



CONSULTATIVE MEETING OF MEMBERS OF THE CLIMATE EMERGENCY ADVISORY COMMITTEE

Meeting to be held remotely* on

Monday 19th February 2024
at 2.00 pm

MEMBERSHIP

Councillors

B Anderson
J Bowden
P Carlill
E Carlisle
R Downes
K Dye (Chair)
M Foster
A Hannan
N Harrington
A McCluskey
O Newton
M Rafique
M Shahzad
E Thomson
J Tudor

Note to observers of the meeting: To remotely observe this meeting, please click on the 'To View Meeting' link which will feature on the meeting's webpage (linked below) ahead of the meeting. The webcast will become available at the commencement of the meeting.

<https://democracy.leeds.gov.uk/ieListDocuments.aspx?CId=1210&MId=12506>

*This is being held as a remote 'consultative' meeting. While the meeting will be webcast live to enable public access, it is not being held as a public meeting in accordance with the Local Government Act 1972.

Governance Officer
Toby Russell/Helen Gray
Tel: (0113) 37 86980/ 88657

A G E N D A

Item No	Ward/Equal Opportunities	Item Not Open		Page No
1			<p>APOLOGIES FOR ABSENCE</p> <p>To receive any apologies for absence.</p>	
2			<p>DECLARATIONS OF INTEREST</p> <p>To disclose or draw attention to any interests in accordance with Leeds City Council’s ‘Councillor Code of Conduct’.</p>	
3			<p>NOTES OF THE PREVIOUS MEETING</p> <p>To receive the meeting notes of the Consultative Meeting of Members of the Climate Emergency Advisory Committee held 22nd January 2024.</p>	5 - 16
4			<p>OPEN FORUM</p> <p>At the discretion of the Chair, a period of up to 15 minutes may be allocated at each ordinary meeting for members of the public to make representations or to ask questions on matters within the terms of reference of the Committee. No member of the public shall speak for more than five minutes in the Open Forum, except by permission of the Chair.</p> <p>Please note: Members of the public are asked to submit a video of their question or statement to climate.emergency@leeds.gov.uk by 5 p.m. on Wednesday 14th February 2024</p>	
5			<p>DIRECTORS UPDATE - DIRECTOR OF ADULTS AND HEALTH</p> <p>To receive a verbal update from the Director of Adults and Health.</p>	
6			<p>WORKING GROUPS UPDATE</p> <p>To receive a verbal update on the progress of the Committees’ working groups to date</p>	

7

AIR QUALITY & CLIMATE

17 -
22

To consider the report of the Chief Officer Climate, Energy and Green Spaces which highlights the ongoing monitored improvements in air quality in Leeds and the key areas of work relevant to the alignment between decarbonisation and air pollution.

8

UPDATE ON THE LOCAL AUTHORITY POLLUTION CONTROL PERMITTING OF INDUSTRIAL POLLUTERS

23 -
26

To consider the report of the Director of Communities, Housing and Environment which provides details of the local authority pollution control permitting regime and it's operation in Leeds.

9

UPDATE ON THE EV INFRASTRUCTURE STRATEGY

27 -
34

To consider the report of the Chief Officer Climate, Energy and Green Spaces on the Electric Vehicle Infrastructure Strategy (EVCI). The EVCI Strategy identified the key actions and the role of the Council in facilitating and supporting the development of infrastructure required to support the transition to zero-tailpipe emission vehicles.

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DATE AND TIME OF NEXT MEETING

To note the date and time of the next meeting as Monday 18th March 2024 at 2.00pm

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CONSULTATIVE MEETING OF MEMBERS OF THE CLIMATE EMERGENCY ADVISORY COMMITTEE

MONDAY, 22ND JANUARY, 2024

PRESENT: Councillor K Dye in the Chair

Councillors B Anderson, J Bowden,
P Carlill, E Carlisle, R Downes, A Hannan,
N Harrington, M Rafique, A Rontree,
M Shahzad, E Thomson and J Tudor

27 Apologies for Absence

Apologies for absence were received from Councillor M Foster, Councillor O Newton and Councillor A McCluskey with Councillor A Rontree substituting for Councillor A McCluskey.

28 Declarations of Interest

No declarations of interest were made.

29 Notes of the Previous Meeting

RECOMMENDED - That the minutes of the meeting held on the 15th of December 2023, be approved as a true and correct record.

30 Matters Arising from the Minutes

The following matters arising were raised:

- Minute 34 - *As a further method to engage with residents, including text on ongoing climate initiatives and the impacts in Leeds, was proposed for letters that were sent out regarding elections. It was noted that Council tax bills and the Leeds by example website had previously been utilised to promote certain topics, however, depending on context and priorities the intention was not to overload residents with information on multiple subjects.*

An update was provided regarding the action of including text on Council tax bills. It was outlined that the slot for promotional text on the bills had been allocated for 2024. An early request had been made for inclusion on the 2025 bill letters.

31 Open Forum

No matters were raised under the Open Forum item.

32 Directors Update - Director of Communities, Housing and Environment

The Director of Communities, Housing and Environment provided the Committee with a verbal update on the work of the multitude of the services covered by the directorate.

James Rogers, The Director of Communities, Housing and Environment presented the following information to the Committee:

- The directorate covered the following public facing departments; Climate, Energy and Green Spaces (CEGS), Environmental Services, Safer Stronger Communities, Community Hubs and Welfare and Elections and Regulatory (including Environmental Health).
- Leeds City Council had been awarded an A grade rating, for the second year in a row, in November 2023 by the Carbon Disclosure Project. The submission is led by the CEGS team. 119 other cities had received an A rating and Leeds was in the top 13% performing authorities globally.
- CEGS were at the forefront of substantial work to decarbonise the infrastructure within the district, including the expansion of the Leeds PIPES Network. A report was due to be considered by the Executive Board on the Leeds PIPES district heating network in February 2024.
- Decarbonisation schemes had been delivered across a range of buildings, including, schools, leisure centres and heritage buildings, in support of other service areas advancement of climate initiatives.
- The Leeds Food Strategy had been launched in 2023, in line with the Council's climate emergency response.
- Methods to improve green spaces, biodiversity and climate adaptability were outlined, including tree planting, with the Trees for Streets programme being piloted, wildfire and drainage management training, insect hotels, 128 Urban Buzz hotspots and relaxed mowing area extensions.
- The Housing Strategy had been adopted in 2022 which included a focus on the improvement of energy efficiency. £100 million of funding for renewable heating and energy efficiency projects was to be delivered over 2020 to 2025. A complementary Net Zero Housing Plan had also been developed.
- £15 million had been secured as part of the Home Upgrade Grant to improve the building fabric and heating systems for up to 750 low income private homes, as well as £200,000 from the Green Home Finance Accelerator for middle income homes.
- Partnership work with Lloyds Banking Group and Octopus Energy was ongoing to research retrofit co-ordination for 'able to pay' homes.
- As part of the West Yorkshire Housing Bid, a successful bid for £14.7 million of Social Housing Decarbonisation Funds had been secured, supporting a range of works.
- 59 high rise blocks have now had renewable heating sources installed, as part of the Leeds PIPES and Ground Source Heat Pumps projects, with more blocks to follow.
- Safer Stronger Communities supported Community Committees and were involved in creating pocket parks, installing hanging baskets, tree planting and improving energy efficiency for community buildings, as well as partnership work with 'In Bloom' and 'Friends of' groups.
- Elections and Regulatory covered responsible pest control, electric vehicle (EV) opportunities, incentives for taxi and private hire for EV, reductions in the need for travel with approximately 50,000 people

registered for postal votes and reductions in energy use with portable buildings or generators no longer used at polling stations.

- Environmental Services had reduced their grey fleet mileage by 26% compared to the previous financial year. Only 0.29% of collected household waste was sent to landfill, including all black, green and brown bins. The service also manages 8 household waste recycling sites, litter bins, and bulky collections.
- The Newmarket House facility had enabled Environmental Services to significantly reduce its carbon footprint.
- A new Waste Strategy was in development, alongside the revision of waste collection routes. The Recycling and Energy Recovery Facility (RERF) recovered energy from non-recyclable household waste and provided heat for the Leeds PIPES network.
- Community Hubs and Welfare were engaged with the Community Hub Development Programme, which explored methods for broader management of energy saving and decarbonisation. The service also supported adaptive and flexible measures for the public to access Hubs and Welfare services in light of weather changes and has put in place checklists for extreme heat events.
- Adaptations for working during heatwaves were considered across the directorate (and Council), with new guidance put in place including flexible hours and alternative work locations wherever practical, welfare checks, regular breaks for staff working outdoors, and provision of sun cream and water.
- Statistics for the reduction of business mileage across the services for the last financial year were noted as; Customer Access, Welfare and Business support by 34%, Environmental Services by 26%, Elections and Regulatory by 23%, Stronger, Safer Communities by 11% and Housing by 9%. The comparison for CEGS was not available due to the impact of the change in the service's directorate and scope but reductions were expected.

The Committee's discussions included the following matters:

- Given the high footfall at Community Hubs, and similar venues, it was noted to be an appropriate arena to distribute information to the public regarding carbon reduction and climate initiatives taken by the Council and opportunities for individuals. Officers noted that hubs were already used to promote schemes (such as leaflet and poster sharing) and agreed to explore further pro-active engagement with individuals at Hubs, although resource constraints were noted as a barrier.
- Methods for external partners working in Housing services, such as Mears, to improve their carbon footprint, with multiple re-visits often required to resolve issues, were noted to be addressed through stronger requirements upon renewal of contract agreements. The frustration and carbon output involved with re-visits were understood and more information on existing contractual agreements were to be provided back to Members.
- It was confirmed that a map covering the locations for the Urban Buzz hotspots was not available; Members noted this would be a useful tool

for communities and to identify where more provision was required, in consultation with communities.

- Urban Buzz, Trees for Streets, Bio-diversity Net Gain and similar schemes should be consulted with the public. It was desirable to create a mapping system to cover green space development. Community Committees were noted to be an appropriate avenue for promotion.
- In response to a question relating to what the 0.29% of household waste going to landfills was comprised of, it was outlined that some waste was unable to be disposed of via existing recycling contract arrangements and also, national definitions for recycling did not allow for all 99.71% of waste to be considered 'recycled' or 'recovered' despite being converted into energy or ash.
- It was confirmed that pest control was no longer outsourced, and the associated vehicle fleet was electric.
- Further information relating to the carbon impact of returning lost or replacement keys to tenants was agreed to be provided back to Members. This was raised in response to the figures for costs and visits required for lost keys that had been noted.
- A visit to the RERF was scheduled for the 23rd of January 2024 at 4:00pm as part of the training induction programme for recently Elected Ward Members. The offer to the visit was extended to Committee Members but given the short notice, it was also noted there were more visits planned with dates to be confirmed.
- The process for reducing business mileage and allowances for further improvements were queried. In response it was noted further analysis was required to understand the full scope of potential improvements, but the figures outlined good progress, however, further data may display smaller reductions in business mileage.
- Monitoring energy use at Community Hubs, leisure centres and civic buildings was covered by the Planned Maintenance team. Remote monitoring was noted to be resource and cost intensive but provided a better diagnosis model for any energy issues or leaks. As part of the Community Hub review, through Asset Management, remote monitoring work was ongoing.

RECOMMENDED – That the update, along with Members comments, be noted.

33 Working Groups Update

As no Working Group meetings had been held since the last meeting of the Climate Emergency Advisory Committee an update on their work was not provided, but dates for upcoming Working Groups were noted as follows:

- Biodiversity, Food and Waste on the 29th of January 2024.
- Finance and Economy on the 31st of January 2024.
- Community and Business Engagement on the 5th of February 2024.
- Planning and Buildings on the 6th of February 2024.

34 Carbon Disclosure Project Feedback and areas of Development

Draft minutes to be approved at the meeting
to be held on the 19th of February 2024

The report of the Chief Officer, Climate, Energy and Green Spaces outlined that the Carbon Disclosure Project (CDP) was a global non-profit that ran the world's environmental disclosure system for companies, cities, states and regions. More than 24,000 organisations around the world disclosed data through CDP in 2023 (including listed companies worth two thirds of global market capitalization) and over 1,100 cities, states and regions.

Chad Newton, Senior Policy and Communications Officer, presented the report and highlighted the following information:

- In November 2023, Leeds received an A Grade rating, for the second year running, from the CDP, a global non-profit organisation that runs environmental disclosure systems for companies, states, cities and regions.
- The CDP process provided a useful, independent review at no cost to Local Authorities for participation with private sector companies instead charged for their own engagement.
- Only 119 cities globally received an A grade rating over 2022 and 2023, with the regional European average rating noted as a B rating and the global as a C rating.
- The item had been brought at the Committee's request for feedback after Leeds's submission to the CDP in November 2023.
- A list of other A grade rated Council's within the UK was provided, as well as a list of grade definitions as D, disclosure, C awareness, B management and A leadership. The highest grades required integrated plans for climate action and adaptation.
- The process required transparency, with the Leeds submission available on the CDP website as well as being contained online as part of an Executive Board report.
- As the CDP project progressed annually, the target requirements become more stringent in order to encourage better practice and further action.
- The 2024 submission was to be informed by the 2023 review and for improved scores, feedback from CDP requires that the Council better explain flood alleviation scheme progress, public engagement on climate adaptation policies—especially with those more vulnerable, better explain Connecting Leeds progress, provide new data for public travel methods at a local and district level, provide more detailed tree planting metrics, provide area wide targets for renewable energy generation, and disclose Leeds's carbon credit requirements to achieve net zero.
- The next steps were outlined as the CEGS team to continue co-ordination of the 2024 submission, engaging with relevant departments and partners as part of the process. The team will also explore new data sources for improved transparency and accountability of the city's progress. Council officers requested the support of CEAC to consider relevant plans and options.
- Key dates for the 2024 submission were for CDP to publish questionnaires and guidance in April 2024, CDP to open the questionnaire in June 2024, Leeds to complete the submission and

publish it alongside the annual report due for Executive Board in September 2024, and for results to be published in early 2025.

During discussions the Committee discussed the following:

- A message of thanks and congratulations was extended to officers for their work on the submission and the A grade rating.
- With the reference to Leeds being within the top 13% of performers, it was outlined that relative positions compared to other cities were not provided as part of the CDP results and only the grade rating for each city were received. Officers agreed to further scrutinise the results and data and feedback any notable findings to the Committee.
- The work on expected usage of carbon credits was difficult to scope and officers noted it was unlikely to be contained in the 2024 submission, however, conversations regarding the process were opening.
- Engagement with other A grade cities was ongoing and had uncovered similar queries with regards to developing best practice for understanding carbon credits.
- It was confirmed that the criteria for ratings was changing annually to encourage improvements (e.g. there had been a greater focus on climate adaptation in recent years), in line with Paris Agreement targets.
- Contact with a CDP representative had outlined that the 2024 rating criteria had not been finalised and it was alluded that the 2024 results for Leeds would likely remain as A grade, with opportunities to improve Leeds's score had been identified.
- The forward plan for the Committee could help examine data and review the specific asks of the CDP through scrutiny of items brought to the Committee and associated working groups.
- The results displayed many positives which covered a vast range of topics and Leeds had developed good models for flood alleviation, tree planting and transport which can be expanded for future submissions.

RECOMMENDED –

- a) That the report, along with Members comments, be noted.
- b) That the feedback used to develop the CEAC Main Committee forward plan, be agreed.

35 Update on Heat Network Zoning

The report of the Chief Officer, Climate, Energy and Green Spaces provided an introduction to a presentation on the proposals for Heat Network Zoning contained in the Energy Act and the implications for the city.

George Munson, Senior Project Manager, outlined the following information to Members:

- Heat Network Zoning was Government policy, as part of the Energy Act 2023, designed to support district heating network growth in areas identified to deliver lower cost decarbonisation than heat pumps. The detailed policy was at a consultation stage, closing at the end of February 2024, and was expected to be fully implemented by 2025.

Draft minutes to be approved at the meeting
to be held on the 19th of February 2024

- The policy mandated that larger buildings and new developments were connected to district heating, with Local Authorities becoming Zoning Coordinators, holding a coordination, liaison and enforcement role. Zoning Coordinators were to issue tenders for heat network delivery bodies that build networks and connect customers.
- Potential zoning areas, where criteria for district heating to be lower cost than heat pumps had been met, had been identified for Leeds via a Heat Network Zoning Pilot. The Advanced Zoning Delivery Programme (AZP) had consolidated data for potential sites and focused on the city centre and Aire Valley zones, existing Leeds Pipes network zonal expansion, Skelton Grange energy from waste site, as well as additional areas of interest.
- Work had been conducted to understand the extent and scope of the policy in Leeds, with an estimated 650 gigawatts per year of mandatable building heat loads, 175km length of pipe network, a zone demand of 1,439 gigawatts per year of zone demand and a capital investment of £650 million.
- The AZP was a Government sponsored programme and Leeds had chosen to focus this on the city centre, Aire Valley and Southbank area to understand the cost of strategic oversizing of elements of the network. The Green Heat Network funding application for a network in the Southbank area was to form the base case.
- Early stages of the AZP project had identified the Southbank network was required to be three times larger than initially planned to provide capacity for mandated buildings.
- The key points of the consultation were noted as understanding the role and requirements to perform as a Zoning Coordinator, acting as a local regulator, establishing and procuring zone networks, running competitions to secure delivery bodies, as well as an enforcement, liaison and review role, including internal appeals. Funding was to be initially central, with support from the Central Zoning Authority.
- The key issues identified for the Zoning Coordinator model were similarities to the planning authority, unclear levels of funding required and delivery capabilities, the proposed governance process, and the implication of appeals and liability of the Council.
- The impacts on existing networks were to avoid the need to sell network output to delivery bodies with an incumbent rule proposed, gifting rights to existing network operations, outside of incumbent areas competition for delivery bodies was held. If the Council was to become a delivery body, it was required to establish a separate Zoning Coordinator entity.
- For inoperable areas, outside or on the fringes of network heating zones, Officers were minded to render these zones unviable and allow Zoning Coordinators powers to designate the areas as separate zones, as part of the consultation response.
- Issues that may impact existing networks were outlined as setting up a Zoning Coordinator as a separate body outside the Council may be undemocratic; the planning authority was recommended as an appropriate vehicle for zone coordination. Also, if a district heating

contractor was already competitively procured, it was anticipated to satisfy requirements of the Utilities Act 2023.

- The following recommended consultation responses were outlined, as part of zoning development, coordinators should reserve the right to engage with mandated buildings and heat sources and hold a stronger position to refine recommended zones from the Central Authority. A longer statutory consultation period prior to zone establishment than the proposed 21 days, a loan facility with deferred repayments for delivery bodies to account for the significant investment need ahead of revenue generation and a consistent approach to carbon standards to avoid a preference for air source heat pumps.
- The policy was considered to be overall good, and a response was to be submitted by the end of February 2024.

During the discussions the following matters were considered:

- Likely sources of low carbon heat were outlined as initial point sources including the Skelton Grange Energy and Waste Plant, industrial waste processes, such as the glass factory, data centres, old mine works and then environmental heat such as sewers or rivers in order to create a mixed economy approach.
- In response to a query relating to financial penalty collection, it was confirmed that this was not contained in the consultation but was anticipated to be a process covered by Zoning Coordinators or delivery bodies. Clarity on this matter was to be requested.
- For areas outside the larger identified zones, smaller potential zones had been devised, however, the push for implementation by 2025 had created pressure on the industry. All potential areas were to be published by the Government and then Zoning Coordinators were to bring forward bigger, or more viable zones first, with third parties also potentially requesting zone development.
- The process for holding suppliers accountable for charges to residents in large residential buildings covered by community heating networks was queried, it was noted that gas price increases were understood as an issue at a national level. Alongside the Heating Network Zoning policy, the Government were to introduce heat network regulations, overseen by Ofgem, for householders dissatisfied with current provision.
- It was not the intention for the policy to impact current developments timeframes, but important that the policy is taken into consideration. Developments that proposed sources of heating that could be connected to district heating once infrastructure was in place, should be favoured.
- The anticipated changes to existing networks were considered to be overall positive and a worst case scenario was outlined as stand alone networks serving the city centre and the Aire Valley, with the ability to extend and subject to approval of the plans by the Executive Board, and the best case was, the Government agreeing with the consultation response to make all zones deliverable through existing networks.

- Implications to the Council were the £650 million of required investment to deliver the infrastructure. Potential funding options were to be considered by the Executive Board in February 2024.
- A message of thanks was extended to Officers for their work on this item and the anticipated future work required.

RECOMMENDED –

- a) That the report, along with Members comments, be noted.
- b) That the intention for the Chief Officer, Climate, Energy and Green Spaces to respond to the consultation on behalf of the Council in consultation with the Chair of the Climate Emergency Advisory Committee, be noted.

36 Update on Connecting Leeds Transport Strategy

The report of the Chief Officer, Highways & Transportation provided an introduction and overview of the Annual Progress Report of the Connecting Leeds Transport Strategy (CLTS), Action Plan 1 with respect to the Climate Emergency.

Paul Foster, Transport Planning Manager, outlined the following information to Members:

- An annual progress report had been considered by the Executive Board in November 2023. A key part of the strategy, annual report and update was methods and data related to carbon reduction across the service, with targets to reduce distances travelled by 30%, to shift from private car to public transport and active travel models, including a 30% reduction on private car reliance, 130% increase in bus provision, a 70% increase in rail services, 400% increase in cycling rates and 30% increase for walking, set against 2016 figures.
- An additional aim was to decarbonise the Council's vehicle fleet which was ongoing but so far successful.
- Department for Transport data was presented, outlining, carbon emissions from transport had decreased over the period of 2019 to 2021 but had slightly increased over 2020 to 2021. Distance travelled data correlated with carbon emission data and substantial work was required to achieve net zero, it was hoped that further uptake in EV use will further reduce emissions.
- EV uptake data outlined in 2022 there were 26,730 zero emission vehicles registered in Leeds, this was only 7% of the approximate 407,000 registered vehicles.
- Data for active travel and public transport use during peak commuter hours was overall positive with a long term trend for uptake in sustainable travel options and a 10.9% reduction in car use over 2022 to 2023.
- A notable intervention of the service was the closure of city square for motor vehicle access, which reduced vehicle commutes by approximately 6,000 cars, however, for context there was around 1 million car journeys within the district daily.
- A travel to work survey had been conducted, with some businesses mandated through the planning authority to engage with the travel plan network and had displayed a decrease in car use and alternative travel

methods promoted to commuters. Data outlined a continued decrease in car usage, which correlated with working from home effects. Measures to reduce car use required more stringent policy for example, planning conditions and plans had reduced car parking space provision at new office sites.

- Training sessions had been conducted by the service in relation to road safety and influencing sustainable travel for road users most at risk of harm, including cycle training in schools.
- Strategies of the service were required to be conscious of wider Council strategies, such as Health and Wellbeing and Vision Zero to develop all encompassing, safe travel models with delivery aimed at culture and attitude changes and enforcement, as well as physical changes to highways.
- The strategy was engaged with bus reform, through the West Yorkshire Combined Authority (WYCA) with a consultation conducted to consider options, including franchising. The decreased fare of £2 for a single a £4.50 for a day rider had been implemented by the WYCA Mayor.
- The Healthy Streets Approach, including a useful tool kit to co-design schemes and Road Space Reallocation, shifting to sustainable transport, were notable policies included in the strategy.
- Infrastructure improvements had been implemented or were ongoing at Armley Gyratory, Leeds Train Station, Morley Train Station, White Rose Train Station, Thorpe Park Train Station and Fink Hill junction in Horsforth.
- Work was proceeding with third party providers for EV charging point delivery to allow residential access at equitable prices.
- The E-Bike scheme had been implemented in and around the city centre, with initial data showing a positive uptake, with more expected through Summer 2024 and were a safe and space efficient travel option. Delivery robots becoming more frequent, and the Smart Signal Programme were both reducing congestion.
- In order to meet 2030 net zero targets, there was a considerable amount of work required, with influential action and planning noted to accelerate the programme. The Executive Board were to be updated on progress annually.

During the discussions the following matters were considered:

- Concerns were raised in relation to the lack of integration between bus and rail services and also the accessibility of stations, given outer areas often had a lack of cycle routes and active travel investment and further dissuasion by the potential introduction of parking charges. In response it was noted the service providers were not subject to public control and demand was required for viable investment and increased service.
- Road safety measures required significant levels of funding, often through Government funds for larger scale investments. City Regional Sustainable Transport Settlement (CRSTS) funding was available again from 2027, with the model shifting towards smaller, local investment. An area transport plan was to be devised for each

Community Committee as a platform for knowledge and access to grants.

- The price set by Beryl Bikes for the use of the E-Bikes in Leeds had been reported to be high. It was outlined a partnership with Beryl had been procured and charges were dependant on structure and the further travelled, the cheaper the cost. The company covered a lot of schemes across the UK and were believed to be a sustainable model, however, concerns were to be addressed with colleagues at the project board.
- It was confirmed that the E-Bike scheme had been part funded by the Council, as part of the Transforming Cities Fund via the Government and WYCA.
- Residents, particularly young families, had raised concerns regarding the safety measures for the E-Bike scheme, with no helmet provision or clear plan on the occurrence of an accident. No accidents had been reported on the E-Bikes yet, but work was ongoing with West Yorkshire Police to address safety concerns, particularly with food delivery drivers or riders and illegal EVs. When city's adopt cycling, the culture was noted to change regarding safe use and safety gear.
- Air quality issues were raised with the closure, or restricted access, to many roads in the city centre. This issue may be exacerbated at night time with standstill traffic at Lower Briggate caused by the build up of taxis. Air quality was monitored by a different department, but reports were expected to follow as data was compiled. Neville Street was reported to be the worst area for air quality in the city and the changes introduced in 2022 should have seen a marked improvement.
- Measures to address night time economy travel needs were demand based, however, provision of later bus schedules were sought as an option for sustainable travel.
- A lack of disabled parking bays and safe waiting places for pickups were noted, with the changes to road access in the city centre. Officers noted information on disabled bays and specific road access policy was available and mapped online and also the ability for disabled badge holders to park on double yellow lines. There was high demand for kerb space with bus service, taxi and loading bay provision and was a balance between the demand.
- With the lack of reliability and frequency of bus services over and since the pandemic, particularly for outer areas, people had lost faith in public transport and were using cars out of necessity. It was agreed that more work was required for the strategy to influence provision of better bus services.
- The road accident reduction targets and Vision Zero were noted to be somewhat unfeasible given the number of factors at play. In response the ambitions were arduous but aimed to change behaviours with road users working together and being more mindful; there was no regret in the ambitious nature as the methods saved lives. Other cities around the world had made these changes successfully.
- Ways to improve short journeys in outer areas to town centres were queried, it was noted that it was distance dependent and if walkable,

safe environments on and around highways should be provided as well as network and attitude changes, through good consultation.

- The Healthy Streets programme and Local transport plans were being developed and trialled to identify local issues and were required to secure funding. Community Committees were considered a good arena to support this work.
- Work on a freight travel policy at a WYCA level as part of the next statutory Local Transport Plan was ongoing and noted to be challenging, with one third of emissions produced by freight travel and limited influence over third party companies. The Council was setting an example by moving their fleet to EV.

RECOMMENDED – That the report, along with Members comments, be noted.

37 Date and Time of Next Meeting

RECOMMENDED – To note the date and time of the next meeting as Monday the 19th of February at 2:00pm.

Air Quality & Climate

Date: 19th February 2024

Report of: Chief Officer Climate, Energy and Green Spaces

Report to: Climate Emergency Advisory Committee

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

1. Leeds air quality is consistently improving and remains compliant with national air quality standards.
2. Over the course of the last five years there have been significant improvements in air quality across the city.
3. Ultra-low emission vehicles (such as electric, hybrid) are also surging in popularity among Leeds residents and businesses, having doubled in number in the last year alone, with over 50,000 registered plug-in vehicles in the city according to DVLA data, providing both improvements in tailpipe emissions, but also carbon emissions.
4. The full data and detail of Leeds air quality can be reviewed through the 2023 Annual Status Report submitted to DEFRA – link in appendices.
5. There are links between air quality and the aim for net zero, but equally there are differences between ‘greenhouse gasses’ and air pollution and as such measures need to be considered with both local air quality and global decarbonisation outcomes in mind.

Recommendations

- a) That the report outlining the ongoing work on improving air quality is noted.
- b) That reference is further made to the Annual Status Report 2023 and the forthcoming update report to Executive Board in March 2024.

What is this report about?

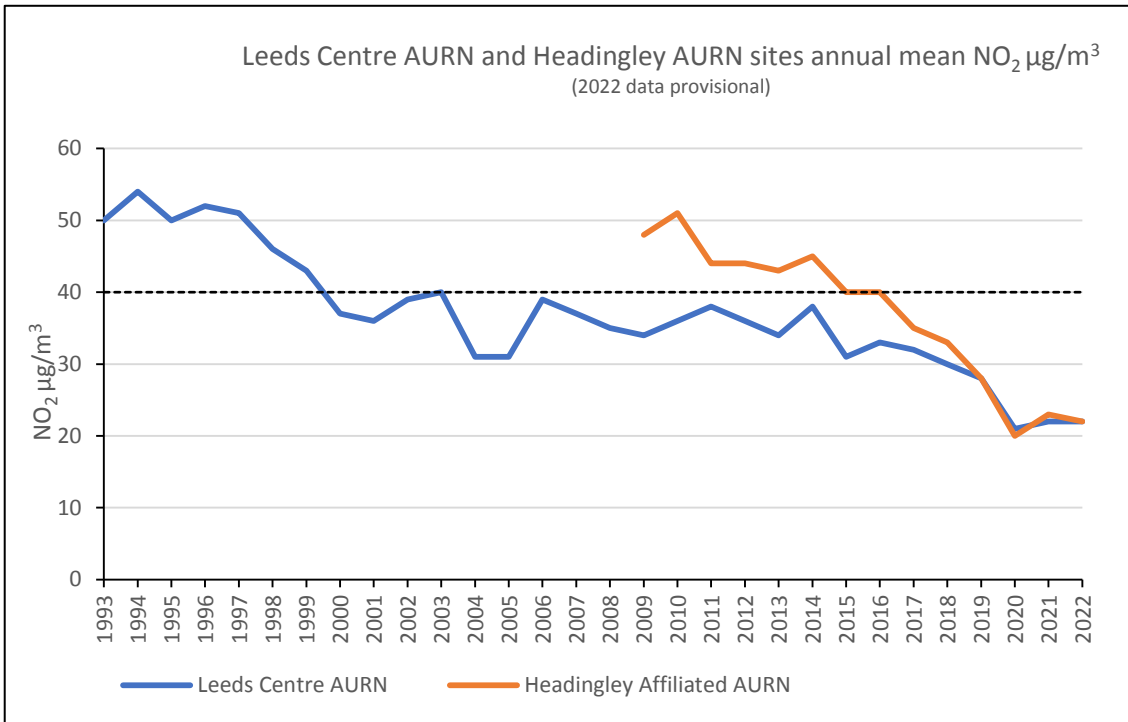
- 1 This report aims to highlight the ongoing monitored improvements in air quality in Leeds and highlight the key areas of work relevant to the alignment between decarbonisation and air pollution.
- 2 This report will aim to clarify the difference between consideration of air pollution and the Climate Emergency related to carbon emissions through the emission of greenhouse gases.

3 This report does not seek to cover the impact on health from air pollution as this is covered across the Health & Wellbeing Strategy at a high level and is also the focus of work of the Public Health service. More detail on this work is also due to be included in the update on the Leeds Air Quality Strategy 2021-2030 through a report to Executive board in March 2024.

Main Issues

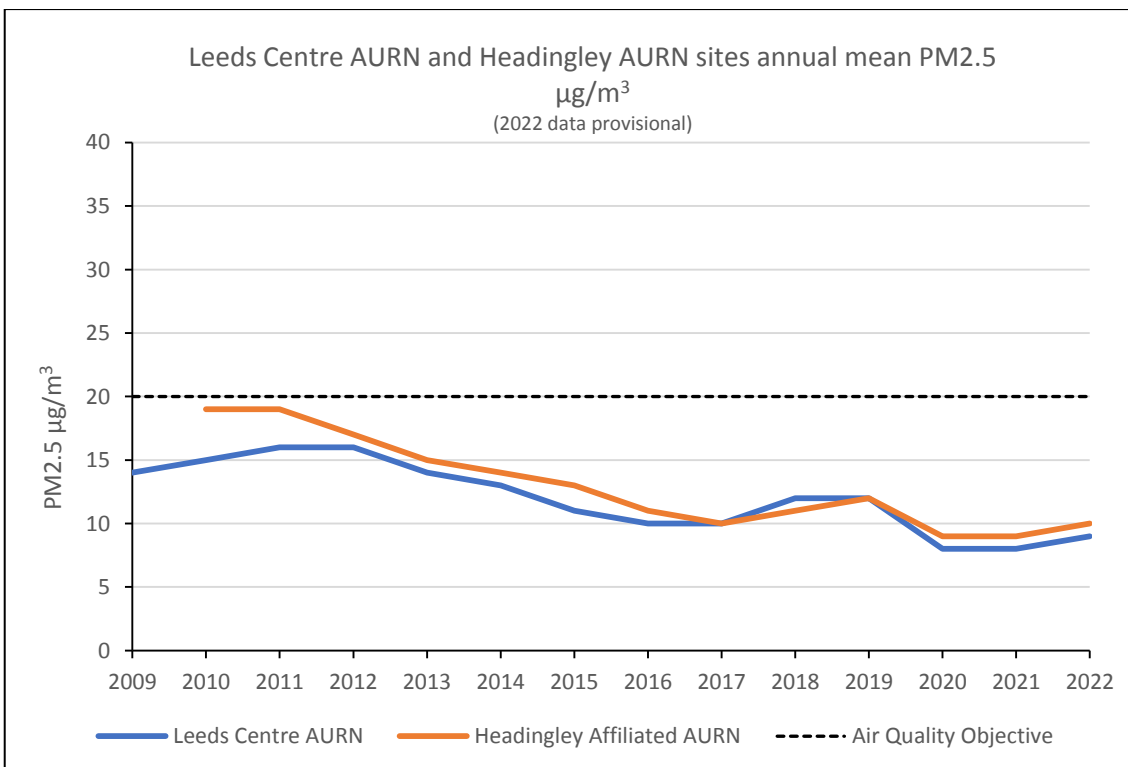
4 Historical analysis best demonstrates the annual improvements in air quality across both NO₂ and PM across the 2 key DEFRA affiliated monitoring stations in the city, also showing compliance on both NO₂ and PM 2.5.

5 Below shows the trends in monitored NO₂ emissions across from 1993 onwards.



6

7 Below shows the trends in monitored PM_{2.5} emissions across from 2009 onwards



8

- 9 Detailed analysis of air quality data can be found with reference to the Annual Status Report 2023 issued to DEFRA, this collates all results from the full inventory of air quality monitors across the city.
- 10 When we refer to 'air pollution' we typically mean the kind of pollutants that we monitor as being present in the air locally, such as NO_x and Particulate Matter. These are the gases and tiny particles in the air that can cause health impacts. Discussions regarding climate change and the climate emergency are often linked to greenhouse gases, such as carbon emissions. These gases trap heat in the atmosphere, leading to changes in climate patterns, rising sea levels, and other environmental impacts – that can include pollution in the air. While air pollution and global warming are distinct issues, they are often interconnected. Many of the pollutants that cause air pollution also contribute to global warming and vice-versa. For example, climate change will see increasing numbers of wildfires, these in turn create air pollution from the burning with particulate matter being dispersed from such fires.
- 11 Typically, air pollution – especially NO_x is localised – the concentrations will be linked to the source – such as emissions from vehicles concentrating at kerbside, or emissions from heating or cooking sources concentrating in your home. The sources of greenhouse gases will also be local (as well as global) but the effects are generally accumulative, global and as such are likely to impact beyond your community, whilst still posing a threat to how we live locally, such as with broader impacts on global food production, to local impacts from flooding or other extreme weather events.
- 12 The Air Quality Strategy update to Executive Board will provide a more holistic update on the state of air quality in Leeds, this report aims to focus on the aspects of air quality more relevant to decarbonisation of the city and net zero, rather than the Health & Wellbeing priorities.
- 13 Key Air Quality actions in Leeds that relate to the Climate Emergency response are highlighted in this report, for more detail the Executive Board Report will follow in March.
- 14 Accelerating the city's transition to zero emission vehicles (ZEVs) will reduce both air pollution and greenhouse gas emissions from vehicles overall, although may possibly increase transport-related particulate emissions from tyre and brake wear. It can also save vehicle users money as the running costs and lower fuel costs of plug-in vehicles mean that total cost of ownership of plug-in vehicles is typically lower than that of diesel or petrol vehicles. More than 90% of buses and 80% of heavy goods vehicles now use cleaner Euro VI engines, a huge increase from the 3% of buses and 20% of HGVs that did so in 2016. A growing number of the bus fleet in the city are 100% EV, including those operating from the Stourton Park & Ride site since September 2021 as well as a growing number of those operating from First's Bramley depot which has benefited from ZEBRA funding to install electric vehicle charging infrastructure – with the depot aiming to operate a fully electrified fleet soon.
- 15 More than 3,000 of the city's licensed taxi and private hire cars are now ultra-low emission, up from around 830 in 2018. The consequence of fuel switching, modal shift, and improvements in Internal Combustion Engine technology have therefore resulted in improving air quality trends over time, as well as reducing the carbon emissions from those vehicles.
- 16 In line with the Connecting Leeds Strategy, we are enabling more people to use active travel or public transport through planning and transport policy that both reduces air pollution and greenhouse gas emissions from vehicles as either vehicles are left at home, or shared transport options are utilised. This may also indirectly reduce transport user exposure to pollution as we know drivers and car passengers are more exposed to pollutants than cyclists/pedestrians, therefore as well as active directly improving health through physical activity it can also reduce exposure to pollutants.

- 17 Improving the energy efficiency of buildings will reduce both air pollution and greenhouse gas emissions from buildings because it means less fossil fuel heating is required. It may also improve air quality (especially indoors) and reduce emissions from wood burning if a more efficient home means that people feel a reduced need to burn or burn on fewer days. It will also save building users money both through energy costs, or solid fuel costs.
- 18 Installing low carbon heating like electric radiators, heat pumps, or Leeds PIPES will reduce both air pollution and greenhouse gas emissions from buildings. It may also save building users money, although this depends on usage, system efficiency, other technologies (like solar) and how policy costs are added and distributed across electricity/gas.
- 19 Discouraging burning and enforcing smoke control and nuisance burning policies will reduce both air pollution and greenhouse gas emissions, as studies show that wood emits more carbon for the same amount of heat produced than most other fuels including oil and gas. There is also evidence that as well as the pollutants that are emitted from solid fuel burning, such as wood burning stoves, they are not actually a cheaper source of heating, so moving away from these as heating sources can also save money.
- 20 Transitioning from gas hobs/cookers to safer, cleaner (e.g., electric induction) alternatives will reduce both air pollution (especially indoors) and greenhouse gases. It may also save money over the long-term, depending on the lifespan of the product. Significantly greater use of electricity for heating and cooking also means that the fuel source can be decarbonised as the mix renewable source electricity on the grid increases.
- 21 We know that domestic burning accounted for 25% of the UK's primary PM2.5 emissions in 2020, with around 1.5 million households burning wood and 400,000 using coal and other solid fuels. Nationally, the use of wood stoves is increasing and can impact air quality significantly in urban areas. Air pollution emissions can be reduced, but not fully eliminated, by using modern, less polluting stoves and burning wood that is dry, however the act of burning still creates particulates.
- 22 Studies have been undertaken on the impact of wood burning – Global Action Plan have published a report '[Relight my Fire – Investigating The True Cost Of Wood Burning](#)'. This established that counter to popular belief, wood burning is not only harmful, but also is more expensive than using central heating, with Air Source heat Pumps offering both a cleaner heat source, but over whole life cost analysis a cheaper heat source, whilst also being lower carbon sources of heat.
- 23 International studies have also been undertaken on the impact of gas cooking in homes, with significant findings. The NGO, 'Clasp' have identified that cooking with gas releases toxic pollutants, including nitrogen dioxide (NO₂), carbon monoxide (CO) and ultrafine particulate matter into the air directly impacting the health of those in the household. Essentially, similar to the emissions from a car exhaust pipe, breathing the pollution from burning fossil fuels in your kitchen will have a negative health impact. Forty years of research is showing that gas cooking appliances can cause respiratory diseases like asthma, with children and low-income communities facing the greatest risk of negative health effects.
- 24 In the UK the Clasp study has found that 53.9% of homes have gas cooking appliances, with 557,326 paediatric asthma cases being linked to gas cooking. The below graphic illustrates the difference in NO₂ concentrations in monitored UK homes that have electric cooking rather than

gas cooking. Significantly lower NO² monitoring is found when cooking is undertaken with electric appliances than gas, due to the elimination of combustion from the process. Heating that relies on electricity, using electric heaters or heat pumps, is not a source of air pollution at the point of use improving local air quality both in the home and community, but also offers greater scope for decarbonisation through renewable generation of that electricity.

- 25 By using heat and energy recovered from non-recyclable waste at the Recycling and Energy Recovery Facility (RERF) to provide warmth and hot water to buildings in the city, the Leeds PIPES district heating project is helping businesses and residents to move away from costly fossil-fuel powered heating systems. Removal of combustion-based heating in homes, such as gas boilers will have a positive impact on local air quality as the impact of gas heating on indoor air pollution is becoming increasingly known (as detailed earlier in this report), this is a significant additional benefit from the district heat programme as well as providing more affordable and lower carbon heating.
- 26 Leeds City Council estimates that the network, delivered in partnership with Vital Energi, is helping existing customers to collectively save nearly half a million pounds (£490,000) in reduced energy costs this year alone, with health benefits from the improved air quality providing further value to the city as well as individuals. The £62million network continues to expand and is regularly connecting to new buildings. Leonardo & Thoresby student accommodation buildings and St James's Hospital are the latest buildings to have begun taking heat from the scheme. Last year, the network of insulated underground pipes supplied 22,029 megawatt-hours of heating in total and helped reduce the city's carbon footprint by 3,975 tonnes.
- 27 To reduce the impact of gas cooking within the Leeds City Council Housing estate several changes are being made to transition our housing stock to electric based cooking.
- Our new build specification is for electric cooking only to be facilitated.
 - We're reviewing void specifications with a proposal to remove gas cooker points during the void process. Consultation with tenant representatives is scheduled in the New Year as part of this review.
 - There is no proposal yet to remove gas cookers from tenanted properties, this has been assessed in terms of how it would work, and the costs are prohibitive at this stage. Cookers are the tenants' own appliances and therefore LCC has no obligations around maintenance or replacement. If we were to remove these appliances, we would be liable to replace them. As such a phased approach to encourage electric cooking through the new build and void processes is currently the more feasible approach.
 - There is work under way with the communications team in Housing around how to develop meaningful and appropriate messaging for tenants to encourage them to consider electric cookers when replacing existing appliances. The preference of Housing property maintenance would be to offer to disconnect tenant's gas cookers (for safety reasons) but maintain that the tenant would be responsible for the new appliance purchase, delivery, and maintenance. The messaging for tenants will be designed to make clear the health benefits of making this change.
 - We are not aware of any other local authorities being as pro-active in this area, yet with the data we have seen from studies on the impact of gas cooking on indoor air pollution in the home, this work will make significant health outcome improvements.

18. Further work is also being delivered regarding improving awareness of the various sources of air pollution, as well as developing the systems of monitoring of pollutants across the city and wider region.
19. Work is also ongoing in terms of the transition of the council's own fleet of vehicles as well as development of electric vehicle infrastructure. (Covered in supplementary report to CEAC).

What impact will this proposal have?

20. Continuing work across these areas of air pollution will contribute to the reduction of airborne pollutants and will align with the Council's best city ambitions on Net Zero and Health & Wellbeing.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing Inclusive Growth Zero Carbon

21. This report highlights independent recognition of the city's progression towards the zero-carbon ambition.

What consultation and engagement has taken place?

Wards affected:

Have ward members been consulted? Yes No

22. Not applicable, though engagement across key stakeholders both internal and external is ongoing as part of the programme of work on improving air quality.

What are the resource implications?

23. There are no direct resource implications as a result of this report.

What are the key risks and how are they being managed?

24. There are no specific risk management implications because of this report. Risks regarding Air Quality are recorded as part of the corporate risk register with project specific risks managed as part of delivery.

What are the legal implications?

25. There are no direct legal implications because of this report.

Options, timescales and measuring success

What other options were considered?

26. Not applicable

How will success be measured?

27. Not applicable

What is the timetable and who will be responsible for implementation?

28. Not applicable

Appendices

29. [Annual Status Report 2023](#) (link)

Update on the Local Authority Pollution Control permitting of industrial polluters

Date: 19/02/2024

Report of: Environmental Health Manager

Report to: Climate Emergency Advisory Committee

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

Industrial sources contribute to the overall emissions of pollutants to air and while the releases within the UK have decreased significantly over time, they are still a large source of pollution. Industrial installations, manufacturers or other businesses that produce potentially harmful substances are subject to an environmental permitting regime which sets emission limits and other conditions to minimise pollution.

The Local Authority Environmental Health Team are responsible for the regulation of emissions from a number of industrial and commercial processes in Leeds. Operators of specific activities and installations are legally required to apply for an environmental permit from the local authority which contains conditions which must be complied with in order to control environmental emissions.

Recommendations

- a) The Climate Emergency Advisory Committee note the contents of the report.

What is this report about?

- 1 The report provides details of the local authority pollution control permitting regime and its operation in Leeds.
- 2 Local authorities and the Environment Agency are key delivery partners for the regulation of pollution control in the industrial and commercial sectors. Under the Environmental Permitting (England and Wales) Regulations 2016 local authorities must regulate certain types of industrial processes and commercial activities, while the largest installations are permitted and regulated by the Environment Agency.
- 3 In Leeds the Environment Agency regulates most waste operations, for example the Leeds waste incinerator on Pontefract Lane, Peckfield Landfill site in Micklefield, and Knostrop Water Treatment Works.
- 4 The local authority issues permits for a wide range of an industrial activities, from the glass and ceramics industry, ferrous and non ferrous foundries, galvanising, use of solvents, wood processing and timber treatment, mineral activities, and incineration processes. An interactive map is available showing all regulated sites within Leeds, <https://leedscs.maps.arcgis.com/apps/webappviewer/index.html?id=3dc027c6d7ec4c3b8ca5278c322a12a9>
- 5 Leeds is the second largest council regulator of industrial processes, issuing over 200 environmental permits to operators and more than any other local authority in the Yorkshire and Humber region. Permits are in place for many of the city's major manufacturing companies, for example Allied Glass, Cross Green (glass works), Forterra, Swillington (brick works), William Cook Castings, Knowsthorpe (ferrous foundry), and AETC, Yeadon (non ferrous foundry). Permits are also required for smaller operations including printers, galvanizing plants, solvent processes, vehicle respraying, cement batching and roadstone coating, crematoria, treatment of animal products, petrol stations and dry cleaners.
- 6 Regular monitoring of permit conditions takes place through an inspection programme to check for compliance with legal limits, in accordance with DEFRA guidance. This includes site visits and assessment of emission monitoring reports that are required to be submitted by operators. When conditions are not met action is taken to ensure that measures to address any non-compliance with permit conditions are put in place. While there are a range of options available, from agreed action plans through to suspension of operations and prosecution, the Environmental Health Team will always work with industry to resolve issues as quickly as possible. Formal action has not been required at any sites in Leeds in recent years. It is also an offence to operate without a permit. The environmental health team do actively identify and engage with businesses which may cause air pollution to advise if their activities require a permit.
- 7 The local authority is able to charge for providing an annual permit. The amount of charge is set by central government. Income from charges for delivering the permit regime is approximately £85,000 per year. A permit can cost between £79 and £3,500 dependent on the complexity and size of the industrial process.
- 8 It is expected that industrial emissions will continue to reduce as technology improves and the move away from fossil fuels accelerates. For example, over the last 12 months Allied Glass has undergone investment to rebuild one of its furnaces which has significantly reduced emissions and further reductions are expected when the second furnace is rebuilt later this year.

- 9 Data shows that between 2005 and 2021 emissions of greenhouse gases from industrial sources in Leeds reduced by 31%. Industrial sources contribute around 16% of the total greenhouse gas emissions in Leeds.

What impact will this proposal have?

- 10 There is no direct impact as a result of the update.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing Inclusive Growth Zero Carbon

- 11 The regulation of emissions from industrial processes by the local authority pollution control permitting regime supports the Leeds Air Quality Strategy by reducing emissions and improving air quality.

What consultation and engagement has taken place?

Wards affected:

Have ward members been consulted? Yes No

- 12 Not applicable

What are the resource implications?

- 13 There are no direct resource implications as a result of this update.
- 14 The pollution control permitting regime is funded from the environmental health team budget. A proportion of the costs of providing the service is recovered by charging applicants for a permit. Permit charges are set by central government and do not currently meet the full cost of providing the service. A review of the charging structure is currently being considered by DEFRA and the Environment Agency to provide full cost recovery to Local Authorities.

What are the key risks and how are they being managed?

- 15 There are no key risks relevant to this update.

What are the legal implications?

- 16 Not applicable

Options, timescales and measuring success

What other options were considered?

- 17 Not applicable

How will success be measured?

- 18 Not applicable

What is the timetable and who will be responsible for implementation?

19 Not applicable

Appendices

- None

Background papers

- None

Update on the EV Infrastructure Strategy

Date: 19th February 2024

Report of: Chief Officer Climate, Energy and Green Spaces

Report to: Climate Emergency Advisory Committee

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

Electric Vehicle Infrastructure Strategy (EVCI) Update

The Leeds Best City Ambition has Net Zero as a clear objective, decarbonisation of transport is a key pillar of the work that needs to be delivered to achieve that goal. The Connecting Leeds Transport Strategy therefore also has a focus on decarbonisation based upon delivering changes to the way we move people and goods around the city. Within the Transport Strategy there are key steps identified to deliver the changes needed in transport to meet the 2030 net zero ambition; one of these is the need to encourage and lead in the uptake of zero emission vehicles in freight, public and private transport.

A key facilitator of this uptake will be to ensure that there is sufficient vehicle charging infrastructure in place. UK average data shows that burning a litre of diesel produces around 2.62kgs of carbon dioxide and a litre of petrol about 2.39kgs. Using UK average new car fuel consumption data for 2019 (according to the RAC Foundation this is 49.2mpg for petrol or 55.4mpg for diesel) offsetting 4.5million miles would save almost 1,000,000 kg of tailpipe carbon emissions regardless of whether the journeys were replacing diesel or petrol use. The average UK driver will cover 7,400 miles per year, as such just 608 zero emission plug-in vehicles would deliver that saving of 1,000,000kg of CO₂ emissions annually. In addition to the carbon reduction benefits, shifting to zero emission vehicles would also result in considerable health benefits because of improved air quality with the reduction in NO_x and particulates from the tailpipe in comparison to diesel or petrol vehicles.

Recommendations

- a) That the contents of this report are noted as an update on progress made since the Electric Vehicle Infrastructure Strategy was approved in 2022.
- b) That the need to support the transition of transport towards zero-emission as a key component of the councils Net Zero ambitions is re-enforced.

What is this report about?

- The EVCI Strategy identified the key actions and the role of the council in facilitating and supporting the development of infrastructure required to support the transition to zero-tailpipe emission vehicles.
 - This report updates on the actions taken in delivery of those actions.
1. The Leeds Best City Ambition has Net Zero as a clear objective, decarbonisation of transport is a key pillar of the work that needs to be delivered to achieve that goal. The Connecting Leeds Transport Strategy therefore also has a focus on decarbonisation based upon delivering changes to the way we move people and goods around the city. Within the Transport Strategy there are key steps identified to deliver the changes needed in transport to meet the 2030 net zero ambition; one of these is the need to encourage and lead in the uptake of zero emission vehicles in freight, public and private transport.
 2. A key facilitator of this uptake will be to ensure that there is sufficient vehicle charging infrastructure in place. UK average data shows that burning a litre of diesel produces around 2.62kgs of carbon dioxide and a litre of petrol about 2.39kgs. Using UK average new car fuel consumption data for 2019 (according to the RAC Foundation this is 49.2mpg for petrol or 55.4mpg for diesel) offsetting 4.5million miles would save almost 1,000,000 kg of tailpipe carbon emissions regardless of whether the journeys were replacing diesel or petrol use. The average UK driver will cover 7,400 miles per year, as such just 608 zero emission plug-in vehicles would deliver that saving of 1,000,000kg of CO2 emissions annually. In addition to the carbon reduction benefits, shifting to zero emission vehicles would also result in considerable health benefits because of improved air quality with the reduction in NOx and particulates from the tailpipe in comparison to diesel or petrol vehicles.
 3. The EVCI Strategy identified the key actions and the role of the council in facilitating and supporting the development of infrastructure required to support the transition to zero-tailpipe emission vehicles. This report updates on the actions taken in delivery of those actions.
 4. The EVCI stated that to meet the challenge of decarbonisation of transport through city scale adoption of EV, there is a need for the council to:
 - **Work with Charge Point Operator's (CPO's) to identify opportunities to facilitate commercial investment in infrastructure on both LCC estate and private land.** This has been carried out with several opportunities being established at various stages of development that all aim to attract investment from the commercial sector to support the delivery and maintenance of EV infrastructure as well as seek to identify revenue opportunities for the authority. This work is being supplemented with the authority continuing to successfully secure public funding, with over £16m of Local Electric Vehicle Infrastructure (LEVI) funding having been allocated to the West Yorkshire Region to support delivery of charging over the next few years aligned to the commercial investment we are also securing.
 - **Facilitate the development of on-street charging hub facilities to widen access to EV charging. This would be in appropriate locations that facilitate and support high utilisation, shared use of charging facilities in public bays, rather than directly located outside domestic properties.** This work is underway with identification of suitable on street locations around the city, with selection based upon key factors, such as areas where housing typically lacks off street parking, therefore restricting domestic charging opportunities. We have worked with the University of Leeds in mapping the city to identify

these areas, as well as overlaying data on projected EV uptake, grid connectivity and site feasibility in line with other Highways user requirements.

- **Develop the technical design principles for where on-street charging can be delivered and the designs, specification and impacts of such schemes.** The Highways and Transport service are working on evaluating on street charging layouts and site plans with charge point operators to commence delivery of on street charging. This will be delivered utilising a range of potential charging speeds to ensure appropriate charging for the locations.
- **Recognise the council as a facilitator, for example supporting the development of commercial charge provision and Electric Vehicle based car park developments. Ensuring that key council services such as Planning and Highways & Transport are aligned in supporting this commercial development and ensuring that it aligns with the Transport Strategy and the wider Leeds targets for decarbonisation.** This work is ongoing with the key stakeholders across the council working together to support the development and expansion of charging both within and beyond the council estate. Highways and Transport are engaged in on street design, as well as exploring charger types, planning and asset management on land use and commercial opportunities and legal and procurement services in the development of agreements and contracts with charge point operators to ensure that best value is secured for both the council and end users of networks. This work is also being replicated across the region with close working with the other four West Yorkshire Districts and the Combined Authority on development and delivery of a West Yorkshire EV Strategy as well as the delivery of the LEVI programme.
- **Engage proactively with developers on EV hubs/EV-car parks, or similar commercial infrastructure plans as well as with the wider community to demonstrate the benefits of EV uptake for the city and wider environment.** This work is ongoing with regular engagement with fuel operators, charge point providers and other key stakeholders to ensure that Leeds remains an attractive destination for EV charging investment and delivery as well as supporting the uptake of plug-in electric vehicles in the city.

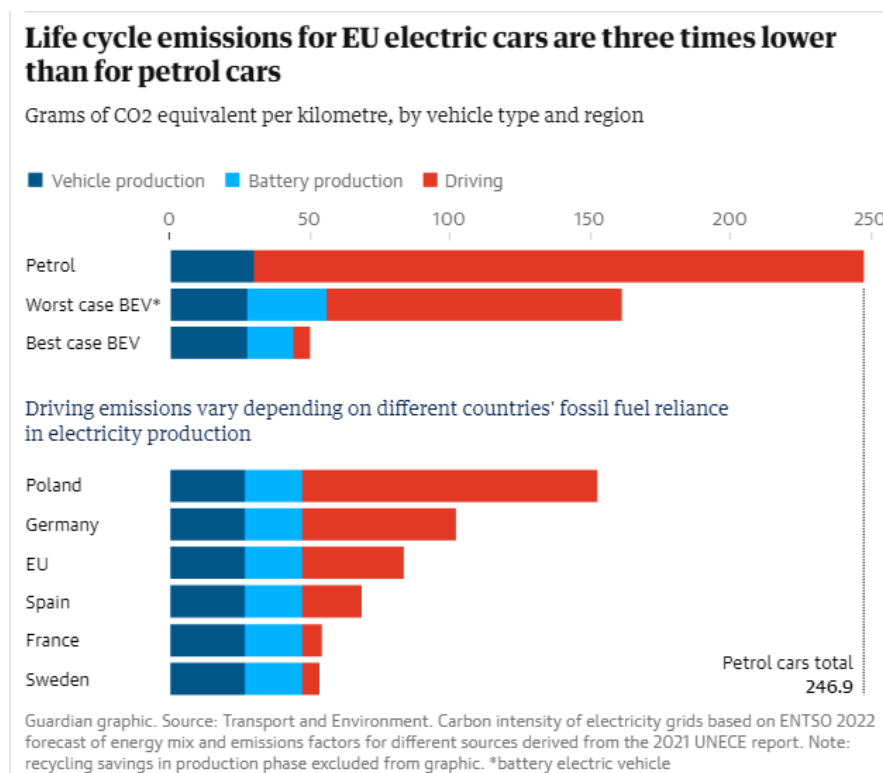
5. Charge point provision

Core Cities comparison

6. The below table shows the provision of public charge infrastructure across the core cities, with the provision of rapid charging also highlighted, along with the availability of charging per 100,000 of population. Whilst the number of public chargers is an important metric, the bulk of charging is done at the home or workplace, with many thousands of private chargers installed across the city at homes and offices/occupational settings. Leeds planning conditions have for many years now required the provision of electric vehicle charging at new developments, that has supported the significant number of plug in vehicles registered in the city.

City	Public Chargers (Rapid)	Public Chargers/100k of population
Liverpool	581 (29)	120
Leeds	499 (104)	61
Birmingham	498 (160)	44
Glasgow	376 (78)	59
Sheffield	236 (67)	43
Nottingham	226 (73)	71
Manchester	160 (60)	33
Bristol	139 (41)	30
Cardiff	135 (45)	38
Newcastle	130 (29)	44
Belfast	114 (17)	33

7. The above data shows that Leeds is among the top-ranking cities in terms of all 3 metrics, the total number of public charges (2nd), the number of rapid chargers (2nd) (defined as 50kW or above) and the number of chargers per head of population (3rd). There are now over 50,000 plug-in vehicles registered in Leeds according to the DVLA data and the House of Commons library dashboard as of January 2024.
8. There remain some misconceptions regarding electric vehicles that can prevent uptake, however whilst some of the perceived barriers to switching to EV may have been more understandable some years ago, plug-in vehicles have developed significantly in recent years.
9. MOT data in 2023 revealed that less than 5% of UK vehicles travel over 15,000 miles per year, or 41 miles per day - the average car journey length in the UK is just 8.4 miles. This annual mileage per vehicle data provides a really valuable insight for EV charging provision. Over half the vehicles in Great Britain travel less than 100 miles per week. As most electric vehicles have a range of over 200 miles then this suggests that planning for a once a fortnightly charge could be a good option for most people, with even just a weekly charge offering even more reassurance on range.
10. Some are also concerned about the 'Carbon Debt' of EV's from the manufacturing process, however multiple studies that look at the entire lifecycle of vehicles and their carbon footprint have shown that this concern is misplaced. There is a clear whole life carbon saving from use of electric vehicles in comparison to ICE vehicles, that can be improved further as the blend of electricity sources pivots further away from fossil fuel based towards renewables, both in terms of the energy used in production and in the fuel for driving. The below graphic shows the whole life carbon emissions for petrol cars compared with best- and worst-case EV emissions (best and worst case is based on the proportion of renewable on the grid that fuel the vehicles). This data is based on a European average.



11. The cost of electric vehicles can also be seen as a barrier to transitioning, however the picture on that is changing too. Bloomberg New Energy Finance predicts that electric SUVs in Europe will hit price parity with petrol equivalents as early as 2025, whilst the US will be three years behind because of a preference for larger batteries. Battery costs themselves fell by 14% over the past year, the consultancy said.

12. Data from Auto Trader, a UK car sales website, suggests that price parity is already here for some second-hand electric models versus their closest internal combustion engine equivalent. In September 2022 a three-year-old Renault Clio (with a petrol engine) was £7,000 cheaper than a three-year-old electric Renault Zoe; in November there was no price gap. In the same period a Jaguar F-Pace started out £13,000 cheaper than an electric Jaguar I-Pace but now the latter is £4,000 cheaper.
13. On the total cost of ownership, it already appears to make sense for most people to switch. The UK government's authoritative Climate Change Committee said in October: "Electric vehicles will be significantly cheaper than petrol and diesel vehicles to own and operate over their lifetimes, so any undermining of their rollout will ultimately increase costs for consumers."
14. Finally, there is a fear regarding the fire risk presented by EV's with the media often portraying EV's as more likely to catch fire than petrol or diesel vehicles. This however has been disproven with the opposite in fact the case. Australia's Department of Defence funded EV FireSafe to investigate the question. It found there was a 0.0012% chance of a electric vehicle battery catching fire, compared with a 0.1% chance for internal combustion engine cars. (The Home Office said it was unable to provide data for the UK.). Tesla - the world's biggest maker of electric cars – has pointed to the number of fires on US roads involving Teslas from 2012 to 2021 was 11 times lower per mile than the figure for all cars, the vast majority of which have petrol or diesel engines.
15. Charge Point Provision & Projects
16. As stated in the EVCI Strategy the role of Leeds City Council is to facilitate and support the delivery of infrastructure and there are several projects underway in support of that.
17. LEVI funding is designed to assist with supporting provision of EV charging in areas where charging infrastructure is lacking and where the commercial investment case may be more challenging, therefore without intervention the areas could wait longer for charging to be provided if left to the market. The LEVI funding is also designed to support provision in areas of deprivation, housing types that lack off street parking or areas where connection costs to the grid may be higher and therefore require subsidy.
18. Leeds is working with the Combined Authority in delivery of LEVI funded charging in line with government process that has directed the allocation of budget at the CA level. The scheme will be delivered across three phases, a pilot phase that aims to delivery charging in 20-30 locations with up to 100 charge connectors, followed by two city scale phases that in total will aim to deliver charging across approximately 250-300 locations with 1000 or more connectors provided.
19. Additionally, Leeds City Council is working with operators on a range of projects to deliver charging infrastructure that will be fully funded by the commercial sector that will again aim to delivery additional numbers of charging facilities across the city. All of these projects will also aim to secure best value for the end user as well as the council with an approach of utilising a multi-operator model to drive competition in terms of price per kWh when charging as well as incentives operators to ensure their networks are reliable and resilient.

Challenges and Risks

20. The key challenges to delivery of EV uptake and infrastructure are.
 - **Grid connection** – all public charging requires successful connection to the energy grid; this means that the charge point operators must ensure that there is sufficient capacity on the grid through applications to the District Network Operator (DNO). This means that not all sites are suitable for delivery of charging if the DNO cannot provide sufficient power to support the installation. This is a challenge that we are working to mitigate through extensive liaison with the charge point operators, the DNO – Northern Power Grid – as well as at a

national level through the Office for Zero Emission Vehicles and the Energy Savings Trust (the delivery arm of OZEV for LEVI funding).

- **Site selection** – we must ensure that the needs of all are considered when identifying sites for charging. In particular with on-street charging, the Connecting Leeds Strategy must be aligned with. As such the needs of all road users and pedestrians need to be considered, so we need to ensure that charging does not create issues for those who travel actively, with plans for other road measures, such as bus lanes, cycle paths and other highway schemes. Pavements must remain accessible to all users, so there must be consideration of pavement width and design of charging.
- **Accessibility** – the bulk of EV owners currently have their own charging point installed at home. Development of infrastructure needs to be delivered to ensure that EV charging is accessible to those who cannot charge at home, which in Leeds covers around 30% of households. This means that we need to look at the areas where home charging isn't possible due to housing type or look at other methods of allowing charging for those who lack off street parking. This is something we are working with Highways and Transport on with different technical solutions that will facilitate charging by the home for those without garages or drives being investigated for potential pilots/trials in Leeds. We also await information from government who have promised to issue guidance to local authorities regarding on street charging solutions.

What impact will this proposal have?

21. This work to support the transition to zero emission vehicles is both a component part of the Connecting Leeds Strategy and the Best City Net Zero ambition. The associated air quality improvements from a transition away from combustion engine vehicles also supports Health & Wellbeing outcomes through improvement in air quality. Development of the green economy, in particular the opportunities for jobs and skills in the EV industry also supports inclusive growth.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing Inclusive Growth Zero Carbon

22. This report highlights independent recognition of the city's progression towards the zero-carbon ambition.

What consultation and engagement has taken place?

Wards affected:

Have ward members been consulted? Yes No

23. Engagement and consultation on EV infrastructure projects remains ongoing with internal and external stakeholders in respect of project delivery, air quality, jobs and skills and commercial opportunity.

What are the resource implications?

24. There are no direct resource implications as a result of this report.

What are the key risks and how are they being managed?

25. There are no specific risk management implications as a result of this report.

What are the legal implications?

26. There are no direct legal implications as a result of this report.

Options, timescales and measuring success

27. Ongoing reporting on the development of EV infrastructure delivered annually to Executive Board as part of the Climate Emergency programme updates. With separate project governance completed as part of delivery of schemes. The LEVI programme is expected to be delivered across at least a 3 year schedule.

What other options were considered?

28. Not applicable

How will success be measured?

29. Ongoing assessment on the number of plug-in vehicles, EV infrastructure are verified by using the House Of Commons Library data dashboards.

What is the timetable and who will be responsible for implementation?

30. Not applicable

Appendices

31. None

Background papers

32. None

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