

REPORT TO: Environment and Urban Renewal Policy
and Performance Board

DATE: 21st February 2024

REPORTING OFFICER: Executive Director Environment &
Regeneration

PORTFOLIO: Environment and Urban Renewal

SUBJECT: Electric Vehicle Charging Strategy

WARDS: Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 To present the Board with a draft Electric Vehicle Charging Point (ECP) Strategy for consideration.
- 1.2 This strategy provides an ECP infrastructure implementation plan and support the Council in its efforts to reach net zero through its Climate Change Action Plan (CCAP, 2022) and its longer-term commitment to reach Net Zero in 2040. The strategy explores a pathway to meeting the future needs meeting the electric vehicle charging infrastructure needs in the future for its residents and businesses.
- 1.3 The Electric Charging Point Strategy builds upon and provides more detailed guidance on how to deliver a programme of EV infrastructure in line with the current central government's policies (Transport Decarbonisation Plan, 2021) and supports the adopted local plan. The strategy introduces opportunities to deliver a boroughwide Electric Vehicle Charging network, providing information on predicted future demand, guidance regarding location, and type of the Electric Vehicle Chargers required.
- 1.4 Endorsement of the strategy would be the first step in enabling officers to seek external funding via the Liverpool City Region, further develop a delivery strategy and consult with the public (for 28 day periods) on the various phases of delivery over the next 5 years (or relevant funding period) in the event that the Council is successful in securing appropriate external funding.

2.0 RECOMMENDATION: That the Board endorse the Electric Vehicle Charging Point Strategy (Appendix 1).

3.0 SUPPORTING INFORMATION

- 3.1 Within Halton's Local Transport Plan 3 there is recognition that there are numerous benefits to reducing emissions from transport, and it can

support a number of issues such as economic growth, improving population health, creating equitable transport systems and the formation of a cleaner, more efficient transport system.

- 3.2 The UK Government zero emission vehicle mandate (DfT September 2023) requires 80% of new cars and 70% of new vans sold in Great Britain to be zero emission by 2030, increasing to 100% by 2035. The 2035 end of sale date puts the UK in line with other major global economies, including France, Germany, Sweden and Canada.
- 3.3 The UK Electric Vehicle Infrastructure Strategy sets out the vision and action plan for Electric Vehicle Charging Infrastructure (EVCI) in the United Kingdom. The vision for 2030 is that barriers for EVCI will be removed and that EV charging will become cheaper and more convenient than petrol fuelling.

The Vision for Halton's Electric Charging Point Strategy is:

- Everyone can find and access reliable public chargepoints irrespective of where they live.
- Effortless on and off-street charging for commercial and private drivers.
- Fairly priced and inclusively designed public charging that is accessible to all.
- A market-led EV rollout for most chargepoints.
- Infrastructure is seamlessly integrated into a smart energy system.
- Continued innovation to meet drivers' needs.

Whilst the UK has been a leader in the transition to EVs and accelerated the pace of their deployment, significant challenges remain. These include the slow pace of EVCI rollout.

- 3.4 The Council has regular opportunity to bid for significant amounts of funding, potentially in partnership with other authorities in the City Region to help deliver locally on the above vision for the UK. Therefore, Halton has developed its own local EV strategy, to identify the future need and delivery strategy for Electric Vehicle Charging Infrastructure (EVCI) within the Borough. This will enable the Council to be prepared for future external funding opportunities in partnership with the Liverpool City Region, to deliver the required infrastructure in the most effective locations.
- 3.5 The Halton strategy considers the baseline situation with regard to EV ownership and existing charging infrastructure (56 publicly accessible chargepoints across Halton of various power/charging speeds as of October 2023). It also provides forecasting to estimate the likely number of chargers of different types which will be required, as well as the potential distribution and locations of the chargers. This takes into account factors such as electricity grid (and where network upgrades are required),

Indices of Multiple Deprivation (to ensure charging is available to all), key buildings/destinations and road network.

3.6 It is identified that by 2032 Halton will require the following number of devices and the strategy sets out how these may be distributed and delivered:

- 1520 residential (7kW) chargepoint sockets across 316 locations.
- 496 destination chargepoints (7-22kW) across 17 catchment areas (areas around longer stay hubs such as stations schools, community centres, hospitals).
- 228 rapid chargers (50kW+) over 18 catchment areas (areas around shorter stay hubs such supermarkets, fuel stations, leisure).

3.7 The report also considers potential delivery/procurement mechanisms (public/private or combination). Alternative solutions such as cable gullies to allow safe placement of private charging cables to pass underneath footways (e.g. Kerbo, Gul-e) are also considered. Alternative fuel sources (e.g. Hydrogen, Low carbon (bio/synthetic) fuels (LCF) are discussed, although the main focus of the document is to consider requirements for EV infrastructure, noting that UK Committee for Climate Change (CCC) advice for the sixth carbon budget suggested that biofuels should be phased out from usage in cars and vans by 2040 so that they are available for larger vehicles.

4.0 POLICY IMPLICATIONS

4.1 The Electric Vehicle Charging Strategy contains an overview of relevant policy documents as set out below:

| National Strategy and Policy | Regional Policy | Local Policy |
|--|--|---|
| The UK Electric Vehicle Infrastructure Strategy | Liverpool City Region's 4th Local Transport Plan | Halton Borough Council's Climate Change Action Plan 2022-2027 |
| The Plugged-In Places scheme | The Liverpool Local Plan 2013-2033 | Halton Delivery and Allocations Local Plan 2022 |
| Transport Decarbonisation Plan of 2021 | The Third Local Transport Plan for Merseyside Part One | Halton Third Local Transport Plan 2011-2026 |
| The Transitioning to Zero Emission Cars and Vans: 2035 Delivery Plan | The Third Local Transport Plan for Merseyside Part Two | |
| Net Zero Strategy (Build Back Greener) | TfN Electric Vehicle Framework | |
| UK Government Climate Change Act | | |
| Ten Point Plan for the Green Industrial Revolution | | |
| Incorporating EV Charge points into Local Planning Policies for New Developments | | |

5.0 OTHER IMPLICATIONS

5.1 The formal adoption and implementation of the recommended strategy will require additional staff resources. This will depend on funding allocations and further detailed delivery plan. For example, significant officer resource is likely to be required for consultation, procurement, and

detailed technical approval, site installation monitoring and ongoing management of contracts for the amount of infrastructure being proposed. (There is no current dedicated staff resource for EV charging within the Council). It is still to be decided how this resource requirement is likely to be shared by Halton as Local Authority and the LCR Combined Authority.

- 5.2 The PPB Board's considerations together with a delivery plan will be presented to Executive Board in due course.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children & Young People in Halton

The objective of the strategy is to ensure a clean, and healthy environment for all residents, including children and young people to live.

6.2 Employment, Learning & Skills in Halton

None

6.3 A Healthy Halton

The objective of the strategy is to ensure properties provide a safe and healthy environment for all residents to live.

6.4 A Safer Halton

None

6.5 Halton's Urban Renewal

The strategy supports the Local Plan Policies CS(R)7, C1, and GR2.

7.0 RISK ANALYSIS

- 7.1 There are no legal or financial risks arising from this report.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 There are no equality and diversity implications arising from this report.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 The strategy supports the reduction of transport related emissions in the Borough by increasing the number of accessible Electric Charging Points.

10.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

None under the meaning of the Act.
