



NOTICE OF MEETING

CABINET MEMBER FOR CLIMATE CHANGE AND GREENING THE CITY

WEDNESDAY, 22 NOVEMBER 2023 AT 4.00 PM

**THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL,
PORTSMOUTH**

Telephone enquiries to Jane Di Dino, Local Democracy Officer - Tel: 023 9283 4060
Email: jane.didino@portsmouthcc.gov.uk

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

Membership

Councillor Kimberly Barrett (Cabinet Member)

Councillor Hannah Brent
Councillor Charlotte Gerada

Councillor Russell Simpson
Councillor Graham Heaney

(NB This agenda should be retained for future reference with the minutes of this meeting).

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AGENDA

- 1 Apologies for absence.**
- 2 Declarations of Members' Interests**
- 3 Warmer Homes Project Update (Pages 3 - 14)**

Purpose

1. To update Cabinet Member on the delivery of the Warmer Homes project, funded by the Department of Energy Security and Net Zero (DESNZ), which enables free energy efficiency interventions to be made into private residents' homes.
2. To detail the latest progress made and grant monies spent throughout the Warmer Homes Consortium of Local Authorities under the LAD3 and HUG1 funding streams following their closure; the numbers and types of interventions made in Portsmouth, including solar panels, air source heat pumps and insulation measures and the number of completed households across the consortium.
3. To inform the Cabinet on the award of the Home Upgrade Grant Phase 2 (HUG2) Scheme, which funds energy efficiency and clean heating measures in off-gas heated private households and to detail the projected spend, measures available and procured delivery partner.
4. To provide assurance that domestic energy retrofit, as a priority area for the council, is providing demonstrable benefits to the city; and that the additional funding awards will enable help to be provided to more households to reduce their carbon emissions and energy expenditure.

RECOMMENDED that the Cabinet Member for Climate Change & Greening the City note the report.

4 Impact of Recent Central Government Policy Changes to Climate Change in Portsmouth (Pages 15 - 22)

Purpose

To provide a broad analysis of the impacts of recent central government policy and target changes to Portsmouth's carbon net zero ambition, and associated co-benefits.

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Agenda Item 3



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Title of meeting:	Cabinet Member for Climate Change and Greening the City
Subject:	Warmer Homes Project Update
Date of meeting:	22 nd November 2023
Report by:	James Hill, Director of Housing, Neighbourhood and Building Services
Authors:	Gareth Williams, Head of Energy Services Antonia Craze, Senior Energy Officer,
Wards affected:	All

1 Requested by

- 1.1 The report was requested by the Cabinet Member for Climate Change and Greening the City, to provide an update on the Warmer Homes project, following the award of further funding through the second phase of the Home Upgrade Grant (HUG).

2 Purpose

- 2.1 To update the Cabinet Member for Climate Change and Greening the City on the delivery of the Warmer Homes project, funded by the Department of Energy Security and Net Zero (DESNZ), which enables free energy efficiency interventions to be made into private residents' homes.
- 2.2 To detail the latest progress made and grant monies spent throughout the Warmer Homes Consortium of Local Authorities under the LAD3 and HUG1 funding streams following their closure; the numbers and types of interventions made in Portsmouth, including solar panels, air source heat pumps and insulation measures and the number of completed households across the consortium.
- 2.3 To inform the Cabinet Member for Climate Change and Greening the City on the award of the Home Upgrade Grant Phase 2 (HUG2) Scheme, which funds energy efficiency and clean heating measures in off-gas heated private households and to detail the projected spend, measures available and procured delivery partner.

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- 2.4 To provide assurance that domestic energy retrofit, as a priority area for the Council, is providing demonstrable benefits to the city; and that the additional funding awards will enable help to be provided to more households to reduce their carbon emissions and energy expenditure.

3 Background - Overview of the Warmer Homes Project:

- 3.1 The Warmer Homes project is delivered on behalf of a consortium of 23 local authorities, of which Portsmouth City Council is the lead. The consortium is primarily made up of councils in Hampshire and West Sussex including Southampton, Fareham, New Forest, Gosport, Havant, Isle of Wight, East Hampshire, Eastleigh, Winchester, Basingstoke and Deane, Brighton and Hove. A full list of consortium members is detailed in Appendix A.
- 3.2 The Warmer Homes Project launched in early 2021 being funded by various phases of DESNZ funding, including the Green Homes Grant Local Authority Delivery (LAD) phases 1 and 3 for homes with gas heating, and the Home Upgrade Grant (HUG) for homes not heated by mains gas. The projects received a combined £50.3 million that has successfully delivered energy and carbon reduction schemes across the consortium authorities.
- 3.3 In 2023 Portsmouth City Council, acting as the lead member for the consortium of 23 local authorities, secured up to £41.4 million of further funding for this project via the Home Upgrade Grant phase 2 to extend the scheme for homes not heated by gas until March 2025. This funding that will be spent across all 23 authorities, will replace the offer that was available via the LAD3 and HUG1 funding, which ended in September 2023 and July 2023 respectively. Since the closure of the LAD3 funding, there is no further funding for homes heated by gas.

4 LAD3 Summary

- 4.1 The LAD3 funding offered energy efficiency measures to low income homes whose primary heating source was mains gas. Access to this funding closed on the 30th September 2023.
- 4.2 At the end of the scheme, £14.4m has been spent in 1,855 homes across the consortium, and 2,489 measures were installed. The project successfully met its target of installing measures in 1,661 homes, and even managed to support 194 households over this target.
- 4.3 In Portsmouth, the funding has allowed 114 measures to be installed, free of charge to 89 homes. The measure installed are as outlined in the table below;

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Measure Type	No. of measures completed
External Solid Wall Insulation	1
Internal Solid Wall Insulation	3
Cavity Wall Insulation	18
Room in roof insulation	2
Flat Roof Insulation	1
Loft Insulation	24
Heating Controls	1
Solar PV (average 3kWp)	55
Hybrid Air-Source Heat Pump	9
TOTAL MEASURES	114

5 HUG1 Summary

- 5.1 The HUG1 funding offered energy efficiency measures to homes whose primary heating source was not mains gas. This scheme ended on 31st July 2023.
- 5.2 Initially £16.2m of funding was provided to the consortium to install measures, with a target number of properties of 1054.
- 5.3 During the scheme the consortium experienced significant issues that impacted the number of properties that were eligible for the scheme and subsequently reduced the number of measures installed and overall spend.
- 5.4 The issues impacting the consortium were replicated nationally. The funding parameters initially required unobtainable goals to be met, which prevented eligible households from being able to access the funding. This included low-cost caps for expensive measures and a requirement to improve the EPC rating by 2 SAP bands.
- 5.5 As lead consortium member, the Council worked closely with the funders to change the funding requirements, and successfully did so halfway through the funding period. The delays resulted in a re-forecasted target of installing measures in 220 homes across the consortium.
- 5.6 Upon completion of the scheme, £4.2m was spent in 372 homes across the consortium, with 551 measures installed. Whilst spend was below the initially awarded amount, the project over-delivered on the revised 220 homes target by 69%.
- 5.7 In Portsmouth, the funding has allowed 13 measures to be installed, free of charge to 10 homes. The measures installed are as outlined in the table below;

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Measure Type	No. of measures completed
Cavity Wall Insulation	2
Loft Insulation	2
Solar PV	3
Air Source Heat Pump	3
High Heat Retention Storage Heaters	3
TOTAL MEASURES	13

6 HUG Phase 2

Background

- 6.1 In early 2023 the Council, as consortium lead was awarded up to £41.4 million by DESNZ under the Home Upgrade Grant funding phase 2 scheme. This funding is to install energy efficiency measures in up to 2,000 homes across the 23 consortium local authorities.
- 6.2 50% of the funding is ringfenced for rural LAs, defined by [DEFRA's Rural-Urban Local Authority Classification](#) where 26% to 100% of the population reside in rural areas.
- 6.3 The expected base spend of capital funds within Portsmouth is £1.8m based on its urban location and the proportion of off-gas properties compared to the rest of the consortium. This is not a set limit of spend and can be increased if we see enough demand from households. To maximise within Portsmouth an extensive marketing campaign to promote take up of the offer will be going ahead benefit, including a door knocking campaign, letter dropping and community engagement events.
- 6.4 The Council can receive up to 2.5% of capital spend in administration fees to cover staff time spent on the project. This funding has allowed us to bring an Energy Officer in to post for the scheme delivery period, to ensure a member of staff is dedicated entirely to the project and the Council partnerships.
- 6.5 When measures are installed to Portsmouth properties, this will have a positive impact supporting Portsmouth's target of being net zero by 2030.

Scheme Details

- 6.6 The funding provides grants of an average of £18,000 per household, up to a maximum of £38,000. This covers the installation of energy efficiency measures and clean heat upgrades following a 'fabric first, whole house' retrofit approach. The amount of funding

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awarded to a household is dependent on the measures being installed and the property type.

6.7 'Energy efficiency' measures include insulation, solar PV and heating controls.

6.8 'Clean heat' measures include air source heat pumps, and any other non-fossil fuel-based heating systems.

6.9 The tables below show the allowed cost caps for measures under the project:

Owner Occupier Energy Efficiency Cost Caps

Archetype	Cavity Wall	Solid Wall
Flat	£3k	£9k
Mid Terrace	£8k	£15k
End of terrace/semi/detached	£12k	£24k

Clean Heat cost caps

Archetype	Amount
Flat	£5k
Mid-Terrace	£14k
End of terrace/semi/detached	

6.10 Private rental properties can receive measures under the scheme, subject to the eligibility of both the tenant and the landlord. The landlord must contribute at least 1/3 of the cost of the measure and will receive less of a subsidy than an owner occupier, subject to the below cost caps:

Private Rental Energy Efficiency Cost Caps

Archetype	Cavity Wall			Solid Wall		
	Grant	Landlord Contribution	Total	Grant	Landlord Contribution	Total
Flat	£2k	£1k	£3k	£6k	£3k	£9k
Mid-terrace	£5.33k	£2.67k	£8k	£10k	£5k	£15k
End of terrace/semi/detached	£8k	£4k	£12k	£16k	£8k	£24k

Archetype	Amount		
	Grant	Landlord Contribution	Total



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Flat	£3.33k	£1.67k	£5k
Mid-terrace	£9.33k	£4.67k	£14k
End of terrace/semi/detached			

6.11 The qualifying criteria for households under the scheme include owner occupiers and private rented sector tenants which:

- Are off-gas dwellings (electricity, oil, coal, LPG or solid fuels used for heating purposes rather than mains gas - there can be a gas connection to the building).
- Has an Energy Performance Certificate (EPC) rating of 'D' or lower

And either:

- Have a total combined household annual gross income of £31,000 or less, **or:**
- Have a total combined household annual income of £20,000 or less after housing costs (mortgage/rent and council tax), **or:**
- Receive a means-tested benefit, **or:**
- Is within a Lower Super Output Area (LSOA) 1-3 postcode area

The LSOA eligibility criteria is new to the HUG2 funding, and allows an area based approach to targeting households. See Appendix B.

Landlords with more than 4 properties in their portfolio are ineligible for the funding.

Current Position

6.12 Since the funding award we have procured a delivery partner in AgilityEco to deliver the installation of measures and have undertaken extensive liaison with consortium members to develop marketing and implementation plans.

6.13 6.13 As part of the overarching funding criteria, the Council and AgilityEco were required to complete a Delivery Assurance Check (DAC) to demonstrate that robust processes are in place and that there was sufficient installer capacity to delivery at the scale set out in the bid.

6.14 The original application envisaged undertaking the DAC in May 2023 with installations commencing in June 2023. Due to delays in the appointment of the delivery partner, this subsequently delayed meeting the requirements of the DAC meaning that installations did commence until October 2023.

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- 6.15 Due to the delay in commencing installations, through liaison with DESNZ, the consortium delivery target has been reforecast to a lower figure of 1650 households with £34.5m available.
- 6.16 The revised target has scope to revert back to the original 2000 household, however, this will need to be reviewed alongside the 2024/25 allocation once more installation data is gained for 2023/24 and will need agreement from DESNZ.
- 6.17 The planned month on month forecast for delivery across the consortium area during financial year 2023/24 can be seen in the table below:

Month	Number of homes treated
October	20
November	55
December	70
January	135
February	125
March	120
TOTAL	525

7 Key Impacts

- 7.1 As a result of the measures installed within a household under the project, the average household will realise savings of up to £500 per annum. This saving will be vital to support households through the cost-of-living crisis, where the average fuel bill is still double what it would have been the same time last year.
- 7.2 Properties are likely to see at least a 1 SAP band improvement after having a measure installed under the scheme. The improvements will support the national fuel poverty strategy, and the Council's own Energy and Water at Home Strategy which aims to improve all households to an EPC of D as a minimum.
- 7.3 The HUG2 project expects to realise carbon savings of up to 1,000 tonnes CO₂e per annum across the consortium, equivalent to the entire emissions of over 160 domestic households.
- 7.4 Under our Domestic Energy Efficiency Delivery Partner framework, social value is delivered by ensuring that local contractors are offered works under the scheme, and that the grant is spent within the local economy to support local green jobs.

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8 Secondary Impacts

- 8.1 As well as the primary deliverables detailed in Section 6, the HUG2 scheme will also be successful in delivering several other beneficial outcomes to the Council and its partners.
- 8.2 The scheme supports the Council's supply chain within the local area. Additional support is offered to small local installers via our delivery partner to ensure they have the required accreditations and training to install new energy efficiency measures, such as Air Source Heat Pumps, which will improve the readiness to deliver further domestic energy efficiency projects.
- 8.3 The properties treated, particularly those with insulation measures, will improve thermal comfort and health of the residents of those buildings.
- 8.4 Available marketing spend will further improve the Switched On Portsmouth website and brand, with increased promotion and development of new marketing materials.
- 8.5 Additional local authority partners have joined the Council led consortium for the HUG2 project, improving our relationship with neighbouring council areas, such as the Isle of Wight.
- 8.6 The successful delivery of previous phases of funding under the Warmer Homes project to date has strengthened our relationship with DESNZ as the Council has proven its ability to deliver large-scale projects and have created a 'best-practice' customer journey which DESNZ have since shared with other Councils across the country. This will improve our ability to receive future funding, as evidence of deliverability is a scored part of applications.
- 8.7 The delivery partner will provide pro-rata donations of £5,000 per £million in turnover to local community projects and equipment or resources for voluntary or community sector organisations during the scheme period.

9 Next Steps

- 9.1 The Council will continue to treat the delivery of domestic energy retrofit as a priority area of activity, as identified in the *Energy and Water at Home Strategy (2020-25)* and *Home Energy Support Service*. This is to alleviate fuel poverty, reduce household bills, create local green jobs and reduce carbon emissions within the city.
- 9.2 The Switched On Portsmouth team will continue to use the foundation of the Warmer Homes project to attract further grant funding to support the delivery of retrofit measures and energy saving advice.



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- 9.3 The Switched On Portsmouth team will, on behalf of the Council, continue to build on its partnership relationships with other local authorities within the Warmer Homes consortium to ensure success of the Warmer Homes project and all future schemes.
- 9.4 The Switched On Portsmouth team will continue to build a brand and reputation for delivering support in Portsmouth through the Warmer Homes project and the other services available to households in the city.

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Signed by James Hill - Director of Housing, Neighbourhood and Building Services

Appendices:

- Appendix A - Consortium Local Authorities
- Appendix B - Lower Super Output Area (LSOA) 1-3 postcode areas in Portsmouth

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Home Energy Support Service – Update to the Report of October 2020 (Cabinet, January 2021)	Home Energy Support Service progress update from October.pdf (portsmouth.gov.uk)
Warmer Homes Project (Cabinet, November 2021)	Warmer Homes Project.pdf (portsmouth.gov.uk)
Warmer Homes Project Update (Cabinet, November 2022)	Warmer Homes report.pdf (portsmouth.gov.uk)
The Energy and Water at Home Strategy (2020-25); March 2020	Energy and water at home (portsmouth.gov.uk)



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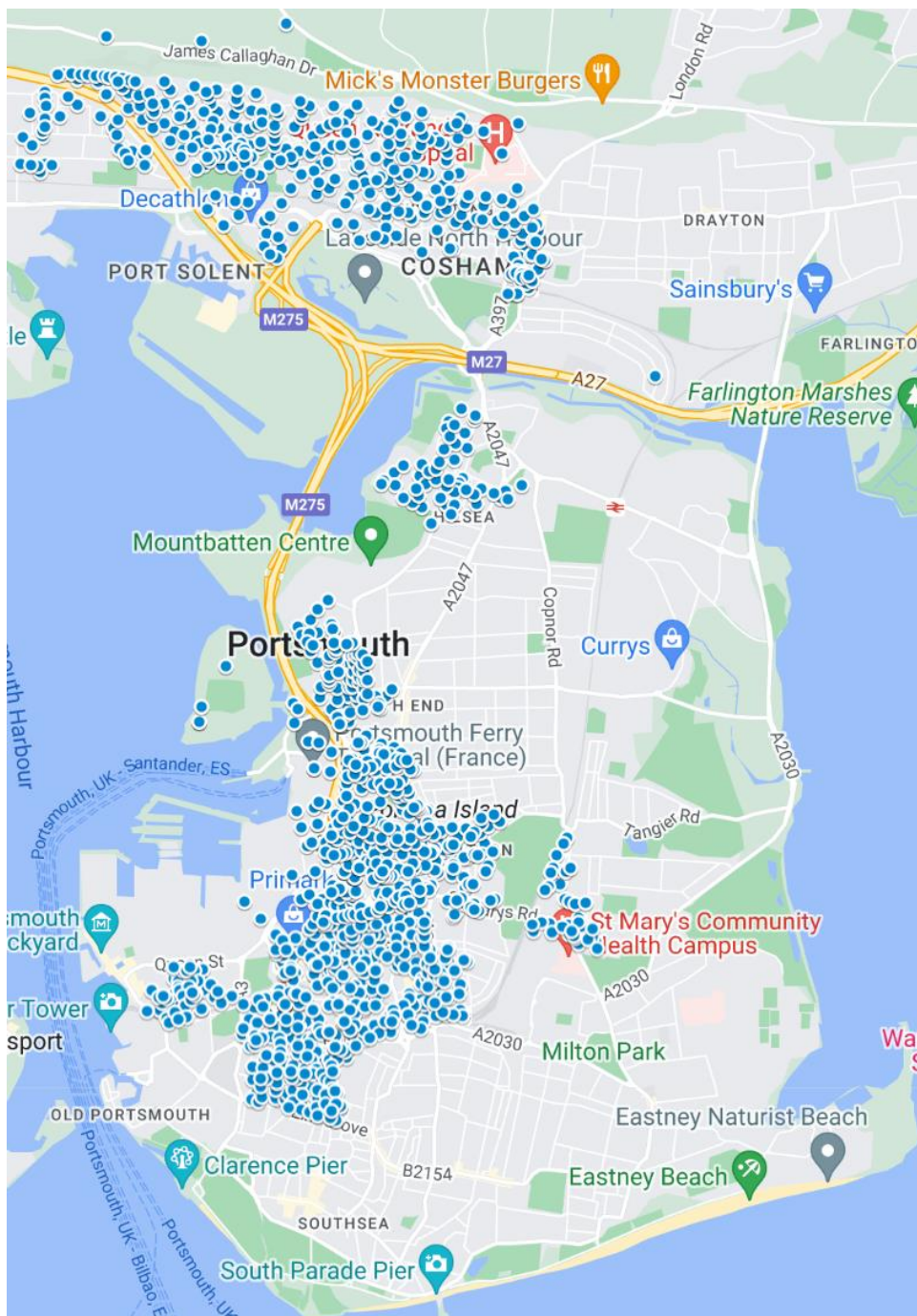
Appendix A - Consortium Local Authorities

- Portsmouth City Council (Lead Consortium member)
- Adur and Worthing Councils
- Arun District Council
- Basingstoke and Dean Council
- Brighton and Hove City Council
- Chichester District Council
- Crawley Borough Council
- Croydon Borough Council
- East Hampshire District Council
- Eastleigh Borough Council
- Fareham Borough Council
- Gosport Borough Council
- Havant Borough Council
- Horsham District Council
- Isle of Wight Council
- Mid Sussex District Council
- New Forest District Council
- Peterborough City Council
- Rushmoor Borough Council
- Rutland County Council
- Southampton City Council
- Winchester City Council
- Test Valley Borough Council

Appendix B - Lower Super Output Area (LSOA) 1-3 postcode areas in Portsmouth

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Agenda Item 4



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Title of meeting:	Cabinet Member for Climate Change & Greening the City
Subject:	Impact of Recent Central Government Policy Changes to Climate Change in Portsmouth
Date of meeting:	22 nd November 2023 Decision
Report by:	Kristina Downey - Principal Strategy Advisor- Climate Change Antonia Craze - Senior Energy Officer Felicity Harris - Green and Healthy City Coordinator David Emmett - Head of Waste Management Services Richard Pemberton - Transport Strategy Team Leader
Wards affected:	No specific impact on individual wards

1. Requested by

1.1 Cabinet Member for Climate Change and Greening the City.

2. Purpose

2.1 To provide a broad analysis of the impacts of recent central government policy and target changes to Portsmouth's carbon net zero ambition, and associated co-benefits.

3. Information Requested

3.1 In 2019, Portsmouth City Council declared a local climate emergency and resolved to support efforts to make Portsmouth city net zero by 2030, ahead of the national 2050 target.

3.2 Portsmouth City Council recognises the clear benefits of breaking our reliance on fossil fuels and regaining a greener and more biodiverse city not just to carbon reduction, but the proven benefits to our resident's health, comfort, and costs. This is described within our 2022 Climate Change Strategy, as well as stating that "*our ambitions are linked to additional funding, powers, incentives, and policies developed by central government*".

3.3 Whilst detail and certainty are currently unclear, this report broadly describes the potential impacts of recent central government announcements on various national policy changes to Portsmouth's climate change ambition.

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Domestic Home Energy Use

- 3.4 On the 20th September 2023, the government announced directly to the public multiple changes to targets that have an impact on domestic energy use within Portsmouth such as:
- 3.4.1 The ban on the new installation of oil and LPG boilers for off-gas homes has been pushed back to 2035. 139 households currently heat their home through these sources in Portsmouth.
 - 3.4.2 The phase out of fossil fuel boilers, including gas, has also been pushed back to 2035 for homes that would face high upfront costs to change their heating system. This could account for 20% of UK housing and will result in 5 further years of gas boiler emissions, which impacts local air quality and has a high carbon footprint.
 - 3.4.3 Vouchers for owner occupiers under the Boiler Upgrade Scheme (BUS) have been increased in value from £5,000 to £7,500. They can be used towards the installation of a new air source heat pump system. BUS has seen significantly lower uptake than planned, likely due to the high upfront costs required alongside the voucher as a new system can cost up to an average of £14,000 per household. This, alongside the delayed phase out of fossil fuel boilers is likely to result in a continued low uptake of the scheme.
 - 3.4.4 Proposals to require private landlords to improve the EPC rating of their properties to a minimum of a C have been scrapped. Current legislation requires private rental properties to have a minimum EPC score of E. The difference in fuel bills for tenants in an EPC E home compared to those in an EPC C is an average excess of £1,309. There are currently over 11,000 private rental households with an EPC of D or below in Portsmouth that will now longer have to be improved to an EPC C. This will have a huge impact on the fuel bills for these tenants, and the carbon footprint.
 - 3.4.5 Domestic energy use accounts for 30% of the city's total carbon emissions. As such, it is a key area to target in order to reach net zero emissions within the city. These targets will impact the ability to transition households to green heating sources, improve their energy efficiency and reduce their fuel bills.
 - 3.4.6 For information about these changes and support please contact [Switched On Portsmouth - Save Energy. Save Money. Save Carbon.](#) or through our freephone number 0800 260 5907.

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Waste Management

- 3.5 On Wednesday 20 September DERFA released a press release stating Environment Secretary is leading a new pragmatic approach to boost recycling rates in form of Simpler Recycling (formerly known as Consistency in Recycling).
- 3.6 DEFRA released a further statement on 21st October 2023 giving some detail of how Simpler Recycling differs from Consistency of collections. These differences include;
- A further exemption (is proposed) to allow all dry recyclables (paper and card, plastic, glass, and metal) to be collected together in one recycling bin (co-mingled) from households
 - Local authorities to provide food waste collection to all residents including flats by 31 March 2027
 - Local Authorities can continue to charge for them as per current arrangements.
- 3.7 The City Council along with Hampshire PI partner authorities have signed up to the Joint Municipal Waste Management Strategy (JMWMS) - see background document list. This sets out the Hampshire Authorities preferred approach of twin stream recycling to meet the obligation of the Environment Act 2021.
- 3.8 Officers have set up meetings with waste disposal partners Hampshire County Council and Southampton City Council (tripartite authorities) and the Project Integra partner Authorities to assess if there are any impacts of Simpler Recycling on the JMWMS.
- 3.9 Members will be kept updated on if there are any necessary changes or impacts through the Strategic Tripartite meetings and PI Strategic Board where Cllr Ashmore (Cabinet Member for Environmental Services) is the City Councils representative.

Nature

- 3.10 On 27th September 2023, the government delayed the implementation of Biodiversity Net Gain (BNG) which was intended to become a mandatory component of England's planning system in November 2023.
- 3.11 The (BNG) planning components were intended to include:
- The requirement that planning permissions will be subject to a 'standard' condition that applications must be accompanied by a 'biodiversity gain plan' setting out the measures proposed to achieve the 10% minimum gain will have

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effect from January 2024 – a delay from the original timeframe but not a lengthy one. Small sites will be in scope from April 2024

- Other types of authorisation – including NSIPs (National Significant Infrastructure Projects) – are planned to be brought into scope from 2025
- The present iteration of the Metric (by which BNG is calculated) will be put on a statutory footing in time for the requirement coming into force
- A government-run biodiversity ‘credits’ scheme will also be introduced, allowing developers to ‘buy’ BNG credits where they are unable to deliver on- or off-site BNG enhancements; and
- A register of off-site biodiversity ‘Gain Sites’ will be established to assist with monitoring and securing off-site BNG measures.

3.12 Whilst the government has delayed BNG implementation this only applies to major development, which has been delayed to January 2024, BNG implementation on minor development is still expected from April 2024. Plans are still moving ahead with regards to identifying a list of potential sites for BNG offsetting - on City Council owned land. There is expected to be a 10% BNG uplift on affected planning applications submitted from January / April respectively. The Emerging Local Plan is proposing to go further than national standards with an uplift to 20% BNG on some City Council owned sites in addition to the 10% BNG standard for the city as a whole. The government delays are enabling officers to get in place all necessary measures for effective delivery of BNG as well as to identify initiatives that can be 'backdated' against BNG requirements.

3.13 BNG could be a tool as a force for good in Portsmouth, combined with other drivers or tools such as the Local Nature Recovery Strategy and the enhanced Biodiversity Duty. Councils must report on BNG through their Biodiversity Duty reports. A challenge for Portsmouth is that much of our development is on sites with low BNG and therefore the percentage uplift may not translate to much in absolute terms. Identifying strategic sites for offsetting could create real change - for biodiversity, well-being and climate resilience.

3.14 A challenge for the city remains in terms of inequitable access to and distribution of accessible natural green space. Enhancements through planning will be only part of a wider suite of greening measures needed to deliver this.

Transport

3.15 Transport is the main contributor to greenhouse gas emissions and the climate change emergency. The following section outlines how the city council PCC are tackling this issue and the impact of recent Government announcements.

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Changes affecting electric vehicle sales and infrastructure

- 3.16 Recent Government announcements have delayed the ban on sale of new petrol and diesel vehicles from 2030 to 2035 as well as mandating legally binding targets for zero emission vehicle sales via the Zero Emissions Vehicle (ZEV) mandate.
- 3.17 The ZEV Mandate requires that by 2030, a minimum of 80% of all new cars sold, and 70% of all new vans sold, are zero emission. For reference, 16.6% of all new cars sold in the UK in 2022 were zero emission.
- 3.18 The Government's Plan for Drivers, published October 2023, proposed changes to processes aiming to speed up EV charge point installation and grid connections and allowing more private charge points to be installed under permitted development rights; it also stated new guidance on safe cross-pavement electric vehicle charging arrangements will be published. These changes may support faster roll-out of EV charging for many properties in Portsmouth without off-street parking.
- 3.19 Whilst the changes announced by the Government may slightly slow down the transition to zero emission vehicles, a fast pace of transition is still expected and this does not alter PCC's plan for extensive EV infrastructure rollout in the coming years to meet forecast growth in numbers of electric vehicles on our streets.
- 3.20 The Council has recently re-submitted a bid to central Government for a third phase of the on-street residential charging scheme which if successful will see 320 additional charge points introduced in residential streets around the city.
- The Council intends to bring forwards a proposed new Electric Vehicle Infrastructure (EVI) Strategy which would set policies to support an ongoing programme of improvements to EV infrastructure provision further into the future. This Strategy has four main objectives:
 - Prioritise EV infrastructure for residents, enabling conversion to electric vehicles
 - Transform infrastructure provision in Portsmouth to promote it as an EV friendly destination for those visiting and working here
 - Support fleet conversion to EV through providing supporting infrastructure to meet their needs
 - Deliver in partnership EV infrastructure to support shared and public transport modes conversion to EV
- 3.21 It is hoped the EVI Strategy will be adopted by the end of 2023, in order to support a business case to central Government being developed for use of £3.682m allocated to PCC for EVI, predominantly for residents, but also supporting car clubs.
- 3.22 Additionally, through a joint PCC/ Hampshire County Council/ First Bus bid, £12.5m of funding from Government's Zero Emission Bus Regional Area (ZEBRA) fund was secured in 2022/23, and 62 electric buses will be entering service during 2024 on

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routes operated by First Bus in Portsmouth/Fareham/Gosport. The Council intends to continue working with bus operators to seek to convert the remainder of the bus fleet serving the city to electric propulsion in the coming years.

Plan for Drivers - Government Policy Paper, published 2nd October 2023¹

3.23 The Government's "Plan for Drivers" Policy Paper sets out a 30-point list of policy/regulatory changes that Government intend to introduce to counter a perception in some quarters that some transport schemes and initiatives are "anti-driver". Many of these actions are high level with limited detail and will require the publication of additional guidance, legislation, or direction from Government to Local Transport Authorities before any impact on PCC is known, or the actions can be implemented. Timescales for publication of additional guidance /regulations have not yet been set out.

3.24 Some of the actions set out in this paper which may be relevant to the Council include:

- New guidance and processes for electric vehicle charge point installation- summarised in the previous section.
- Support for better parking apps and technology, and other changes to parking. Government states that by Autumn 2024 it will deliver the new National Parking Platform (NPP), supporting data sharing across many parking providers across the UK, ending the need to use multiple parking apps. The Government also states it will consult on changes to guidance relating to parking for Local Authorities.
- Portsmouth City Council is already engaged in the NPP project. The NPP could help to make parking easier and more efficient for drivers in the city by simplifying payment and providing better information on car park availability- which could help reduce emissions from drivers searching for a parking space.
- Funding for updates to traffic lights and associated technology. The policy paper states £70 million will be made available nationally to support traffic signal upgrades through application of new technology.
- As a city with a large network of traffic signals and air quality concerns, this funding may present opportunities for Portsmouth to improve the efficiency of some signalised junctions, which could help reduce traffic delay and associated vehicle emissions.
- New powers to tackle anti-social driving. The Government has stated it will issue guidance to National Highways and Councils to support efforts to tackle a number of issues such as littering by drivers and vehicles which have been modified to be excessively noisy. Vehicle modifications which increase the exhaust noise of a vehicle may also increase its greenhouse gas emissions so

¹ [The plan for drivers - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/plan-for-drivers)



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there is a possibility enforcement against antisocially noisy vehicles could deliver some emissions benefits. Within PCC, a cross-directorate working group is being developed to investigate vehicle noise enforcement, but currently further guidance/legislation is required from the Government on responsibilities for this potential activity.

- Support for roadworks Lane Rental schemes: The policy paper states the Government wishes to make it quicker and easier for Councils to introduce Lane Rental schemes, which aim to reduce the impact of roadworks by incentivising utilities to avoid the busiest roads at the busiest times and/or speed up roadworks.
- PCC's Local Transport Plan Policy P includes a commitment to explore a Lane Rental scheme for the city, so in the event of the described guidance/legislation changes occurring, this change may support PCC's plans.

3.25 As previously stated, many of the actions identified in the Plan for Drivers require further action by DfT before they come into force. Therefore, there is no current impact on PCC's transport programmes/projects and current key projects such as implementation of the Enterprise Car Club, the Active Pompey Neighbourhoods scheme, and delivery of bus priority infrastructure will be unaffected.

3.26 In summary, the ZEV mandate will still require that 80% of cars and 70% of vans sold by 2030 are zero emission. PCC are therefore continuing to plan for and deliver the infrastructure required to support this change and the city's 2030 net zero target.

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Signed by James Hill, Director of Housing, Neighbourhood and Building Services for and on behalf of the directorates authoring this report.

Appendices: None

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Joint Municipal Waste Management Strategy	Joint Municipal Waste Management Strategy.pdf (portsmouth.gov.uk)

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