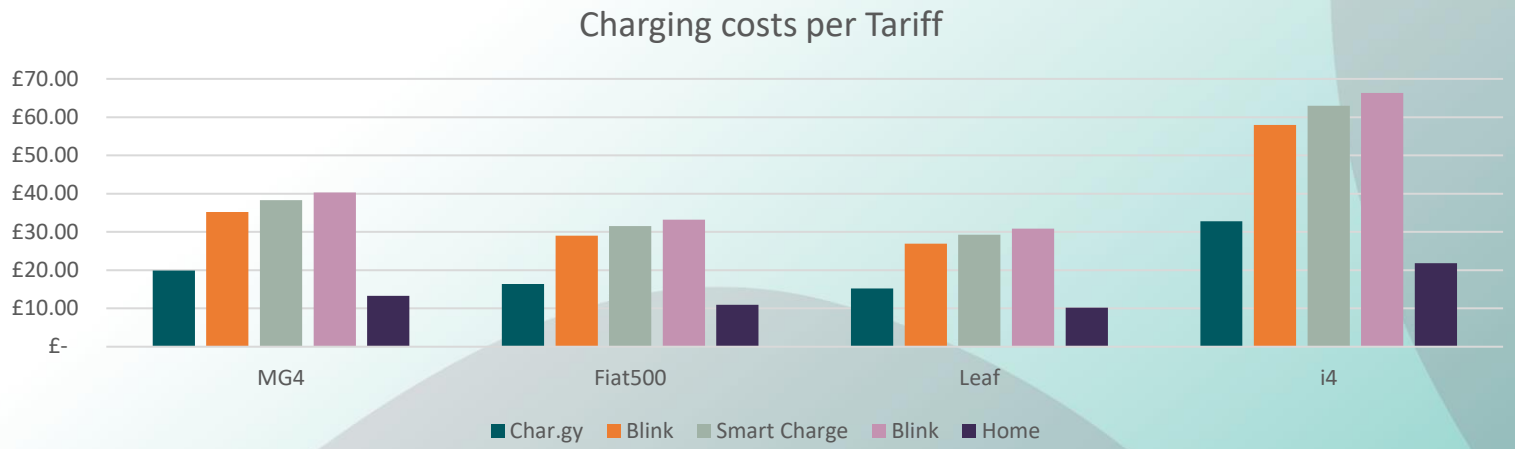
- Destination chargers are used much more than residential chargers.
- Charger usage appears to be steadily increasing but subject to major fluctuations.

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

Air Quality Action Plan Consultation

EDTCE Scrutiny

Date of meeting: 28 August 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 details on the proposed new Air Quality Action Plan for Leicester and associated consultation
1.2	To advise members of the commission of the process by which they may provide comments for the plan

2.	**Background**
2.1	Authorities with an Air Quality Management Area (AQMA) are required to produce an Air Quality Action Plan (AQAP).
2.2	The extent of the AQMA is visible within the included presentation, and will be shown to commission members present during the meeting.
2.3	Leicester's current AQAP is 8 years old, and we have agreed with the Department for Environment, Food, and Rural Affairs to approve an updated plan no later than March 2025.
2.4	Leicester is currently compliant with government targets at all 5 monitoring stations (year 2023 data) – compliance with the NO_2 limit has been achieved since 2022, with a number of monitoring sites showing compliance earlier.
2.5	The biggest contributor to NO_2 emissions is road transport, with 2022 data suggesting 66.4% can be attributed to road network contributions.
2.6	Public consultation is being conducted on the draft plan and recognising the time of year, this is open until the 27th September.

3. Themes and priorities

3.1 The format for an AQAP is heavily prescribed by DEFRA, but retains the need to identify themes, priorities, and an overall key outcome.

3.2 The public consultation document is available in full at Draft Air Quality Action Plan 2025 - 2030 - Leicester City Council - Citizen Space

3.3 Recognising that transport remains the largest contributor, and is the area over which the authority has the most ability to directly influence along with transport operators, the proposed AQAP continues to target improvements to the transport network through modal shift and vehicle efficiencies. The five themes identified in the plan are:

i **Air Quality Monitoring, Public Awareness and Engagement –** this includes maintaining and enhancing the air quality monitoring network to understand any pollution hotspots, enabling targeted interventions, supporting awareness campaigns and working with communities, businesses and schools. Maintaining, and expanding where necessary, monitoring networks to understand where legal limits are exceeded.

ii **Promoting, Supporting, and Encouraging Sustainable Transport –** this includes expansion of the walking and cycling network to create a top-quality, connected and cohesive network of attractive routes, and continued delivery of our Bus Service Improvement Plan.

iii **Reducing Emissions from Transport –** this includes adopting cleaner transportation methods, such as encouraging the use of electric vehicles (EVs) for public transport, freight and private vehicles

iv **Optimising Traffic Management –** this includes continuing to provide and enhance infrastructure to help people walking, cycling or using public transport, whilst ensuring effective management of traffic flow. Major schemes and complementary work programmes have the potential to contribute directly to air quality improvements.

v **Development Control and Regulatory Services –**this includes ensuring air quality considerations are considered in the planning process and other Council polices and strategies. Continue to control domestic and industrial emissions.

3.4 The Air Quality Action Plan includes the following four priorities:

i Providing residents and workers of Leicester with active and sustainable transport choices

ii Promoting awareness of air pollution and engaging with schools, communities and businesses, whilst maintaining and expanding our monitoring network

iii Reducing air pollution exposure and improving conditions for those who live and work in Leicester.

iv Mitigating the impact of future growth on air quality.

3.5 Overall, the key outcome is improving the health outcomes for all and providing opportunities to live healthy lives.

4. Measures

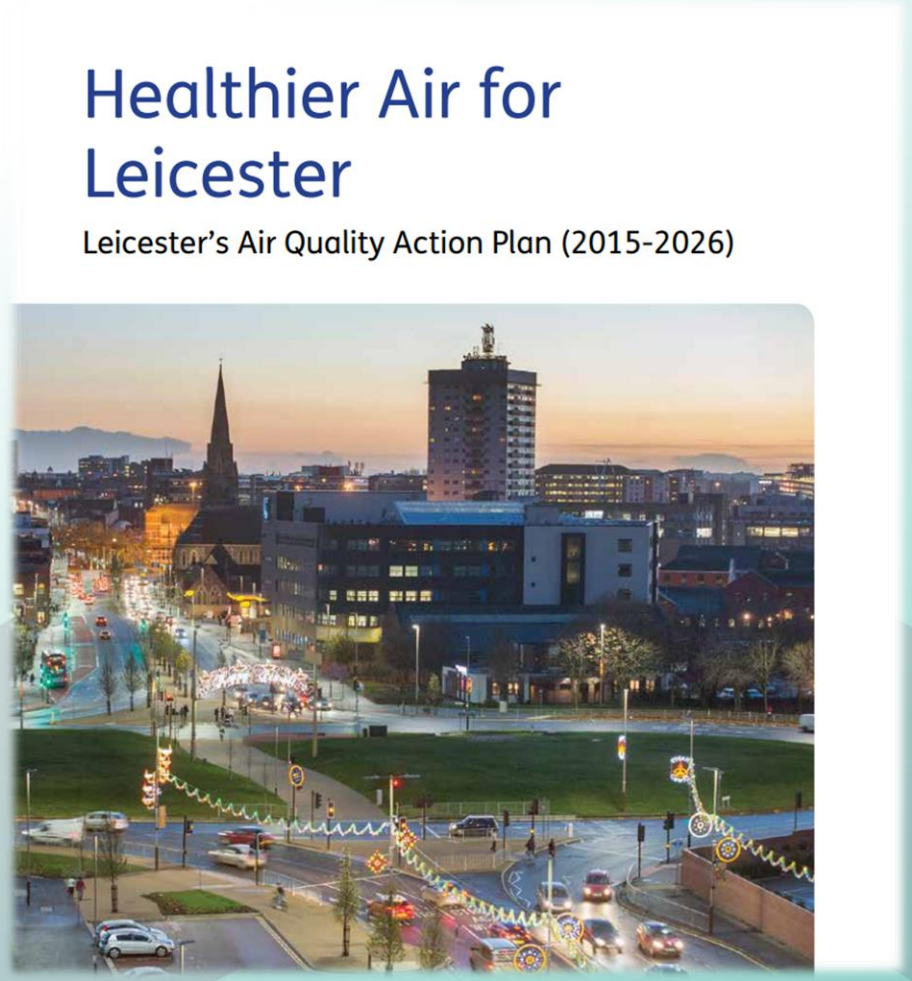
4.1 The new air quality includes measures to support these themes, including continued development of infrastructure to support sustainable travel, management and maintenance of the monitoring network, and to continue to support the electrification of buses operating within the city.

5. Recommendations

5.1 Members of the commission note the need for the new AQAP

5.2 Members of the commission provide any relevant comments or feedback to officers for consideration as part of the consultation.

New Air Quality Action Plan (AQAP) 2025-2030



Rationale

Under the Local Air Quality Management (LAQM) regime of the Environment Act, local authorities are required to produce an AQAP to address nitrogen dioxide (NO_2) exceedances within Air Quality Management Areas (AQMAs).

The measures within AQAPs must be continually reviewed, demonstrating progress to reduce NO_2 concentrations to levels below the Defra exceedance value (annual mean, 40 µg/m^3).

Under the new Environment Act, local authorities are required to update their AQAPs regularly – the current LCC AQAP is 8 years old.

Current Leicester AQMA, covering the city centre, inner ring, and main radials, and sections of the outer ring.

Current NO_2 in Leicester

Station	2023	2022	2021	2020	2019
Abbey Lane	23.1	26	26.6	24.3	31.5
Glenhills Way	-	26	**42.1**	38.8	**48.6**
Glenhills Way East	21.2	24.2	-	-	-
Melton Road	30.4	33.4	31.4	28	38.5
St Matthews Way	29.7	33.7	34.9	31.4	**40.6**
Vaughan Way	36.3	38	36.8	35.2	**45.7**

- **Compliance has been achieved at all 5 stations in monitoring years 2023**
- Levels are like those reported in the pandemic, but traffic volumes are not – further investigation needed – but possible reasons include improved engine technology and vehicle renewal over time, electrification, and increased uptake of sustainable transport.
- Compliance with Defra's NO_2 limit achieved since (at least) 2022 – Glenhills Way station relocated due to non-compliance with siting guidance.
- Good case to consider changes to boundaries of AQMA within the next few monitoring years, subject to Defra changing the legal limits:
  - Note - EU member states recently agreed to align the NO_2 limit value more closely with WHO recommendations, to be achieved by 2035.

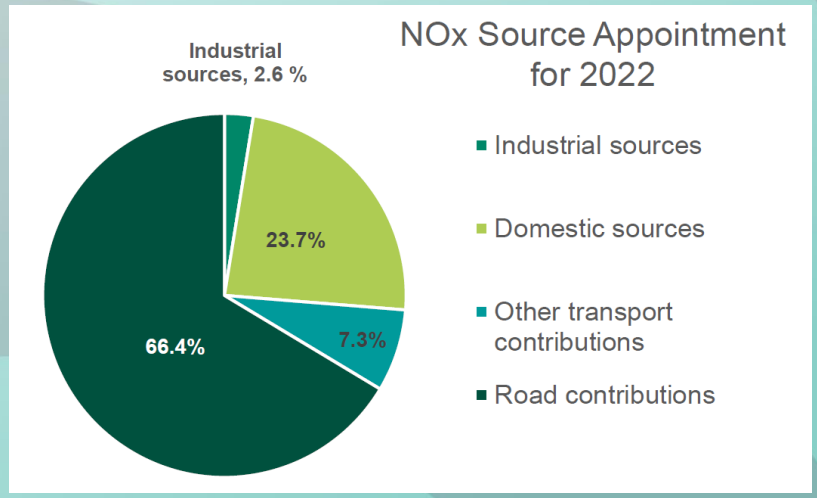
A closer look at NO_2

Identification of hotspots based on 2022 and 2023 data:

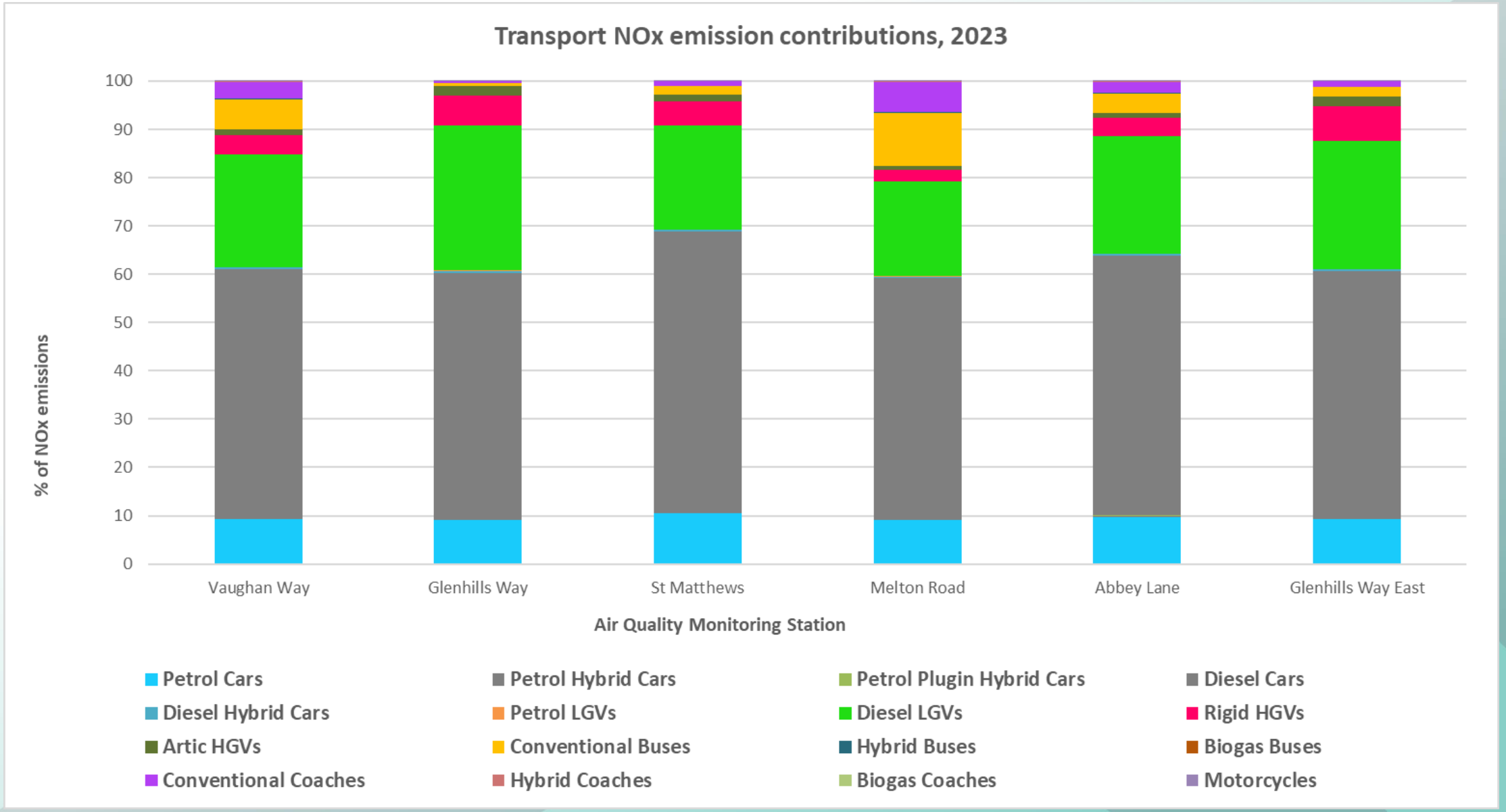
- Charles Street (outside former Wilko, opposite bus station)
- Infirmary Road (by hospital overpass bus stops, possible canyon effects?)
- Forest Road (at crossroads with Humberstone Road, uphill idling?)
- Others including Narborough Road, Blackbird Road, Melton Road

Defra source apportionment looking at NOx contributions from vehicle classes at hotspots – diesel cars still majority contributor (~55%), diesel LGVs second (up to 20%), and buses important at Melton Road and Humberstone Road (around 10%).

Consultancy source apportionment looking at total Leicester NOx from various sources – transport still dominant, but recognition for domestic (e.g. cooking, heating). Industry is minor.



2023 NOx Source Apportionment



Draft Measures

Draft Themes

- Theme 1: Air Quality Monitoring, Public Awareness & Engagement
- Theme 2: Promoting, Supporting and Encouraging Sustainable Transport
- Theme 3: Reducing Emissions from Transport
- Theme 4: Optimising Traffic Management
- Theme 5: Development Control and Regulatory Services

Draft Actions – Theme 1

Theme 1: Air Quality Monitoring and Partnership Working

- To continue monitoring NO_2 using regulatory grade equipment at locations across Leicester for the duration of the AQAP.

- To make use of hyperlocal air quality monitors (e.g. Zephyrs) for indicative monitoring, capturing variations in air quality at the neighbourhood scale, relocating monitors to identify potential pollution hotspots, enabling targeted interventions at critical locations such as schools and hospitals.

- Partnership working: Working with Schools (e.g. Clean Air Day), Communities and Businesses, Public Health

- Supporting domestic emission sources awareness campaigns

Draft Actions – Theme 2

Theme 2: Promoting, Support, and Encouraging Sustainable Transport

- Continued delivery of the Connecting Leicester programme
- To continue progression of goals under Leicester Enhanced Bus Partnership Plan, including full electrification, bus priority measures, and signalling improvements.
- To further increase the number of public transport trips through provision of real time information at bus stops, smart integrated ticketing (tap on/tap off), free buses (City Centre Hop), and fare caps.
- To deliver the actions within the Local Cycling and Walking Infrastructure Plan (LCWIP), Cycle City Action Plan, and Walk Leicester Action Plan (WLAP), and their actions, including Bikeability, Wheels to Work, BetterPoints, Beat the Streets, and guided walks.
- Providing service to employees to choose sustainable mode of transport when travelling to and from work (e.g. Choose How You Move).

Draft Actions – Theme 3

Theme 3: Reducing emissions from Transport

- To work with the following transport sectors to reduce their emissions through technology upgrades, fuel switching, and behavioural change campaigns:
    - Bus – electrification, improved park and ride services.
    - Freight – Freight Quality Partnership, Eco-Stars fleet recognition scheme.
    - Taxi – vehicle spot checks.
    - Rail – electrification, development of Leicester Railway Station.
- Increased uptake of ULEVs for residents, provision of charging infrastructure and grants to purchase vehicles. Progression of Electric Vehicle Charging Strategy with goals of installing a set number of chargers by 2030.
- Continued reduction in emissions from the Council's fleet, including replacement of diesel vans to ULEVs and employee salary sacrifice schemes (e.g. TUSKER).

Draft Actions – Theme 4

Theme 4: Optimising Traffic Management

- To continue delivery of 20mph zones in Leicester.
- To upgrade traffic management capabilities, allowing integration of air quality data (e.g. Zephyrs) into traffic management systems to improve traffic flows, reduce congestion, prioritise sustainable modes of travel, and reduce pedestrian/cyclist exposure to air pollution.
- To make use of highway signage, e.g. VMS and anti-idling, providing real time information on polluted corridors and educational messages to help motorists reduce their impact.

Draft Actions – Theme 5

Theme 5: Development Control and Regulatory Services

- To ensure planning applications are appropriately scrutinised for their impact on air quality, requiring developers to propose suitable mitigation and financial contributions, where necessary.

- To integrate multiple data sets (e.g. air quality, meteorology, traffic, and public health) into the Council's dispersion model for use in assessment of major transport developments (e.g. LRI, Connecting St Margaret's, HNRFI).

- To ensure that air quality considerations are embedded within Local Plans, Local Transport Plans, and other relevant Council documentation (e.g. Cycling and Walking Plans, Cycle City Action Plan, Climate Emergency Action Plan).

- To continue installation of solar and green bus shelter rooves in Leicester, providing a source of renewal energy and a means of natural air purification.

- To continue Environmental Permitting Regulations (EPR) inspections on selected A2 industrial processes in Leicester, reducing NO_X emissions from industry.

Public Consultation

- Public consultation commenced 31st July until 27th September
- Plan and details of consultation are available at….
- Draft Air Quality Action Plan 2025 - 2030 - Leicester City Council - Citizen Space

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

Meeting Date	Item	Recommendations / Actions	Progress
18 July 2024	1) An overview presentation of EDTCE services and key issues. 2) Terms of Reference. 3) 24-hour Bus Lanes – informal session scope. 4) 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) Rally Park Update. 3) Market Place – Questions to City Mayor. 4) Electric Vehicle Charging – Informal Scrutiny Report. 5) Air Quality Report	1) To include list of transport improvement works.	
6 November 2024	1) Ashton Green development update 2) Levelling up - Railway Station update. 3) Post-LLEP Arrangements and Economic Strategy Refresh. 4) Connecting Leicester programme – Local Transport Fund 5) Waterside Visit – feedback	3) More detailed report to be brought to the Commission following initial report on 20 March.	

Meeting Date	Item	Recommendations / Actions	Progress
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.	
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
Implications of new government	Requested at meeting of 18 July 2024	
Plan for City Centre Improvement.		

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