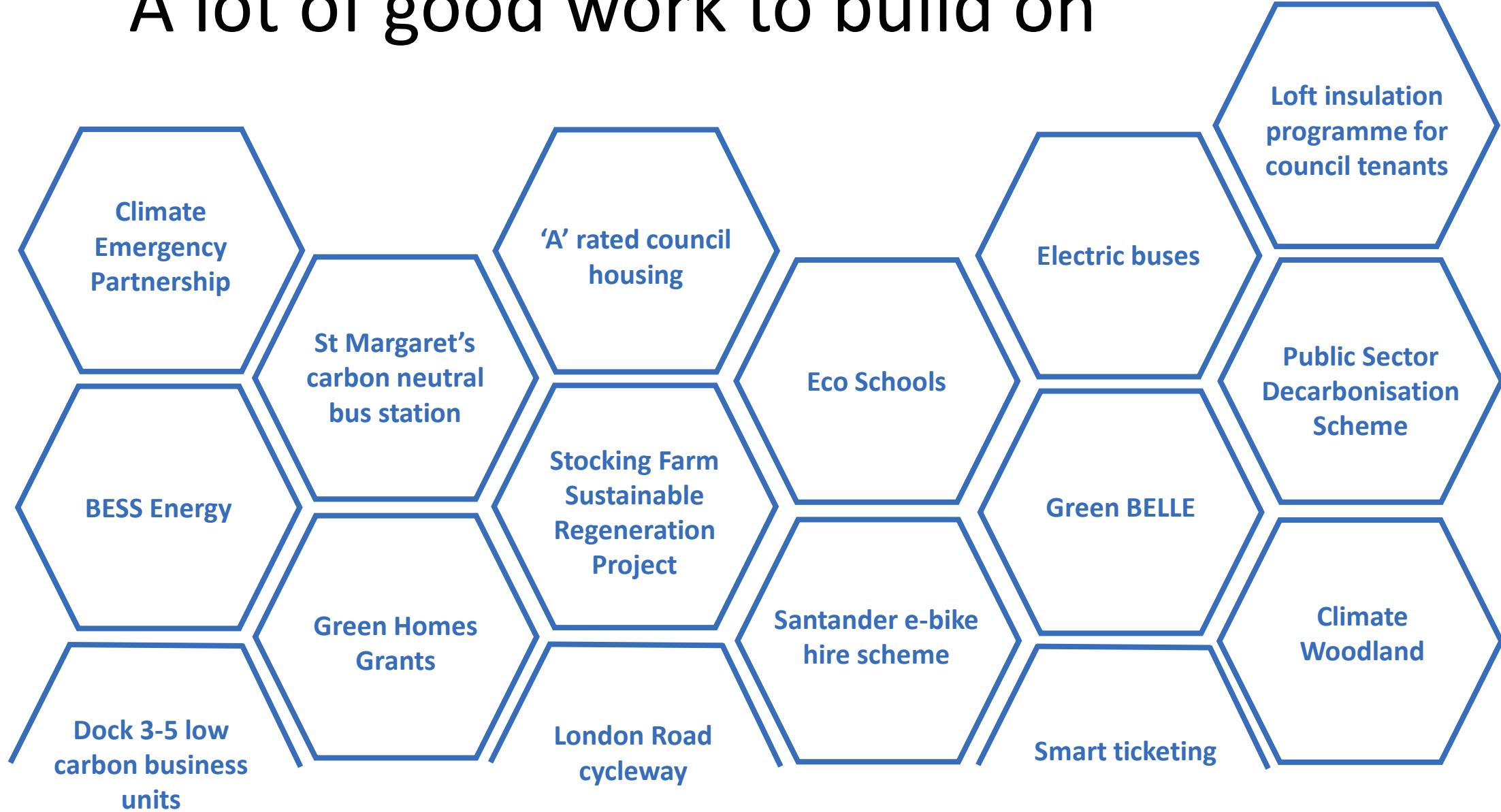


Using the Leicester Roadmap study to develop a programme of work



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

A lot of good work to build on



Starting to ‘unpack’ the Leicester Roadmap....



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

Housing



2030 OUTCOMES – SCENARIO 3 MODELLING

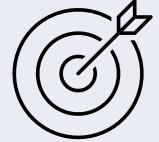
Reduced heat demand – fabric retrofit	30% reduction
Smart heating controls	100% homes
Gas boiler replacement	100% boilers
New housing	100% is low-energy and all-electric

Workplaces



2030 OUTCOMES – SCENARIO 3 MODELLING

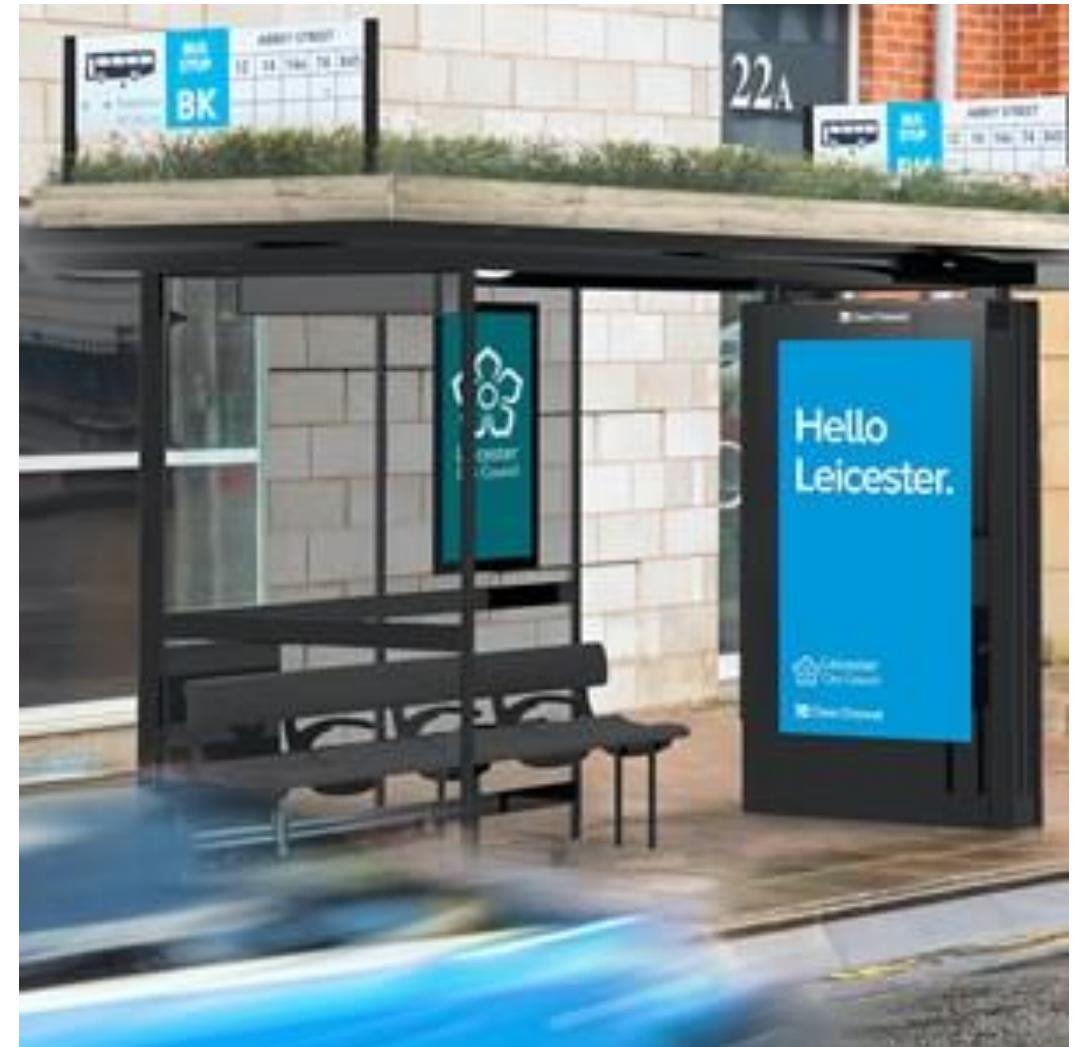
Reduced space heating demand – fabric retrofit	20% reduction
Smart heating controls	100% workplaces
Air source heat pumps	95% workplaces
LED lighting (from 15% currently)	100%
New workplaces built	100% are low-energy and all-electric.



2030 OUTCOMES – SCENARIO 3 MODELLING

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

Transport





2030 OUTCOMES – SCENARIO 3 MODELLING

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

Energy



Scale of city-wide costs to 2030 – scenario 3

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

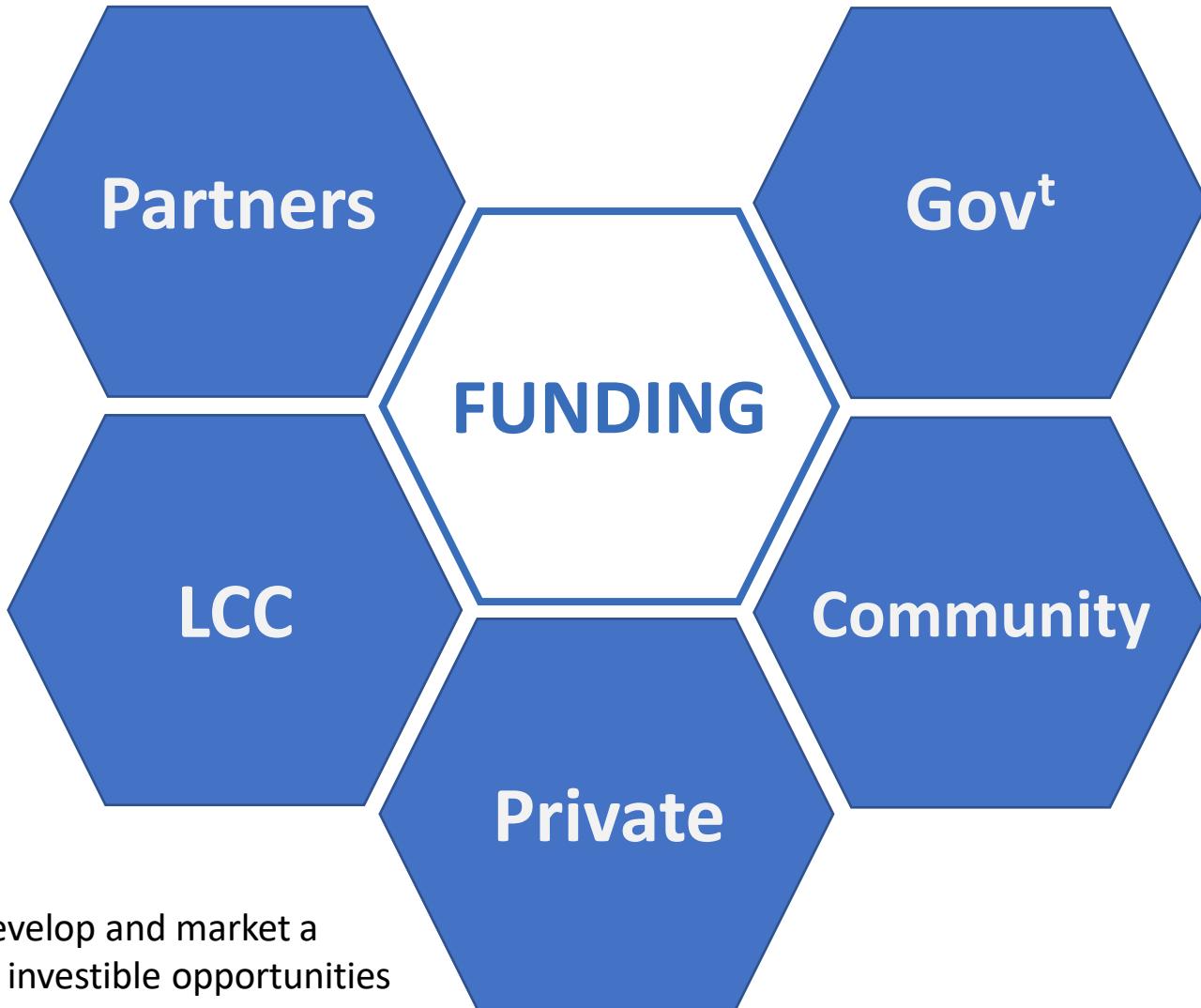
Towards a programme of work

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

Leicester City Council's areas of control and influence

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

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



Project-specific funding strategies

Next steps

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