

# ELECTRIC VEHICLE (EV) STRATEGY

## FOR BURNLEY

### 1. 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 some new hybrid car sales from 2030, although which hybrid cars will be banned from 2030 has yet to be clarified. Currently any new vehicle capable of significant zero emission miles will continue to be available until 2035, however the term significant miles is not defined. Some Plug-In-Hybrid Electric Vehicles (PHEVs) are exempt from this ban until 2035 when all new cars and vans must be fully zero emission.

Follow link for more details: [Government takes historic step towards net-zero with end of sale of new petrol and diesel cars by 2030 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/government-takes-historic-step-towards-net-zero-with-end-of-sale-of-new-petrol-and-diesel-cars-by-2030)

Ultra-Low Emission Vehicles (ULEVs) are vehicles that are reported to emit less than 75g of carbon dioxide (CO<sub>2</sub>) from the tailpipe for every kilometre travelled. This is changing to 50g of CO<sub>2</sub> per km, although the date of change is still to be confirmed. In practice, the term typically refers to Battery Electric Vehicles (BEV), PHEVs and Hydrogen Fuel Cell Electric Vehicles (FCEVs).

For the first time in 2020, more alternative fuel cars were registered in the UK than diesel cars. At the end of 2020 in Burnley, there were 151 plug-in vehicles registered and licenced in total of which 79 were BEVs. This was a 58% growth compared to 2019.

The table below shows the total number of BEVs & PHEVs registered and licenced in Burnley and the surrounding areas dating back to 2012.

	Vehicle Type	2012	2013	2014	2015	2016	2017	2018	2019	2020	% Change on 2019
Burnley	BEV	-	6	15	20	21	27	28	45	79	+76%
	PHEV	-	-	-	-	19	20	42	49	72	+47%
Hyndburn	BEV	9	9	10	18	23	28	30	39	77	+97%
	PHEV	0	0	-	8	12	22	28	36	63	+75%
Pendle	BEV	7	6	16	26	26	31	39	50	93	+86%
	PHEV	0	-	5	25	33	43	47	58	80	+38%
Ribble Valley	BEV	-	5	12	21	38	49	70	114	178	+56%
	PHEV	0	0	-	9	24	28	51	65	101	+55%
Rossendale	BEV	-	7	15	21	29	43	48	70	128	+83%
	PHEV	0	0	5	9	14	31	55	80	104	+30%
Lancashire-12	BEV	124	146	268	457	612	805	962	1,372	2,143	+56%
	PHEV	5	14	77	196	336	509	767	1,020	1,443	+41%
Northwest	BEV	757	1,075	1,640	2,615	3,301	4,197	5,045	7,005	21,993	+214%
	PHEV	41	90	373	1,082	1,963	3,012	4,607	6,130	27,572	+350%

England	BEV	9,575	11,199	16,713	24,578	32,656	44,300	58,162	92,947	192,256	+107%
	PHEV	450	1,069	6,867	20,948	43,340	69,324	102,306	128,194	174,329	+36%

Source: DFT Data on Licenced and Registered Vehicles Table VEH0132 (Tables VEH0132b\_B\_BEV, VEH0132c\_PHEV, VEH0132e\_BEV\_Private, VEH0132f\_PHEV\_Private) [All vehicles \(VEH01\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/all-vehicles-veh01)

As of 1<sup>st</sup> October 2021 in Burnley, there were 24 public charging devices, of which 3 were rapid charging devices. This equates to 26.9 devices per 100,000, putting Burnley behind many towns and cities in the Country.

By 2030, there could be nearly 11,000 electric vehicles in the Burnley area and there is clearly a need to increase the number of charging points within the Borough.

Existing charging points are as follows:

Charger Location	Operator	Charger Type	Total Devices on Site	Total Vehicles That Can Be Charged on Site
Barden Lane Reedley Marina, Barden Lane, BB12 0DX	VendElectric	Fast 22kW	1	2
Crow Wood Hotel & Spa Resort BB12 0RT	Tesla Destination Pod Point	Fast 11Kw	3	3
		Fast 7kW	2	2
Holiday Inn, Pendle Way, BB12 0TJ	Pod Point	Fast 7kW	1	2
Kingsway House BB11 1BJ	Bp pulse	Fast 7kW	4	8
McDonalds, Princess Way, BB12 0EQ	Pod Point	Fast 7kW	1	1
Ribble Street Padiham BB12 8BQ	Bp pulse	Rapid 50kW	1	1
Safran Nacelles Bancroft Road BB10 2TQ	EV Charge.Online	Fast 7kW	1	1
Tesco, Centenary Way, BB11 2HE	Pod Point	Fast 7kW	2	4
Tesco, Wyre Street, Padiham BB12 8DQ	Pod Point	Fast 7kW	2	4
The Prairie Keswick Road BB10 1HW	Bp pulse	Rapid 50kW	1	1
Westgate (Chorley Group Nissan) BB11 1RY	N/A	Rapid 50kW	1	1
		Fast 7kW	1	2
		Slow 3kW	1	1
150-160 Gannow Lane, BB12 6HY	Hubsta	Fast 7kW	1	2
190 Gannow Lane	NewMotion	Slow 3kW	1	2
<b>Total</b>			<b>24</b>	<b>37</b>
<b>Rapid Sites Under Construction</b>				

Centenary Way, Carpark	EB Charging	Rapid 50kW	2	4- (1 Rapid Charge & 1 Fast Charge at the same time.)
King Street, Carpark	EB Charging	Rapid 50kW	2	4- (1 Rapid Charge & 1 Fast Charge at the same time.)
EuroGarages Barracks Road BB11 4AX	Unknown	Ultra-Rapid 175kW	2	2

Source: Zap Map & BBC

## 2. **STRATEGIC PRIORITIES FOR THE EV STRATEGY**

### 2.1 **Improving Air Quality**

- Increasing charge points in urban centres, EV taxis and EV buses (see later sections for more detail).

### 2.2 **Carbon Savings**

- Seeking to maximise electronic vehicle uptake. It should be noted that replacing Internal Combustion Engine (ICE) vehicles with EVs is not the solution, but it is part of a sustainable transport solution including active travel, public transport, car clubs, car share, etc.

### 2.3 **Visibility & Leading by Example**

- Ensuring, wherever possible, the Council's transport fleet is electric and developing public or private sector demonstration projects in visible locations.

### 2.4 **Engaging with Residents & Businesses and Wider Public Sector Partners**

- Undertaking communications campaigns and running events, including promotion of grants available.

### 2.5 **Satisfy Resident Demand**

- Prioritising on-street charge point requests in conjunction with Lancashire County Council.

## 3. **ELEMENTS OF AN EV STRATEGY**

### 3.1 **Public Charge Point Provision**

- Work on establishing a network of public charge points across the Borough. Initially this would focus on off-street provision however there would be subsequent work with Lancashire County Council as appropriate regarding on-street provision.
- Where possible, the Council will aim to make provision across all of the Borough, however, this must be balanced against identifying sites, which are, in the first instance, easily deliverable.

### 3.2 Funding

The Strategy will be used to inform a Bid under the Government's On-Street Residential Charge-Point Scheme (ORCS) and also inform the procurement of a private sector operator for public charging infrastructure.

## 4. **PLANNING**

The current Planning Policy in respect of the provision of charging points for EVs within new development is set out in Burnley's Local Plan and is as follows:

Policy IC3: Car Parking Standards state that adequate car parking should be provided for developments as appropriate to their nature and scale. Charging points for ultra-low emission vehicles should be provided in accordance with the following standard

<b>Charging Points for ULEV's</b>	Non-residential developments	20 to 50 spaces: 1 bay for use by electric vehicles only  > 50 spaces: Min 2 bays for use by electric vehicles only
	Residential Development Schemes over 10 dwellings:	1 per detached dwelling

Additional provision over and above the minimum requirements set out above will be encouraged and supported in line with Policy NE5, subject to the consideration of the townscape impact in accordance with Policy SP5 and IC5. Where these affect heritage assets, care should also be taken to avoid harm and damage to historic fabric in accordance with Policies HE2 and 3.

Additionally, in December 2020 the Council adopted the Air Quality Management: Protecting Health and Addressing Climate Change Supplementary Planning Document (SPD). Whilst the primary focus of this SPD is on the transport impacts of new development in relation to air quality and the direct impacts on health, it is also recognised that reducing and mitigating air pollution from transport emissions has co-benefits in relation to addressing climate change. The SPD sets out the requirements for and scope of air quality assessments to support planning applications and appropriate mitigations (including the provision of charging points for ULEVs), to meet the requirements of Local Plan Policies NE5 and IC2.

Changes to the building regulations are planned this year which will set a minimum standard for both residential and non-residential developments. If pending UK legislation becomes law, all new home construction will include EV charging installations. New office buildings are part of the plan, too: they will need to provide charging infrastructure per every five parking spaces. The legislation will also require all chargers to be "smart" devices that will ensure batteries can be replenished without overloading the grid.

An online consultation was launched in 2019 when the British Government first laid out the plans. In September 2021, Department for Transport Minister, Rachel Maclean, announced they would be publishing their response to this consultation and that the UK government intended to lay legislation later this year. The new law would come into force in 2022.

All new residential and non-residential buildings would then have to include infrastructure requirements for electric vehicle charge points so that these may be added at any point.

5. **WORKING WITH PRIVATE LANDOWNERS/THIRD PARTY PROVISION**

We will encourage private landowners to install charge points, which complement existing charge points.

We will look at shopping centres, supermarkets and encourage rapid and ultra-rapid charging hubs.

6. **WORKPLACE CHARGING**

Grants are available for workplace charging for staff and visitors and we will look to promote these through our Bondholder network, social media and other business engagement events.

7. **ELECTRIC FLEETS**

As a Council, we will lead by example. So far we have nine electric vehicles, comprising four MG ZS SUVs and five Renault Kangoo vans. The remaining fleet of approximately twelve road going vehicles are commercial and we are watching the market with a view to replacing these with EVs in time.

A trial is also about to commence on an electric waste collection vehicle.

The Council is also in the early stages of investigating an electric car vehicle scheme for employees.

Feasibility work is under way for additional charging facilities to support the Council's fleet across the various operational facilities.

We will liaise with Transdev, our main bus operator, to encourage the introduction of electric buses wherever possible.

8. **TAXIS & PRIVATE HIRE**

We are presently installing four 50kw rapid chargers at two locations in the town centre of Burnley, primarily for use by the taxi community but for the time being also available to the public. Each unit will serve two spaces, allowing a rapid charge in one and a fast charge in the other simultaneously. We will liaise with the taxi trade to encourage further use of electric vehicles

9. **COUNCIL OPERATED FACILITIES FOR THE PUBLIC**

Feasibility work is under way in relation to the provision of EV charging for visitors to Council facilities and attractions. Visitor stay times vary and some visits are likely to be linked to long onward journeys, so a variety of charging formats are under consideration. Some of the sites are expected to be challenging from an electricity supply perspective.

10. **ENGAGEMENT**

It is vital that we raise awareness and the benefits of electric vehicles for residents and businesses and a communications campaign will be developed over the next six months. This will include promoting charge point locations, parking incentives and available grants for individuals and businesses. The campaign will be multi-channel and include social media and the Council's website.

## 11. **ELECTRIC VEHICLE NETWORK DEVELOPMENT**

As stated in section 3.1 of this Strategy, we aim to establish a network of public charge points across the Borough. Initially, this would focus on off-street provision and we will work with Lancashire County Council at a later date as appropriate regarding on-street provision.

As a small council, we do not have the capacity to run our own electric vehicle charge-point network and the model we have previously 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 that we take forward.

## 12. **ANALYSIS OF SITES**

The Council has conducted an exercise to identify areas of land within its ownership that could potentially be used for residential EV charging. The initial list of sites has been graded according to the following criteria:

- 1) Site practicality – ease of access from and proximity to the highway
- 2) Locational appropriateness – proximity to housing having no off-street parking
- 3) Additional works – works required to make the site suitable for this use

The following shortlists contain sites selected for locational appropriateness and site practicality that are under consideration for inclusion in a funding bid.

### ***Sites Requiring Minimal Additional Works***

*Pheasantford Street - informal car park*  
*Hambledon Street, Padiham - car park*  
*Church Street, Padiham - car park*  
*Gannow Lane/Saltburn Street - informal car park*  
*Westgate (Arthur Street) - car park*  
*Elm Street (Northbridge House) - car park*  
*Devonshire Rd, informal - car park*

### ***Sites Requiring Moderate Additional Works***

*Cog Lane (opposite Venice Ave) - grassed area*  
*Glebe Street - grassed area*  
*Tabor Street - grassed area*

All sites are subject to local consultation and suitability in terms of electrical connection.

As a general approach the Council would be looking to cater for two vehicles 7kw charging simultaneously at each site. It is anticipated that this approach will place minimal additional demand on the electricity supply network.

As part of applying for On-Street Residential Charge-point funding, the Council will need to consider whether car parks are available 24/7, what the charges are for users (preferably no parking charge overnight for residents), lighting and security.

In respect of Council owned destinations and facilities, the following preliminary assessment has been undertaken in respect of EV charge points, based on the capacity of existing electricity supplies.

Location	Use By	Separate metering required?	Currently capability from existing supply arrangements	Grouping	Recommended Requirement
Towneley Hall Public Car Park	Public	YES	2 x 7kw	2 x FAST	2 x 7kw
Towneley Riverside Car Park	Public	YES	1 x 7kw	1 x FAST	4 x 7kw
Towneley Golf Club Car Park	Public	YES	1 x 7kw	1 x FAST	2 x 7kw
Thompson Park Car Park	Public	YES	2 x 7kw	2 x FAST	2 x 7kw
Burnley Crematorium	Public	YES	1 x 50kw, 1 x 7kw	1 x RAPID, 1 x FAST	1 x 50kw, 1 x 7kw
Towneley Hall Staff Car Park	Fleet	PROBABLY NOT	1 x 7kw	1 x FAST	1 x 7kw
Memorial Park Depot	Fleet	PROBABLY NOT	1 x 7kw	1 x FAST	1 x 7kw
Queens Park Depot	Fleet	PROBABLY NOT	1 x 7kw	2 x FAST	1 x 7kw
Thompson Park Lodge House	Fleet	PROBABLY NOT	1 x 7kw	1 x FAST	1 x 7kw

RAPID chargers are generally fully charging most vehicles in less than an hour.

7kw FAST chargers fully charge a 60kwh car in about 8 hours / add 30 miles of range per hour of charge