

REPORT OF CABINET MEMBER, TRANSPORT & ENVIRONMENT

ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Purpose of the Report

1. The development and delivery of electric vehicle (EV) charging infrastructure across Nottinghamshire involves several County Council functions, as well as those carried out at a national, regional, and district level. The purpose of this report, which will be accompanied by a presentation at the meeting, is to update Committee on the work undertaken to date and planned on the development of EV charging infrastructure across Nottinghamshire to inform the scrutiny process.

Information

2. Currently no single organisation has responsibility for the planning and/or delivery of local EV charging infrastructure, and its delivery is not solely within the County Council's authority and is dependent on several organisations fulfilling their role (including, importantly, the electricity distribution network operators).
3. In late 2021 the Office of Zero Emission Vehicles (OZEV) consulted on proposed new primary legislation that would give the government powers to introduce a statutory duty to plan for EV infrastructure (and where this responsibility should lie); and whether a statutory duty should be introduced to deliver EV infrastructure (and where this responsibility should lie). The outcome of the consultation (and where these powers will lie) is still to be announced by OZEV but government's subsequent UK EV infrastructure strategy 'Taking charge: the electric vehicle infrastructure strategy' published in March 2022 states that government will put an "*obligation on local authorities (subject to consultation) to develop and implement local charging strategies to plan for the transition to a zero emission vehicle fleet*". The strategy also states that "*Updated guidance on producing Local Transport Plans will be published in 2022. Subsequent updates to Local Transport Plans should include the area's EV charging strategy*". Whilst the Department for Transport (DfT) is yet to publish its Local Transport Plan (LTP) guidance it expects highway authorities to have reviewed their LTP by the end of March 2024.
4. Should the proposed D2N2 Mayoral Combined Authority be established as planned, the above responsibilities (in relation to LTP and EV charging infrastructure) will pass to the mayor, but in the meantime officers continue to work with partners on the planning and delivery of the EV infrastructure network.

5. To help local authorities develop an integrated, consistent, public EV charging network government has funded:
 - a dedicated local authority (LA) support programme to help provide LAs with the expertise they need to work out their specific local challenges and plan accordingly
 - Sub-national Transport Bodies in England to assess charging demand at a regional level and develop tools to assist LAs in developing their own EV charge point plans.
6. Government also understands that local authorities need additional resources to undertake the work required to develop EV charging strategies and to plan EV charging networks. Government therefore intends to make capacity funding available to help enable LAs undertake this work during 2023/24 and 2024/25.
7. The County Council's current public EV charging infrastructure policy was determined by Policy Committee at its 18 July 2018 meeting. Policy Committee determined that the County Council would not, at the time, seek funding for the roll-out of a widespread on-street charging network but would focus on the delivery of off-street EV charging infrastructure within public and workplace car parks. Initial planning and delivery work therefore focussed on working with organisations/landowners with responsibility for off-street public parking provision; and this work was undertaken as part of the Nottingham Go Ultra Low programme (of which the County Council was a partner) which operated between 2016/17 and 2020/21.
8. In February 2022 Transport & Environment Committee determined that, to avoid abortive work (and wasted resources), on-highway EV infrastructure planning work would be paused pending the outcome of national and regional research. This was because the research being undertaken would influence future on-street EV infrastructure solutions in the county, in terms of providing a joined-up consistent regionwide approach across administrative boundaries as well as procurement delivery mechanisms (and potential value for money through economies of scale). Committee therefore highlighted that the Council would wait until the OZEV and Midlands Connect research had been completed (anticipated in 2022/23) before implementing large scale permanent on-street infrastructure solutions in the county (such as on-street charging infrastructure or 'charging hubs').
9. Recognising the need to provide an interim solution to enable residents without off-street parking provision to charge their vehicles at home, Transport & Environment Committee determined that EV cable channels cut into the footway would be trialled in the county. The Council subsequently secured £774,000 Local Electric Vehicle Infrastructure (LEVI) pilot funding from OZEV (received in late January 2023) to roll-out this pilot across the county during the following 12 months. Officers also continued to undertake work to identify potential delivery of further trials. An update on the EV cable channel programme and development work will be provided in the presentation.
10. As part of its ongoing Sub-regional Transport Body EV research and development, Midlands Connect has developed:
 - An EV infrastructure planning tool, made available to LAs in September 2022, designed to help LAs plan their local networks, including the identification of the most suitable sites for EV charge points and information required to make a more compelling business case to access government funding available for their installation

- A strategic outline business case demonstrating how groups of LAs can work together to achieve economies of scale to deliver EV charge points (which resulted in a successful LEVI pilot funding bid for the five LAs involved).
11. The next stages of Midlands Connect development work primarily focuses on procurement and delivery models to maximise efficiencies and value for money for its constituent LAs, as well as updating the Midlands EV charge point baseline and forecasts data to support local EV strategies and future LEVI funding bids.
 12. Further details on the work being led by Midlands Connect will be provided in the presentation.
 13. When determining planning applications all local planning authorities are obliged to make decisions with regard to guidance in the 'National Planning Policy Framework 2021' (NPPF), which includes for the provision of EV charge points. Similarly, the County Council's 'Highway Design Guide' includes minimum standards for the provision of EV charge points at residential and non-residential developments. Further details on these requirements and how they are applied by the local planning authorities will be provided in the presentation.
 14. Government has made funding available for the provision of EV infrastructure to encourage and accelerate the uptake of EVs. Businesses, organisations, landlords, residents, and homeowners with off-highway parking facilities can apply for government grants to help fund the installation of EV charging infrastructure on their property. The County Council's EV charging webpages include links to the current government grants available to help fund charging infrastructure on off-highway private property.
 15. The County Council is currently undertaking an in-depth scrutiny review of its current building portfolio and the future consideration of EV charge points on the Council's own estate will therefore be influenced by the outcomes of this review. An update on EV charging infrastructure on the Council's own estate will be provided in the presentation.

Link to Nottinghamshire Plan/Annual Delivery Plan

16. Should the proposed programmes be approved, they will help deliver the following Nottinghamshire Plan ambitions/delivery plan priorities:
 - *'Helping our people live healthier and more independent lives'* ambition, and specifically the action to *'Use our influence to create healthy and sustainable places'*
 - *'Making Nottinghamshire somewhere people love to live, work and visit'* ambition; and specifically, the actions to *'Ensure that developments across Nottinghamshire are attractive, sustainable and well planned'*, *'Deliver Levelling Up to improve quality of life in our prioritised places'*, and *'Create healthy and sustainable places that promote people's wellbeing'*
 - *'Attracting investment in infrastructure, the economy, and green growth'* ambition; and specifically, the action to *'Help businesses to adopt low carbon practices'*
 - *'Improving transport and digital connections'* ambition, and specifically the actions to: *'Improve local and regional transport connections to make journeys easier'*, and *'Support people with transport options that are healthier and more sustainable'*
 - *'Protecting the environment and reducing our carbon footprint'* ambition, and specifically the actions to *'Reduce the impact of our work-related travel and transport'*, *'Drive use of public transport and other green ways to travel'*, *'Reduce air pollution and greenhouse gas emissions'*.

Statutory and Policy Implications

17. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

18. There are no direct financial implications resulting from this report. Any future development or delivery programmes, including their financial implications, will be subject to consideration and approval by the Transport & Environment Cabinet Member.

Consultation

19. The programmes detailed in this report and its appendices are developed to deliver the priorities and objectives of the Nottinghamshire Plan 2021-2031 and the Nottinghamshire Local Transport Plan 2011-2026. Consultation on these priorities/objectives was undertaken as part of the development of those documents, including with local members, communities, businesses, and stakeholders. Similar consultation will be undertaken on the proposed EV charging infrastructure strategy to help inform its content.

20. Any proposed EV charging infrastructure on the highway will be subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design; and value for money considerations. This will involve consultation and/or pro-active information provision on most schemes and the level of the public engagement will be determined/dependent on the improvements being considered. For most individual schemes statutory or non-statutory consultation will be undertaken with affected households and businesses only (i.e., households or businesses along the route of a proposed scheme).

Public Sector Equality Duty implications

21. Equality Impact Assessments are carried out where appropriate for highways programmes and as part of individual scheme development and design to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers.

Implications for Residents

22. The programmes contained within this report and its appendices have all been developed to deliver the Nottinghamshire Plan 2021-31 objectives and associated benefits for residents. These benefits are summarised in the section above detailing their links to the Nottinghamshire Plan/Annual Delivery Plan. Where specific schemes have implications for residents these implications will be considered in line with the proposed consultation set out in paragraphs 19-20 above and will be reported to the Cabinet Member as appropriate

Implications for Sustainability and the Environment

23. Encouraging and enabling the switch to electric vehicles forms part of the Council's actions to address climate change and reduce carbon and other harmful emissions from transport. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there are currently two air quality management areas on County Council managed roads). The proposals contained within this report have therefore been developed to address the effects of harmful emissions from transport on the environment, including climate change and air quality, and its impacts on local communities.

RECOMMENDATION/S

1. Members consider and comment on the report.
2. Members identify the areas of activity that they would like to explore further and determine how this could be carried out.

Councillor Neil Clarke MBE
Cabinet Member, Transport and Environment

For any enquiries about this report please contact

Constitutional Comments (LPW 27/02/2023)

24. The recommendations fall within the remit of the Place Select Committee by virtue of its terms of reference.

Financial Comments (SES 22/02/2023)

25. There are no specific financial implications arising directly from this report.
26. Any future development or delivery programmes, including their financial implications, will be subject to consideration and approval by the Transport & Environment Cabinet Member.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- 'Taking charge: the electric vehicle infrastructure strategy' – UK government, March 2022
- 'Electric Vehicle Charging Infrastructure' report to Policy Committee – 18 July 2018
- 'Electric Vehicle Charging Infrastructure' report to Communities & Place Committee – 19 July 2018
- 'On-street electric vehicle charging infrastructure' report to Transport & Environment Committee – 9 February 2022
- 'Supercharging the Midlands' – Midlands Connect, September 2021

- '2022/23 Highways capital & revenue programmes' report to Transport & Environment Cabinet Member – 19 September 2022
- 'National Planning Policy Framework' UK government, July 2021'

Electoral Division(s) and Member(s) Affected

- All