

Meeting of the Climate Change Select Committee – 14th September 2023

Report of the Acting Service Director - Neighbourhood Delivery

Electric Vehicle Charging Infrastructure

Purpose of report

1. To present the current progress report on all matters associated with public Electric Vehicle Charging Infrastructure across Dudley Borough.

Recommendations

2. It is recommended that the Climate Change Select Committee review the contents of this report and that any identified issues are referred to the relevant Cabinet Members and Acting Service Director to feedback and inform future decisions.

Background

3. This report is intended to provide members of this Committee with an update in relation to the roll out of Electric Vehicle Charging Infrastructure within Dudley borough.

West Midlands Local Transport Plan – Policy Background

Transport for West Midlands (TfWM), in partnership with the 7 West Midlands Local Authorities are currently preparing a new Local Transport Plan for the region. The overall strategy is being developed around '6 Big Moves', these include.

- Behaviour Change
- Accessible and Inclusive Places
- Safe, efficient, and reliable networks
- Walk, wheel, cycle, and scoot
- Public transport and shared mobility
- Green transport revolution

A key objective of the green transport revolution is to support the transition to a zero-emission vehicle fleet in the West Midlands to radically reduce transport emissions. This requires the right recharging and refuelling network to support an accelerated shift away from internal combustion engines; and requires investment to support rapid transition of the public transport and Council vehicle fleets to zero emission vehicles.

Accelerating the shift away from internal combustion engines is the main focus for this Big Move. Despite excellent progress in recent years, our charging infrastructure network is not yet where it needs to be. We need to get infrastructure to where users need it: at home (for areas where there is little or no off-street parking), enroute for longer journeys and at the destinations people travel to. Each of those has their own needs (in terms of space, trickle/rapid or ultra-rapid charging) which will need to be planned for carefully. The requirement for adequate charging networks obviously applies equally to the Local Authority Council Depots and will need to be a key component of the Council's Fleet Strategy moving forward.

Through working with our Black Country neighbouring authorities Dudley have already adopted an Ultra-Low Emission Vehicle (ULEV) Strategy which contains a number of Electric Vehicle related commitments including a commitment to develop a Council vehicle replacement strategy to ensure that Dudley's vehicle fleet is upgraded in a way that supports the various net-zero targets and can be financed within identified budgets. This work will include consideration of the charging infrastructure required for the operation of it's own fleet as part of an emerging Council Fleet Strategy.

Black Country Ultra-Low Emission Vehicle (ULEV) Strategy

In February 2020, Black Country Transport commissioned a ULEV strategy, vision and implementation plan from CENEX (a not-for-profit research organisation specialising in low- and zero-carbon vehicle technologies), which set out the challenges for the region to support the adoption of electric vehicles in line with the assumption that the ban would be brought forward to 2035. In 2021 a supplementary report was produced to update the document in line with a 2030 ban.

The report sets out a range of targets for infrastructure, and suggested policy changes to support, and accelerate the electrification of the vehicle parc in the Black Country, in order to reduce the transport derived CO₂e emissions for the region.

The initial draft strategy document was completed in May 2020, approved at ABCA in June 2020 and consulted on from 10/08/20 to 09/10/20, leading to the following recommendations:

By 2025:

- A. Installing an additional 380 standard and 110 fast charging sockets;
- B. Coordinating with TfWM to support installation of additional rapid and ultra-rapid chargers;
- C. Leading by example by procuring only ULEV's for all new council cars and vans;
- D. Equipping all council offices, depots, car parks and sports facilities with charge points;
- E. Publishing a local public transport decarbonisation action plan;
- F. Requiring most taxi and private hire vehicles to switch to ULEV;
- G. Using planning policy to deploy charge points at retail and business car parks;
- H. Deploying measures to slow the growth of the vehicle parc (the number of vehicles in use across the Black Country); and
- I. Establishing a programme to inform and encourage the public and businesses.

These changes would deliver the following benefits by 2025:

- A 1% reduction of transport CO2 emissions;
- A 10% reduction of transport NOX emissions;
- A 35% reduction of transport Particulate Matter (PM) emissions;
- An increase of the number of EVs to at least 4% of the vehicle parc;
- Over 90% of Black Country land area within 5 minutes' drive of a rapid charger; and
- Over 95% of urban areas within 500m of any public chargepoint.

The consultation received 851 responses and these consultees generally felt the targets for emissions and infrastructure in the Strategy were either appropriate or lacked ambition (more than a third). Given that the consultation was on the strategy before the 2030 ban was announced, this gives some reassurance that the updated targets would be generally popular.

In 2020, the government announced that the previously published 2040 ban on sales of new petrol and diesel vehicles was to be brought forward to 2030 for pure ICE vehicles and non-plug-in hybrids, and 2035 for plug-in hybrid vehicles.

CENEX were commissioned to update their figures from the published report, in line with the new ban timescales, resulting in the following amendments:

Installation of 761 standard, 214 fast, and 19 rapid and ultra-rapid chargepoints across the Black Country by 2025

Installation of 3200 standard, 630 fast, and 196 rapid and ultra-rapid chargepoints across the Black Country by 2030

These updated figures would deliver the following benefits by 2025:

- A 4% reduction of transport CO2 emissions;
- A 13% reduction of transport NOX emissions;
- A 37% reduction of transport PM emissions;
- An increase of the number of EVs to at least 7.5% of the vehicle parc;
- Over 90% of Black Country land area within 5 minutes' drive of a rapid charger; and
- Over 95% of urban areas within 500m of any public chargepoint.

This updated report was approved by Heads of Regeneration and ABCA in February 2021.

For Dudley this translates to the provision of 284 chargepoints by 2025.

On-street Residential ChargePoint Scheme (ORCS)

Following a bid to the Office of Zero Emission Vehicles (OZEV) the Council have been awarded £316,710 of ORCS funding for the purpose of installing on-street charge points for local residents wishing to charge their plug-in electric vehicles.

Following an initial assessment of potential locations based on the priorities and criteria as set out in the OZEV Invitation to Apply the Council have identified a first phase of approximately 51 different locations across the borough for the potential installation of double charge points (2 No. 7kW charge points at each site).

Locations have been identified based on a set of criteria, which include.

- residential properties with no off-street parking provision
- sufficient local power/grid capacity
- adequate footway and carriageway widths
- locations free from other street furniture/overhanging trees
- Minimum impact on existing on-street parking practices

The results of a comprehensive consultation exercise with ward members and residents have been reviewed to identify the priority locations for the first phase of installation. Additional locations to replace those not currently supported by the public are now being identified for consultation.

In terms of the procurement of a Charge Point Operator this has been led by Transport for the West Midlands on behalf of the West Midlands Local

Authorities such that Local Authorities can contract directly with the successfully appointed operator. Installation of the charge points will start later this year. In order to safeguard bays for the use of charging only, it is the intention to introduce experimental Traffic Regulation Orders such that any necessary enforcement of the bays can be carried out if required.

City Regions Sustainable Transport Settlement (CRSTS) Funding

A further £7m of funding to support wider public EV Charging infrastructure roll-out across the Black Country has also been indicatively allocated within the

West Midlands City Region Sustainable Transport Settlement (CRSTS) fund. Early work has commenced to identify suitable Council operated public car parks within Dudley borough along with the other Black Country Authorities for the provision of suitable EV charging apparatus.

An Outline Business Case to unlock the CRSTS funds has been submitted and approved through the West Midlands Combined Authority Single Assurance Framework (SAF) governance process, and once the Full Business Case is approved, work to progress the planned roll out of car park charging infrastructure across the borough can commence.

Local EV Infrastructure (LEVI) Fund

A £220,000 project has received grant funding from the Office for Zero Emission Vehicles (OZEV) LEVI fund to deliver a future-proofed neighbourhood community EV charging hub in Enville Street in Stourbridge, for early design options are currently being drawn up

A further provisional West Midlands allocation of LEVI funding has also recently been announced at £14.5 million, which provides key funding to meet the target of 284 chargepoints in the borough by 2025, as detailed in the Black Country Transport ULEV Strategy.

This fund should allow the implementation of a further 4 to 5 community charge hub sites across the borough and early work to identify possible suitable locations is now underway.

Finance

4. The financial implications of this report are set out in the background to this report.

Law

5. The Council is empowered to improve Highways under Section 62 of the Highways Act 1980.

Section III of the Local Government Act 1972 empowers the Council to do anything which is calculated to facilitate or is conducive to or incidental to the discharge of its functions.

Risk Management

6. This decision has no material corporate risks for the Council. The delivery of schemes on the ground will be carried out in accordance with approved operational risk assessments.

Equality Impact

7. This programme of work complies with the Council's Equality and Diversity Policy as it includes measures that support all users of the borough's transport networks, including vulnerable users.

Human Resources/Organisational Development

8. Staff resource costs associated with the design/delivery of this programme of work are covered in the Transport capital programme. There are no further human resource or transformation implications associated with this report.

Commercial/Procurement

9. The procurement of a Charge Point Operator to support delivery of the ORCS and wider programmes of work has been carried out by the West Midlands Combined Authority on behalf of the 7 Metropolitan Councils. Any further specific procurement activity that may result from the recommendations in this report will be carried out in accordance with the Councils Contract Standing Orders.

Environment/Climate Change


10. This report refers to multiple council priorities including the Climate Change and sustainability pledge for decarbonisation.

It builds on Dudley's 'Forging a Future for All' objectives:

1. Climate commitment, creating a sustainable borough on its way to net zero carbon emissions, improved air quality, reduced fuel poverty.
2. Creates a pathway for sustainable travel
3. Creates an evidence base for likely changes in policy and planning requirements.

Council Priorities and Projects

11. This programme of works supports the key Council priorities including the Borough Vision, Council Plan and Future Council Programme, through the improvement of the transport network and provision of a first phase of on-street Electric Vehicle Charging Infrastructure that will support and encourage the take up of Electric Vehicles. Increased Electric Vehicle take up supports both public health and the Council's response to the Climate Emergency through air quality improvements associated with accelerating the transition to lower/zero emission vehicles.



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Appendices

None.

List of Background Documents

None.