

NOT CONFIDENTIAL – For public release

Council

Report of Director of Regulatory Services

## **INTERIM ELECTRIC VEHICLE STRATEGY**

### **PURPOSE OF REPORT**

This report presents an interim high level strategy setting out Council priorities and approach for encouraging the adoption of electric vehicles (EVs) and the installation of EV charging infrastructure in the Derbyshire Dales.

### **RECOMMENDATIONS**

1. That the interim strategy (Appendix One) is approved
2. That the Council continues to collaborate with partner local authorities on a more detailed strategic approach to charge point installation and plan for delivery

### **WARDS AFFECTED**

All

### **STRATEGIC LINK**

The Corporate Plan 2020-24 identified climate change as a key strategic priority under the theme 'Place - keeping the Derbyshire Dales clean green & safe'.

Corporate Plan target CP20/PL7 agreed to 'implement a programme of Electric Vehicle charging points in our car parks'

## **1 BACKGROUND**

- 1.1 The Climate Change Act 2008 sets up a framework for the UK to achieve its long-term goals of reducing greenhouse gas emissions. The Act set the target reducing emissions by at least 80% by 2050, compared to 1990 levels. This target was made more ambitious in 2019 when the UK became the first major economy to commit to a 'net zero' target. The new target requires the UK to reduce greenhouse gas emissions to net zero by 2050 and by 78% compared to 1990 levels by 2035
- 1.2 Emissions from on road transport in the Derbyshire Dales were 199,774tCO<sub>2</sub>e in 2019 (Scatter, 2019) – 22% of the total district 'carbon footprint' second only to emissions from livestock
- 1.3 Reducing car travel and a shift towards public transport and active travel will have a significant role in reducing these emissions but, for a disparate rural area such as the Derbyshire Dales with limited public transport provision, cars and vans currently remain one of the only viable means of transport. Replacing existing fossil fuel powered vehicles with EVs is one means by which district wide emissions could be reduced

## **2 REPORT**

- 2.1 This interim strategy is intended to be directional, a high level vision rather than setting out a plan for delivery. It covers the period 2022-2024
- 2.2 This strategy is designed to be a stepping stone to a more detailed piece of wider future strategy work, developed in collaboration with partner local authorities following the conclusion of the DCC commissioned county wide assessment of demand for EV charging infrastructure
- 2.3 Having an approved strategy is key to enable a planned application to the Office of Zero Emission Vehicles On-Street Residential Chargepoint scheme (ORCS) grant fund in 2022/23. The ORCS scheme provides grant funding for local authorities to install residential chargepoints with 7kW capacity on-street or in public car parks so that residents without off-street parking can enjoy the convenience and value of charging their electric vehicles at home. The draft strategy has been reviewed by Energy Saving Trust who administer the ORCS scheme
- 2.4 Local authorities can receive a grant to part-fund up to a maximum of 60% of capital costs relating to the procurement and installation of residential electric vehicle charging point infrastructure. The remaining 40% must be met by a charge point operator (CPO) or the authority
- 2.5 Officers are currently reviewing car park locations for installation to bid for funding and undertaking soft market testing for possible CPO partners. Subject to successful procurement exercise it is intended that the 40% contribution will be met by the chosen CPO, however this may limit installations as some locations could be deemed commercially unviable due to low use or high grid connection costs
- 2.6 A further report may be brought to Council if the CPO is not willing to commit the full 40% of 'match' funding or if specific locations exceed the maximum supply/installation costs (determined by the terms of the grant funding). Options will be put to Council when full costs and detailed analysis of sites are available
- 2.7 Officers plan to submit the ORCS bid by end of 2022. The installations have to be completed by the end of March 2024 at the latest in order to meet objectives set in the Corporate Plan (CP20/PL7)
- 2.8 As outlined, while recognising the need for an ambitious approach the Council has limited internal resource and expertise to develop a more comprehensive strategy at this time
- 2.9 Officers will work in collaboration with DCC going forward, including a potential bid to the £450m LEVI (Low Emission Vehicle Infrastructure) fund. This will be launched later in 2022/23 including £50m of multi-year resource funding for local authorities, to enable them to have dedicated resource for the planning and delivery of local EV charging infrastructure in their areas. The funding will help provide the staff needed to deliver these projects, in all parts of the country. Details of the fund are not yet available but it is likely that a fully assessed and costed scheme, including investment from the private sector, would need to be developed prior to any application. The demands and needs assessment currently being undertaken by DCC is the first part of this scheme development. Indicative timings suggest that the LEVI bid will be submitted in Spring/Summer 2023 with mobilisation of contract and delivery of charging points from

late 2024 onwards.

- 2.10 Through this strategy the Council sets out its strategic intent, closely aligned with that of DCC, to ensure that strong collaboration is possible in the future

### **3 RISK ASSESSMENT**

#### 3.1 Legal

This report set outs 2 recommendations, 1 to request that the interim strategy is approved and 1 to request authorisation that the Council continues to collaborate. The legal risk therefore connected to this report has been assessed as low.

#### 3.2 Financial

There are no direct financial implications arising from the recommendations of this report. As officers develop a detailed plan for delivery of the Electric Vehicle Strategy, the financial implications will be assessed and further reports will be presented to a policy committee or Council should an increase to revenue or capital budgets be required.

### **4 OTHER CONSIDERATIONS**

- 4.1 In preparing this report, the relevance of the following factors has also been considered: prevention of crime and disorder, equalities, environmental, health, human rights, personnel and property.

### **5 CLIMATE CHANGE**

- 5.1 As per 1.1 - 1.3, the transition from fossil fuel powered vehicles to EVs is one way in which district wide emissions could be reduced and aligns with current government policy and targets
- 5.2 The installation of the right EV charging infrastructure in the right place is a key component of ensuring a more rapid, successful transition

### **6 CONTACT INFORMATION**

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### **7 BACKGROUND PAPERS**

- 7.1 None

### **8 ATTACHMENTS**

Appendix 1 – Interim Electric Vehicle Strategy 2022-24