



<b>Report to:</b>	Climate, Energy and Environment Committee
<b>Date:</b>	26 November 2024
<b>Subject:</b>	<b>Monitoring Indicators</b>
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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If the report does contain exempt information, what is the reason for exemption: <i>(indicate in the adjacent box the relevant paragraph of Schedule 12A, Local Government Act 1972, Part 1 – see Access to Information Rules)</i>	

## 1. Purpose of this Report

- 1.1. To provide an update on the relevant monitoring indicators and report on their performance to support the work of the Committee.

## 2. Recommendations

- 2.1 That the Committee notes the messages from the monitoring indicators.

## 3. Information

### Monitoring Arrangements

- 3.1 To present the latest position on the State of the Region monitoring indicators relating to climate, energy and the environment. The indicators reflect the outcomes that the work of the committee is seeking to address and are intended to provide a high level, strategic picture of performance rather than a detailed examination of operational performance of specific projects. The full State of the Region report covers more than 60 indicators mapped across the five Missions contained in the West Yorkshire Plan. Indicators are reported on by exception i.e. when fresh data becomes available for each indicator, allowing the analysis to be updated.

## **Indicators**

3.2. The core indicators agreed by the Committee are as follows:

- Greenhouse gas emissions (ktCO<sub>2</sub> equivalent)
- Greenhouse gas emissions (ktCO<sub>2</sub> equivalent) by sector
- Greenhouse gas emissions intensity ratio
- Building energy efficiency
- Premises at risk of flooding
- Households in fuel poverty
- Access to greenspace.

3.3 A number of additional indicators relevant to the work of the Committee were identified as part of the development of the West Yorkshire Plan, which was presented in previous Committee meetings. These indicators are as follows:

- Deployment of electric vehicle charging infrastructure.
- Vehicles by fuel type and year of first registration

3.4 The following indicators have been updated with the new data since the last meeting of the Committee in July:

- Building energy efficiency
- Households in fuel poverty
- Deployment of electric charging infrastructure
- Premises at risk of flooding
- Access to greenspace

## **Key Messages**

3.5 The latest key messages for indicators for which new data has become available since the last meeting are summarised below and are also visualised in the appendix to this paper.

### **Building Energy Efficiency**

3.6 The Office for National Statistics recently published its estimates of the number of dwellings with an energy efficiency rating above Energy Performance Certificate (EPC) C, based on data from the Ministry of Housing, Communities and Local Government (MHCLG)<sup>1</sup>. As of March 2024, we estimate that 41.9% of the dwellings in West Yorkshire

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<sup>1</sup> EPC ratings provide the main data source for driving and monitoring the delivery of policies relating to home energy use and emissions. However, they provide a limited picture because not all homes have one plus they are valid for 10 years which means they can become outdated. There is also a range of well-documented criticisms of the EPC methodology. The Energy Efficiency Rating (EER) which is the main metric used for policy delivery is a

had an EPC of C or above, 3 percentage points above the numbers reported relative to March 2023 (38.8%). This share remains below England's average that stood at 49.8%, up from 46.6%. All local authorities in West Yorkshire remained below the national average: ranging from 32.6% in Bradford to 47.8% in Wakefield. The difference between the local authorities and the England average narrowed marginally in Calderdale, Leeds and Wakefield.

- 3.7 In terms of dwellings classified as new, which can include building conversions, the vast majority have an EPC at C or above. At national level the proportion is 96.6%. Within West Yorkshire's districts, the share is slightly lower with the exception of Wakefield, where 97.9% of new dwellings have an EPC C or above. The remaining districts vary between 89.9% (Bradford) and Kirklees (92.9%). Between March 2023 and March 2024, the share of new dwellings with EPC C or above increased in England and all local authorities except Bradford (marginal decline), which suggests a recent increase in conversions.
- 3.8 When taking into consideration tenure (Owner-occupied, Private rent, Social rent), one can observe that social rent has the highest share of dwellings with EPC of C or above in England and West Yorkshire. On top of that, for Calderdale and Kirklees, the share is higher than England's (62.7% vs. 64.7% and 63.3% respectively). The remaining districts, despite being below England's average, made significant progress compared to the data reported for March 2023: the share of social rented properties with EPC of C or above rose at least 2 percentage points.
- 3.9 Wakefield does have a particularly low share of social rental with EPC C or above (only 47%), which is driven by the composition (property type) of social rent in the district. The census shows that Flats and maisonettes (typically more efficient) only account for 26% of Wakefield's social rental sectors vs. 38% in West Yorkshire. When analysing EPC by property type, Wakefield performs better than the remaining local authorities – highlighting the low share is mostly driven by the composition of social rent dwellings.

### **Fuel Poverty**

- 3.10 The most recent official statistics at local level for fuel poverty are for 2021 – these do not capture the current situation in terms of fuel prices and the fluctuations in recent years. Official statistics on fuel poverty, from 2021, show West Yorkshire with higher poverty than the national average and higher than Greater Manchester.

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measure of energy costs per square metre per year and not a direct measure of energy efficiency. The EPC methodology also relies on several baseline assumptions as inputs within the calculations, relating to energy prices carbon intensity factors and energy consumption, which reduces the accuracy of the results, leading to overestimation of energy use, for example. There are also concerns that the EPC methodology allows too much scope for inconsistent data inputs from different energy assessors. In future the Home Energy Model will replace the existing SAP for the energy rating of dwellings. It is still under development and will be implemented alongside the Future Homes Standard in 2025.

- 3.11 In order to track the recent developments, and the impacts of the government response, the Combined Authority has produced its own indicative estimates of fuel poverty. These latest estimates are based on the End Fuel Poverty Coalition figures, therefore the number presented below cannot be directly compared to the official figures because the estimates use different methodologies (official estimates use Low-Income Low Energy Efficiency, while End of Fuel Poverty measures households that spend more than 10% of their income after tax and housing costs on energy bills).
- 3.12 With the latest energy price cap (October 2024), at £1,717 a year, it is estimated that 26.7% of West Yorkshire households live in fuel poverty (although the figures do not take account of recent changes to winter fuel payments). That number is above the estimate for England at 20.0%. The estimated fuel poverty shows a decline from the period when the Energy Price Guarantee was in place but remains above the October 2021 level of 23.1%.

### **Deployment of Electric Charging Infrastructure**

- 3.13 The UK Electric Vehicle Infrastructure Strategy published in March 2022 sets out the government's approach to delivering charging infrastructure to 2030, to remove charging infrastructure barriers and accelerate the pace of electric vehicle (EV) adoption.
- 3.14 The UK Government has committed to net zero emissions by 2050, with the sales of new petrol and diesel vehicles ended and for all new cars and vans to be fully zero emission at the tailpipe by 2035 via the zero emissions vehicle (ZEV) mandate. It is too soon to determine the extent to which the delay of this mandate (from 2030-2035) has influenced individuals and wider industry.
- 3.15 Policy: The current £0 fee for Vehicle Excise Duty (VED) on EV's is due to end April 2025, beyond which drivers of electric and low emission cars, vans and motorcycles will need to pay vehicle tax in the same way as drivers of petrol and diesel vehicles. This change will apply to both new and existing vehicles. The recent budget noted widening differential VED for EVs, hybrids and ICE cars. The government is also maintaining EV incentives in the Company Car Tax regime and extending 100% First Year Allowances for zero emission cars and EV chargepoints for a further year. The Chancellor Rachel Reeves also announced over £200 million in 2025-26 to accelerate EV chargepoint rollout, specifying support for Local Authorities for on-street chargepoints though we cannot at this point say if we will be allocated any of this (further to funding listed below)
- 3.16 Current network: By July 2024, there were 1,173 publicly available electric vehicle charging devices in West Yorkshire; of those 432 (36.8%) were rapid devices or above. Recent quarters have been characterized by slower growth than previously: there were 36 more devices in July 2024 than in the previous quarter (April 2024) and the latest figure represents an increase of 192 compared to the same period twelve months prior in July 2023.

- 3.17 The latest figures regarding the deployment of electric charging infrastructure (all speeds), from July 2024, show West Yorkshire growing more slowly than the national picture. When taking into account all charging points per capita, West Yorkshire had an increase of 1.9% compared to 6.9% for England. The number of charging points per capita remains below the national average at 49.3 per 100,000 residents vs. 97.4 per 100,000 residents nationally. All five districts have a lower share of charging points than the national average. Nearly half of the chargepoints are in Leeds (548), followed by Bradford (208), Wakefield (193), Kirklees (132) and then Calderdale (92).
- 3.18 When considering only fast and rapid infrastructure (in particular 50kW and above), West Yorkshire performed much closer to the national average between April and July. This means West Yorkshire was more in line with the national average figure in installing publicly accessible chargepoints used for workplace, destination and on-route charging. The number of chargepoints per capita rose by 6.4%, compared to 7.1% in England.
- 3.19 In absolute terms, the number of fast/rapid (or higher) charging points per capita is 18.2 per 100,000 residents, similar to the national average. Wakefield (36.1 per 100,000 residents) and Calderdale (24.1 per 100,000 residents) present higher levels than the national average (18.1 per 100,000 residents). Whilst this is a positive step, as sole charging solutions for those without access to off-street parking, this provision does not meet the needs of many residents due to their location as well as the added costs associated with rapid charging.
- 3.20 Differences in regional performance are down to several factors, including but not limited to: differentials in regional funding, uptake of available grants, the time efficiency of existing contracts, meaning speedier procurement for some, plus many other variables. Some local authorities may have taken advantage of the On-Street Residential Chargepoint Scheme (ORCS) to deliver EV infrastructure for residents without off-street parking. For example, West Midlands have 989 completed ORCS projects total with 1,234 approved applications for further proposed charging devices. This is in stark contrast to 161 chargepoint installations for the North East via the fund, 210 for the North West and 145 for Yorkshire and the Humber, with 775 in the South East. The Workplace Charging Scheme also shows great variation across England. The East of England have installed 6,244 sockets via the scheme, Yorkshire and the Humber 5,215 (West Yorkshire specifically 2,471) and for comparison, Greater Manchester have installed 2,419. With our procurement framework now complete and LEVI driving forward it is expected that our rate of installations will rise significantly across the region.
- 3.21 With regard to the future network, the market for electric vehicles is changing. To date, electric vehicle chargepoints have been targeted at early adopters, typically higher income groups with disposable incomes to support technology adoption, most often with access to off-street parking. However, the market is maturing and with the ZEV Mandate, there is a need to ensure chargepoint provision meets the needs of all residents. Lack of charging infrastructure or poor coverage in particular locations will slow the growth of

electric vehicle uptake. Model work undertaken by Transport for the North (TfN) found that for West Yorkshire, a total of between 15,180 and 17,080 publicly available chargepoints would be required by 2030, noting much of this provision is expected to be provided by private investment.

- 3.22 Most drivers will do the majority of their charging at home, overnight. To contextualise this behaviour, there are currently over 530,000 terrace and flat households in West Yorkshire, many of which do not have access to off-street parking for home charging. With only 48 publicly available chargepoints per 100,000 people in West Yorkshire, current provision does not meet the growing demand from these communities. The development of the publicly accessible chargepoint network will therefore need to ensure the charging requirements of these residents are met.
- 3.23 The Combined Authority has closed its recent consultation on the EV Strategy, accompanying action plan and Local Electric Vehicle Programme (LEVI) and is now incorporating responses into the final draft of the Strategy. The Strategy includes a procurement framework developed with the five Local Authorities to support them in the deployment of chargepoints, as referred to above.
- 3.24 LEVI is a £400m UK Government Capital grant scheme, aiming to deliver local, primarily low power, on-street charging infrastructure across England; and accelerate the commercialisation of, and investment in, the local charging infrastructure sector. West Yorkshire has been allocated circa £17million to date. The Combined Authority is working in partnership with Bradford Council, Calderdale Council, Kirklees Council, Leeds Council and Wakefield Council in delivering this programme.
- 3.25 There is currently next to no on-street charging in the region. LEVI will significantly increase the number of chargepoints in West Yorkshire. We will work with a small number of suppliers to ensure a geographical spread of chargepoints across West Yorkshire, aiming to ensure installation ahead of demand. The programme aims to deliver PAS 1899 compliant chargepoints and sites, where possible. LEVI will be delivered in three phases, with the first chargepoints expected to be in operation early 2025.
- 3.26 Without LEVI outputs, charging remains inequitable and driven only by commercial interests with limited accessibility. The further funding provided for electric vehicle charging infrastructure covered in the latest Budget will further accelerate deployment of EV infrastructure in the region.

### **Access to Natural Local Greenspace**

- 3.27 The selected indicator for 'access to greenspace' is defined as the 'proportion of the population who have access to local greenspace; that is, they live within 300m (as the crow flies) of an area of accessible natural greenspace of at least 2 hectares in size in which a sense of naturalness prevails over the sense of human made environment'. The spatial data that defines the locations of natural local greenspace (including the 300m

buffer) is Natural England's 'Accessible Natural Greenspace Standard' layer which is available to view on Natural England's England Green Infrastructure Mapping Database ([Green Infrastructure Map \(naturalengland.org.uk\)](https://naturalengland.org.uk)). Accessible Natural Greenspaces are those sites that meet the definitions of accessible greenspace and natural greenspace. Accessible greenspace is defined sites that '*are available for the general public to use free of charge and without time restrictions (although some sites may be closed to the public overnight and there may be fees for parking a vehicle). Accessible greenspaces are available to all, meaning that every reasonable effort is made to comply with the requirements of the Equality Act 2020. Accessible Greenspaces are areas of vegetation set within a landscape or townscape, often include blue space (i.e. lakes, rivers and wetlands)*'. Natural greenspace is defined as '*places where human control and activities are not intensive so that a feeling of naturalness is allowed to predominate. Natural and semi-natural greenspace exists as a distinct typology but also as discrete areas within the majority of other greenspace typologies*'.

- 3.28 The latest data shows that 21% of West Yorkshire population have such access. The share varies across local authorities from 15% in Kirklees to 24% in Leeds (see appendix). It may appear surprising that Leeds has the highest access to local natural greenspace considering that it is less rural than other local authorities in West Yorkshire. This can be explained by low population density in the vicinity of areas of natural greenspace in other local authorities, including Calderdale and Kirklees. In addition, much of the abundant greenspace that exists in parts of West Yorkshire does not meet the criteria for naturalness and accessibility.
- 3.29 The share of residents with access to green spaces in West Yorkshire is lower than for peer Combined Authorities. The figures range from 25% in South Yorkshire and 32% in Liverpool city Region. West Midlands and Greater Manchester sit in between those levels.

### **Premises at Risk of Flooding**

- 3.30 The latest West Yorkshire estimates of premises within flood zones show that 3% of residential properties are within a flood zone 2 (1 in 1,000 years flood risk), and 1% for flood zones 3 (1 in 100 years flood risk). Calderdale has the highest risk of flooding (6%, zone 2) and Bradford the lowest (4%, zone 2); the remaining districts are in line with the West Yorkshire average.
- 3.31 The risk of flooding for commercial premises is significantly higher: 13% of commercial properties within a flood zone 2 (1 in 1,000 years flood risk) and 5% in flood zone 3 (1 in 100 years flood risk). The district differences are in line with the ones stated above for residential properties, with Calderdale having the highest risk of flooding: 28% of all commercial properties in a flood zone 2 and 14% in a flood zone 3.
- 3.32 Consistent timeseries data showing changes in flood risk over time are not currently available but the Combined Authority will aim to provide this analysis moving forward.

#### **4. Tackling the Climate Emergency Implications**

- 4.1. The latest report shows the considerable scale of the challenge presented by the lack of energy-efficiency of dwellings in West Yorkshire and the implications of this for fuel poverty. It also shows that progress needs to be accelerated on the deployment of public charging infrastructure for electric vehicles.

#### **5. Inclusive Growth Implications**

- 5.1 Addressing the high prevalence of fuel poverty in West Yorkshire is central to the Combined Authority's inclusion agenda and it is a concern that fuel poverty rates remain above those recorded before the energy crisis.

#### **6. Equity and Diversity Implications**

- 6.1 Some of the issues highlighted in the paper are more likely to affect specific groups. Single parent households have the highest prevalence of fuel poverty of any household type; ethnic minority households also have a greater risk of being in fuel poverty due to low incomes. Fuel poverty rates in England are typically higher amongst households containing disabled people.

#### **7. Financial Implications**

- 7.1 There are no financial implications directly arising from this report.

#### **8. Legal Implications**

- 8.1 There are no legal implications directly arising from this report.

#### **9. Staffing Implications**

- 9.1 There are no staffing implications directly arising from this report.

#### **10. External Consultees**

- 10.1 No external consultations have been undertaken.

#### **11. Background Documents**

There are no background documents referenced in this report.

#### **12. Appendices**

Appendix 1 – Indicator Analysis