

Electric Vehicle Strategy

Report to Executive



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PORTFOLIO	Community and Environmental Services
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PURPOSE

1. To consider the Council's Electric Vehicle Strategy.

RECOMMENDATION

2. It is recommended that the Executive;
 - i. Approve that further work and consultation is undertaken on the draft Council's Electric Vehicle Strategy and to delegate authority to the Head of Streetscene in consultation with the Executive Member for Community and Environmental Services to finalise the Strategy.
 - ii. Approve the development and submission of a funding application to the Government's; '*On Street Residential Chargepoint Grant Scheme*'.
 - iii. That the Head of Streetscene be authorised to undertake a compliant procurement exercise through an available framework agreement to appoint a provider to assist with any required services associated with the preparation of the bid submission for electric vehicle charging and the ensuing installation and service operation; and is given delegated authority in consultation with the Executive Member for Community and Environmental Services to award a contract.
 - iv. That the Head of Streetscene in consultation with the Head of Legal & Democratic Services is granted delegated authority to execute all documents necessary to give effect to the above decision.

REASONS FOR RECOMMENDATION

3. In line with the Council's emerging climate emergency strategy, and the Government's future ban on the sale of new Petrol & Diesel cars & vans from 2030, there is a clear need to develop and implement an Electronic Vehicle Strategy. The Grant criteria requires the scheme to be completed by no later than the 31st of March 2023. To meet these timescales the appointment of a provider via a framework approach is recommended and in line with the procurement approaches that have been adopted by other local authorities.

SUMMARY OF KEY POINTS

4. Background: -

During November 2020 the Government announced that it will bring forward the Ban on the sale of new petrol and diesel cars and vans from 2040 to 2030. The measures were also amended to include a ban on hybrid cards from 2030 (although what hybrid cars will be banned from 2030 has yet to be clarified. Currently, any vehicle that can do significant zero emission miles will continue to be available until 2035 but what significant miles mean has yet to be defined. Plug-in-hybrids are exempt from this ban until 2035, when all new cars and vans must be fully zero emission.

As of 1st October 2021 in Burnley, there are 24 public charging devices, of which 3 are rapid charging devices. This equates to 26.9 devices per 100,000 population, putting Burnley behind many towns and cities in the Country. The average for the northwest is 22 per 100,000 population and recognised to be lower than many parts of the Country.

By 2030, there could be nearly 11,000 electronic vehicles in the Burnley area and there is clearly a need to increase the number of charging points within the Borough. The Council is committed to playing its part to deliver on its important climate change priorities. A key strand of the Council's Climate Change Strategy is the work across the Borough to encourage the increased ownership and usage of electric vehicles, as part of the de-carbonisation agenda. The Council has commenced work on this already and has benefitted from Government funding that has previously been made available by the Office for Low Emission Vehicles OLEV (now known as the Office for Zero Emission Vehicles OZEV). This grant funding supported the required infrastructure investment to provide electric charge points primarily to assist and incentivise local taxi trade operators to change their fleet to electric vehicles. The funding enables two Council owned car parks to host electric charges points that are currently available for usage in the short-term by the Trade and public.

Draft Electric Vehicle Strategy

5. Appendix One - outlines the Council's key priorities that have been identified for the Electric Vehicle Strategy;
 - Improving Air Quality Increasing charge points in urban centres, taxi and buses.
 - Carbon Savings Seeking to maximise electronic vehicle uptake. It should be noted that replacing internal combustion engine vehicles with electric vehicles is not the

solution but it is part of a sustainable transport solution, including active travel, public transport, car clubs, car share, etc.

- Visibility & Leading by Example Wherever possible ensuring the Council's transport fleet is electric and developing public or private sector demonstration projects in visible locations.
- Engaging with Residents, Businesses & Eider Public Sector Partners Undertaking communications campaigns and running events, including promotion of grants available for electric vehicle drivers.
- Satisfy Resident Demand Prioritising on-street charge point requests in conjunction with Lancashire County Council (LCC).

6. The Strategy (as shown in Appendix 1) includes a number of key elements, including;

- Developing a network of public charge points;
- Implementing appropriate planning policy and building regulations for charging points;
- Working with private landlords and third-party charging providers;
- Encouraging businesses to install workplace charging;
- Leading by example with Council's vehicle fleet;
- Supporting the taxi trade to move to electronic vehicles; and
- Engaging with residents to promote electronic vehicles.

It is anticipated that the current draft strategy will develop as the proposed work on a bid for electric vehicle EV infrastructure funding progresses. It is anticipated that the current draft will serve to galvanise momentum in the Borough's rollout of increased EV chargepoints. A detailed Action Plan and completion of the Strategy will be developed by the new Climate Change Officer that is also proposed for 2022 in accordance with the broader work of the Climate Change Strategy.

The On-Street Residential Chargepoint Scheme

7. One potential element of the Council's EV Strategy is the access to the Government's On-Street Residential Chargepoint Scheme. This provides grant funding for local authorities to install chargepoints in residential areas but acknowledging that many households will not have the direct opportunity to benefit from convenient access to chargepoints where off-street parking is unavailable. The grants scheme recognises that more people will be making the change to electric vehicles and aims to increase the availability of plug –in vehicle charging infrastructure, by ensuring that on-street parking is not a barrier to electric charging access. The Government's vision is to provide;

'...a charging network for current and prospective electric vehicle (EV) drivers that is affordable, reliable, accessible and secure'.

The grant funding clearly aims to encourage and leaver in local authority partnerships with the private sector to develop and manage the delivery of local EV infrastructure. The funding available to local authorities via the grant scheme is 75% of the capital costs of procuring and installing the chargepoints either on the highway or Council owned land.

It is anticipated that the grant funding will lever in private sector investment, with the remaining 25% of funding to be met by the local authority and private sector operators. It is

anticipated that potential bids will vary, recognising local needs and as such applications will be considered on a 'case by case' basis. However, the Government guidance associated with the Scheme advocates that local authorities complete any potential bid submissions in conjunction with the Energy Saving Trust (EST), who are overseeing the bidding process on behalf of the Government. Preliminary discussions with the EST also advocates that local authorities may choose to engage the input of private sector operators within the bid submission.

Project timescales

8. The Scheme guidance advises that implementation must commence promptly after any grant offer is received. Hence further reasons that support the Council in securing the procurement of the private sector partner at the earliest stage and its preference to do this as part of any bid submission. The guidance also advises that compliant bids will have a works completion date of no later than the 31st March 2023. As such, there is an expediency to progress the potential scheme programme and bid during 2022.

Electronic Vehicle Network Development

9. The Council aims to establish a network of public charge points across the Borough. Initially, this will focus on off-street provision and we will work with LCC at a later date on on-street provision.

As a small Council, we do not have the capacity to run our own electric vehicle network and previously the model we have used is to bring in an external operator who can also bring some matched private investment to the Government's Grant Scheme. This model is the most appropriate for the Council and will be the model we take forward.

Initial Analysis of Sites

10. Officers have conducted an exercise to identify areas of land within its ownership, which could potentially be used for residential EV charging. The initial list of 30 sites has been graded against the following criteria;
 - Site Practicality Ease of access from and proximity to the highway.
 - Locational Appropriateness Proximity to housing having no off-street parking.
 - Additional Works An indication of the cost to make the site suitable for this use.

The list of shortlisted sites is shown in the Strategy. Officers will use the shortlist as the basis for a starting point in relation to the application to the Government's On Street Residential Chargepoint Grant Scheme and also inform the procurement of a private sector operator for public charging infrastructure.

FINANCIAL IMPLICATIONS AND BUDGET PROVISION

11. The anticipated total capital costs for developing the shortlisted sites is expected to be in the region of £150k.
12. An application will be made to the Governments On Street Residential Chargepoint Grant Scheme which can potentially fund 75% of the capital costs of chargers included in the bid.

13. It is envisaged that a private sector partner is procured that in partnership with the Council will secure the remaining capital investment required. A proposal has been put forward to allocate £50k for Council match funding within the 2022/23 Capital Programme to meet any grant ineligible capital costs. (This is subject to Full Council approval).

14. Any ongoing running revenue costs and income from the operation will then be dealt with via the private sector operator which is the case for the majority of public charging points in the country.

POLICY IMPLICATIONS

15. The Electronic Vehicle Strategy supports our Climate Change Strategy

DETAILS OF CONSULTATION

16. None

BACKGROUND PAPERS

17. None

FURTHER INFORMATION

PLEASE CONTACT:

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ALSO: