

**REPORT TO:** Environment and Urban Renewal Policy  
and Performance Board

**DATE:** 23 June 2021

**REPORTING OFFICER:** Strategic Director – Enterprise, Community  
and Resources

**PORTFOLIO:** Environment and Urban Renewal

**SUBJECT:** Alternative Fuelled Vehicles and  
Infrastructure

**WARDS:** Borough wide

## **1.0 PURPOSE OF THE REPORT**

- 1.1 This report provides an update to the Board on two projects relating to electric vehicles and the installation of electric vehicle charging points.
- 1.2 Project 1 - Residential Electric Charging Points, Residents living in certain types of property, such as flats, apartments and terraced housing, often have poor access to private, off-street parking and therefore experience inequality in terms of access to electric vehicle charging points. This report contains a proposal to partially remedy this inequality and remove a potential barrier to electric vehicle ownership.
- 1.3 Project 2 - Electric Taxi Project, There are 372 licenced taxis currently operating in Halton Borough. None of the current fleet are fully electric vehicles. A project to encourage local taxi drivers to successfully transition from fossil fuels to zero –emission electric vehicles is therefore advocated and outlined in this report.

## **2.0 RECOMMENDATION: That**

- 2.1 **The Board endorses these projects and recognises their contribution to the climate change agenda, in particular reducing air pollution.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 In October 2019 Halton Borough Council approved a notice of motion, declaring a “Climate Emergency” in wider support of the LCRCA “Climate Emergency” declaration of May 2019. This Council agreed to support a number of actions to reduce Halton’s carbon emissions, one of which was; *“To help promote support from our communities for environmental change that will help reduce or eliminate carbon emissions and help raise public awareness”*.

3.2 In Autumn 2019 The Office of Zero Emission Vehicles (OZEV) invited applications for the Residential “On-Street” Charging Point fund. The focus of this particular fund was to reduce the barriers to electric vehicle ownership due to the lack of personal parking spaces. Officers identified a number of areas where car ownership was high, access to driveways was low. Halton submitted a successful application, and received £74,250.00 from the OZEV. The funding provided was 75% of the funds required and the remaining balance was contributed by the Highway Development budget. This funding supported 29 on-street “residential” Electric Charging Points, in the following areas;

- Routledge Street,
- Albert Road North,
- Egerton Street, Runcorn,
- Appleton Village,
- Halton Road, Runcorn

The scheme is operated by Connected Kerb, electric is charged at 25 pence per Kilowatt. In practical terms £10-£12 provides a full charge with a 200 mile range.

### 3.3 Project 1 - Halton Residential Electric Charging Points.

An expansion of the existing residential on-street electric vehicle charging network is proposed, by adding up to 120 additional charging points across Halton. As with the previous project, potentially a 75% contribution towards the capital cost may be funded by a successful application to OZEV. Extensive work has already identified a number of potential suitable locations in the Borough for the installation of charging points. The criteria currently used in prioritising suitable areas for these charging points includes:

- Property Type (Flat, Apartment, Terrace, Mews)
- Vehicle Ownership levels
- Proximity to a suitable electrical connection and sub stations

A list of the potential locations identified is in Appendix 1. The next stage of the project will be to consult with the communities identified. If the evidence generated from the consultation confirms and demonstrates a genuine community support for the proposal, an application would be prepared and submitted to OZEV. If that grant application is successful, a procurement exercise would select a provider for the supply, installation and management of the electric charging points.

### 3.4 Project 2 - Electric Taxi Project.

This is a project that would assist in meeting the objectives of the climate emergency declaration, plus reduce localised emissions from vehicles and support our local economy, in addition to this being an exemplar project within the Liverpool City Region. Halton has 372 vehicles registered as taxis. There are no fully electric powered taxis currently operating. It is proposed to work in partnership with the Taxi businesses in Halton to pilot a 4 year project. The target is to get 30 fully electric powered vehicles fully operating over the 4 year project timeline. The

project will consult with the taxi owner/drivers to transition over to electric vehicles. The project will support operators with a high exhaust emission vehicle by providing incentives to change to electric, such as:

- An amount of free electricity per month for a 24 month period,
- Free Licencing for 24 months,
- Free Testing for 24 months,
- 2 Rapid Chargers (1 Runcorn Station Quarter and 1 Widnes Town Centre)

#### **4.0 POLICY IMPLICATIONS**

4.1 Electric vehicles and charging infrastructure has seen an increasing profile due to key drivers such as tackling climate change, improving air quality, zero carbon emissions, and better health and wellbeing.

4.2 These projects offer an opportunity to extend the existing electric charging point network. Funding is available to install new infrastructure and to reduce inequality to access. The criteria currently used in prioritising areas for charging points including:

- Property Type (Flat, Apartment, Terrace, Mews)
- Vehicle Ownership levels
- Proximity to Electrical connections and sub stations

#### **5.0 OTHER IMPLICATIONS**

5.1 There are no other implications arising from the subject of this report.

#### **6.0 RISK ANALYSIS**

6.1 External funding for this project will be sought from the Environment Fund and the Office of Zero Emission Vehicles (OZEV). Financial risks arise from the need to meet conditions attached to any funding and the timescales for scheme delivery.

#### **7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 There are no direct issues arising under the Public Sector Equality Duty.

7.2 The first of these two projects seeks to help reduce barriers to owning and charging an electric vehicle, either for personal or business use. The projects will provide sufficient infrastructure in areas of the Borough where private, off road parking is not available, often perceived as a barrier to electric vehicle ownership. There are no equality or diversity issues identified, relating to the second project that is to promote electric powered taxis in the Borough.

#### **8.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

None under the meaning of the Act.

## **Appendix 1**

All sites have been assessed via desktop survey and community consultation. Further scrutiny by a procured contractor would take place in the next 3 months.

<b>Road</b>	<b>Ward</b>
Sharp Street/Princes Street, Widnes	Central and Westbank
Bishops Way/Crow wood Place, Widnes	Halton View
Kings Street, Runcorn	Mersey & Weston
Factory Lane, Widnes	Farnworth
South side of Hough Green Road	Hough Green
Thomas Street, Widnes	Central and Westbank
Russell Court/Farnworth Street, Widnes	Farnworth
Hale Road, Widnes	Ditton, Hale Village & Halebank
Lacey Street, Widnes	Central and Westbank
Brindley / Ashridge/ Blantyre Street, Runcorn	Mersey and Weston
Mersey Road, Westbank, Widnes	Central and Westbank
Queens Avenue, Widnes	Bankfield
Top Locks Car Park, Runcorn	Mersey & Weston
St Austell/ Bodmin Cl/ Liskeard Cl.	Halton Lea
Picton Avenue/Wicksten/Grange Road	Bridgewater
Wharford Lane/ Biggleswade Drive, Sandymoor	Daresbury/Moore and Sandymoor
Dorrington Close	Norton North
Brindley Wharf/ Waterfront	Norton South and Preston Brook