

REPORT TO: Climate and Environment Advisory Committee (CEAC) 24 September 2019

LEAD OFFICER: Trevor Nicol

Overview of the Council's support for Electric Vehicles (EV)

Executive Summary

1. Service areas across the Council are ensuring that opportunities to facilitate EV uptake or include EV charging infrastructure are within the scope of existing programmes. This paper gives an overview of the programmes which facilitate, include or futureproof for EV infrastructure and demonstrate the Council's commitment to being Green to Our Cor

Recommendations

2. The Climate and Environment Advisory Committee (CEAC) is invited to
 - (a) note and comment on this overview report of the Council's support for Electric Vehicles (EV)
 - (b) note that officers will monitor the need for an EV charging strategy as well as liaising with local public sector partners with regards to strategies that include the South Cambridgeshire area.

Reasons for Recommendations

3. Officers have ensured that EV and EV infrastructure has been a key consideration in workstreams and within scope of energy projects. Whilst an overarching strategy for EV charging infrastructure may help to inform location and specification of charge points, it may be useful to consider the appropriate scale and scope of a strategy integrated with local public sector partners.

Details

4. Across the Council, there are a number of projects and programmes that facilitate the uptake of EVs and/or make provision of EV charging infrastructure. In addition, there are a number of projects led by external partners which benefit South Cambridgeshire communities and further encourage the uptake of EV with improved infrastructure. This paper will highlight each programme of activity.
5. Within Planning Policy, our Sustainable Design & Construction Supplementary Planning document (SPD) lists provision of EV charging points as a potential measure for

developers to support the transition to meet sustainable transport objectives, and also to help reduce air quality impacts.

6. The Council is currently out to consultation on our Taxi Licensing policy, closing on 23 September 2019. The proposals would bring South Cambridgeshire's policy in line with Cambridge City Council and require all first-time vehicle applications from December 2021 to be zero or ultra-low emissions vehicles (ULEVs¹).
7. In relation to this proposed change to Taxi Licensing Policy, the Council is a partner within Cambridge City Council's successful funding bid for the Office for Low Emission Vehicles (OLEV) ULEV Taxi Scheme². There will be up to 6 charge points to be installed in South Cambridgeshire for taxi use only with taxi drivers paying for the electricity. Investment in this infrastructure will support the transition of local Hackney Carriage vehicles and Private Hire Vehicles to ULEVs. The location and specification of the charge points is currently being assessed by officers, and contractors procured by Cambridge City Council.
8. To support the Council's commitment to being Green to Our Core and focus on Zero Carbon, there are a suite of energy projects focused on reducing consumption and transitioning to greener sources of energy generation. Our procured Energy Performance Contractor, Bouygues, are currently assessing options for the South Cambridgeshire Hall site at Cambourne and also for our footway lighting stock across the District with both projects including EV infrastructure or options to be 'EV-ready'. The current proposed South Cambridgeshire Hall project includes EV chargers onsite for use by staff and visitors. The footway lighting project is at an early stage of exploring feasibility for incorporating charging infrastructure into the lighting columns.
9. The Shared Waste Service is exploring a transition to an electrified fleet of vehicles alongside opportunities to generate electricity onsite to power the fleet. This project is in the very early stages and subject to approval based on an assessment of the business case.
10. The newly launched Zero Carbon Communities Grant encourages communities in South Cambridgeshire to respond to the challenges of Climate Change and bid for funding for projects that tackle local issues. The scope of the funding includes supporting communities to install EV chargers, for example match funding the OLEV on-street residential charge point scheme. The purchase of electric vehicles is also eligible within the fund. To note, EV and EV infrastructure are eligible alongside a wide range of other projects.
11. The Council will continue to ensure opportunities to incorporate EV infrastructure in projects are realised. The Green Energy Investment Officer will monitor the potential for investing in EV infrastructure as well as capitalising on Government incentives where available for public sector bodies.

¹ ULEVs are currently defined as having less than 75g of CO₂ per km from the tail pipe. (Source: Vehicle Certification Agency <https://www.vehicle-certification-agency.gov.uk/fcb/ulev.asp>)

² Ultra Low Emission Taxi Infrastructure Scheme: winners (Source: Gov.uk <https://www.gov.uk/government/publications/ultra-low-emission-taxi-infrastructure-scheme-round-2>)

Implications

12. As this paper is for discussion without an approval decision required, there are no significant implications.

Consultation responses

13. The 'Green to Our Core' Cluster Board Members and associated officers have been consulted:

Trevor Nicoll
Jane Green
Gemma Barron
David Ousby
Phil Bird
Kevin Ledger
Helen Taylor
Siobhan Mellon

Effect on Council Priority Areas

Being green to our core

14. The breadth of programmes and projects that facilitate, include or future proof for EV is outlined in this report which demonstrates the Council's commitment to support a transition to EV away from fossil-fuelled transportation. Supporting this transition with a range of projects reinforces the Council's commitment to being green to our core and moving towards Zero Carbon.

Background Papers

None

Appendices

None

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