ELECTRIC VEHICLE AND ELECTRIC VEHICLE CHARGING STRATEGY

To:
Councillor Rosy Moore, Executive Councillor for Climate Change, Environment and City Centre
Environment & Community Scrutiny Committee 03/10/19

Report by:
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Wards affected:
All

Key Decision

1. Executive Summary

1.1. Moving to a future where Electric vehicles are the norm, presents many challenges both technical and social and as a lower tier authority Cambridge City Council only has control over some aspects of the transition.

1.2. Key areas where we can act and those where we are taking action are identified in the appended Electric Vehicle and Infrastructure Strategy document and include Taxi Licencing; Fleet; Planning; and the management and operation of our car parks and housing developments.

1.3. Those areas we can influence or where other public and private bodies have a role to play are identified in the document and range from small pilot charge point projects to strategic changes to the local electricity grid.

1.4. The appended strategy document sets out Cambridge City Council's commitment to supporting the uptake of electric vehicles and, where able, actively installing or requiring installation of the necessary infrastructure to support the transition.

1.5. The document sets out the approach of Cambridge City Council in

identifying those areas where we can take a lead and where funding opportunities exist. Where opportunities for grant-funding exist, and the City Council is the appropriate lead, we will pursue that funding.

1.6. Where there is an obvious need to provide infrastructure on a commercial basis e.g. within our car parking asset, the aim is to engage the market and find a financially manageable solution.

2. Recommendations

The Executive Councillor is recommended to:

2.1. Acknowledge both the opportunities, and limitations of Cambridge City Councils role in supporting the transition to Electric Vehicles as set out in the appended Electric Vehicle and Infrastructure Strategy.

2.2. Endorse the recommended strategic approach notably:

2.2.1. The key areas for action within Cambridge City Council (Car parks, Taxi licencing, planning policy, commercial property and Housing.)

2.2.2. Identification of Government, public and commercial sources of funding; and

2.2.3. Working in partnership with other relevant authorities (County Council, Other Districts, Greater Cambridge Partnership, the Combined Authority to identify and deliver electric vehicle support in areas where it is appropriate for others to take the lead.

3. Background

3.1. Government have set the direction for the electrification of motor transport by banning sales of internal combustion engine cars by 2040 to deliver cleaner air and reduce carbon emissions.

3.2. As a result demand for electric vehicles and charging infrastructure is growing daily.

3.3. The move to ultra-low emission vehicles is necessary to meet our own climate change commitments to be net zero carbon by 2050 and to meet air quality objectives set out in the Cambridge Air Quality Action Plan (2018-2022).

3.4. Electric vehicles are the current, established technology for effecting those improvements in emissions alongside modal shift to

walking, cycling and greater use of public transport.

4. Implications

a) Financial Implications

4.1 There are no immediate financial implications as a result of the acceptance of the appended Electric Vehicle and Infrastructure Strategy. The document serves as a guide to the issues, actions and key contacts relating to this area of work, both within and relating to Cambridge City Council.

Projects identified as underway have either already received funding and have are incorporated as capital projects in the normal way or are in the being considered through the normal project management processes within the City Council.

b) Staffing Implications

4.2 Again there are no immediate staffing implications as a result of the acceptance of the Appended Electric Vehicle and Infrastructure Strategy. The document identifies key staff members within the services who need to play a role in the work identified. Much of the work can be integrated within existing workloads for e.g. planning policy development or the management of our commercial assets.

Where new projects are identified and developed the requisite staffing and funding implications will be identified and managed through the City Councils normal project management procedures.

c) Equality and Poverty Implications

4.3 The Equality and poverty implications of this area of work vary considerably from project to project. The general aim is to provide a wide range of opportunities for residents, visitors and businesses to access charging infrastructure for electric vehicles.

Current projects have been subjected to the EQIA process and this will also be the case for future projects developed as a result of the commitments in this strategy. It is therefore not worthwhile producing what would be a generic assessment for this document.

d) Environmental Implications

4.4 As set out in the strategy document, there are considerable environmental benefits to supporting a transition to Electric Vehicles.

Primarily for every electric vehicle which replaces an internal combustion engine in the fleet, there will be immediate benefits to local air quality as electric vehicles have no tail pipe emissions at the point of use.

Secondly full lifecycle carbon costs of electric vehicles are significantly lower than for internal combustion engine vehicles. This will also improve as the carbon intensity of the grid diminishes as more renewable electricity generation comes on stream.

e) Procurement Implications

4.5 Where new projects are identified and developed the requisite procurement procedures will be followed. It is acknowledged that procurement work will be significant where development of commercial partnerships is necessary to deliver charging infrastructure. Indeed this has proved the case in the area of taxi charge point provision which is being rolled out now. The support of our procurement and legal teams will be pivotal in making a success of these projects.

f) Community Safety Implications

4.6 Where new infrastructure is deployed as a result of projects developed as a result of this strategy community safety will be assessed appropriately. Infrastructure will be subject to established, electrical and road safety regulations and national infrastructure standards for accessibility, data collection and payment.

5. Consultation and communication considerations

5.1 All services and partner authorities identified in this strategy have contributed to the preparation of this document.

Wider consultation for projects underway has been carried out as appropriate for those projects or will be carried out within the normal procedures for the development of capital projects at the City Council. For example the development of policies and infrastructure to support the transition to electric taxis in the city was subject to an independent feasibility study including extensive engagement of licenced taxi drivers and operators.

Where new projects are identified and developed the requisite consultation processes will be undertaken.

6. Background papers

6.1 Air Quality Action Plan 2018-2023 - https://www.cambridge.gov.uk/media/3451/air-quality-action-plan-2018.pdf

6.2 Draft Supplementary Planning Document Sustainable Construction and Design 2019 https://www.cambridge.gov.uk/media/7434/draft-sustainable-design-and-construction-spd.pdf

6.3 Road to zero https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf

7. Appendices

7.1 Electric Vehicle and Infrastructure Strategy, September 2019

8. Inspection of papers

To inspect the background papers or if you have a query on the report please contact Jo Dicks, Environmental Quality & Growth Manager, tel: 01223 - 457892, email: jo.dicks@cambridge.gov.uk.