



Report to Cabinet

Date:	7 th June 2022
Title:	Buckinghamshire Electric Vehicle Action Plan 2022-27
Cabinet Member(s):	Steven Broadbent, Cabinet Member for Transport Gareth Williams, Cabinet Member for Climate Change and Environment
Contact officer:	Hannah Joyce, Head of Transport Strategy
Ward(s) affected:	ALL
Recommendations:	The Buckinghamshire Electric Vehicle Action Plan (EVAP) is adopted.
Reason for decision:	This plan sets out the Council's approach to increasing electric vehicle charge points in Buckinghamshire over the next 5 years, supporting the Climate Change and Air Quality Strategy 2021.

1. Executive summary

- 1.1 A draft Electric Vehicle (EV) Charging Infrastructure Strategy was initiated in 2020. Following the COVID pandemic, rapid changes in the electric vehicle market, and the publication of the national EV Infrastructure Strategy in March 2022¹, the Council have refreshed and extended the scope of this study to also consider the role of electric buses, taxis, the Council's fleet vehicles, and how to most efficiently increase the number and type of charge points.
- 1.2 The previous work undertaken was very technical and this will be maintained as a standalone background research document known as the 'Electric Vehicle Study'

¹https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/106557/6/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf

2022'. A shorter 'EV Action Plan' was developed from the evidence in the Study, as well as input from Council officers, feedback from Members, and assistance from the Energy Saving Trust who administer the multiple government EV charge point funding streams.

- 1.3 The Study and Action Plan are considered key in supporting the continued uptake in EVs across Buckinghamshire and the delivery of key targets in Climate Change and Air Quality Strategy 2021.

2. Content of report

Background

- 2.1 Transportation currently contributes 51% of carbon emissions in Buckinghamshire, with 65% of these generated by cars². The Government's Transport Decarbonisation Plan 2020³ included ambitious targets for phasing out internal combustion engines across various vehicle types including buses, taxis and fleet. The most challenging being the banning of the sale of new petrol and diesel cars by 2030, vans by 2035, and HGVs by 2040.
- 2.2 In light of these targets a draft Electric Vehicle (EV) Charging Infrastructure Strategy was produced for the Council by consultants Jacobs in 2020. However, progress on adoption of the strategy was delayed due to the COVID pandemic. To reflect rapid changes in the EV market, and in order to extend the scope of the original strategy to include buses and the Council's vehicles in line with the Council's adopted Climate Change and Air Quality Strategy 2021, we commissioned an update of the work.
- 2.3 The work commissioned included evidence-gathering on the status of the uptake of EVs in Buckinghamshire and identifying the locally-specific constraints on wider uptake, specifically the rural nature of the area and concerns around range anxiety.
- 2.4 The uptake of EVs in Buckinghamshire is higher than the national average (0.9% of population own an EV, versus 0.6%), reflecting the relative affluence of the population, and is shown in Appendix 1.

² <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019>

³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/100944/8/decarbonising-transport-a-better-greener-britain.pdf

- 2.5 The Jacobs EV Forecasting Tool was used to understand possible variations on uptake of EVs and future uptake based on journey patterns, vehicle scrappage rates, and demographic data.
- 2.6 Analysis was also undertaken to understand the areas with limited access to off street parking (reflecting ability to charge vehicles at home) so that we can prioritise the areas which need more access to public chargepoints (See Appendix 2). This work has helped to set the evidence base for the Action Plan and where we should be focusing our efforts to increase EV charging infrastructure.
- 2.7 The national Electric Vehicle Infrastructure Strategy was published on 25th March 2022 and outlines that a mix of on street, destination (i.e., workplace) and rapid charge points (on the strategic road network) will be needed to meet the forecast demand for EVs. The scope of the Action Plan was therefore widened to include expansion of on-street charge point provision.
- 2.8 The EV Study and feedback received helped to shape a vision statement for the EV Action Plan:
- “To expand the electric vehicle infrastructure network in Buckinghamshire to ensure that electric vehicles are a convenient and affordable option for vehicle owners, as part of a holistic and sustainable transport network”.
- 2.9 Following member feedback an overarching target was included in the Action Plan. This is in 2 stages:
- a) Double the number of EV charging spaces across Buckinghamshire, compared to February 2022 by 2023/4. This equates to 175 new parking bays. We will focus on coverage in areas currently without access to a charge point. This builds on the Council’s commitment at the Transport Environment and Climate Change Select Committee in June 2021 to double the number of charge points.
 - b) Increase the number of publicly available charging spaces in Buckinghamshire by 10 times, to 1000 spaces, within the lifetime of this plan (i.e., to 2027). This reflects the national ambition to increase the number of chargepoints 10 fold to 300,000 by 2030.
- 2.10 These targets include both publicly funded (i.e., facilitated by Buckinghamshire Council) and privately funded points (i.e., those in destinations such as supermarkets, workplaces and at service stations).

The EV Action Plan Objectives

- 2.11 The Action Plan’s objectives are outlined below:
1. Support the uptake of EVs within Buckinghamshire through the provision of a comprehensive network of EV charging infrastructure

2. Contribute to reducing carbon and air pollutant emissions from transport by supporting the UK-wide transition to EVs
3. Ensure that the EV infrastructure network is future-proofed, to allow for new technologies and trial innovative solutions
4. Provide a range of publicly funded charging infrastructure to support different charging requirements, including for those without off-street charging at their home
5. Support Buckinghamshire Council staff to transition to EVs through salary sacrifice and vehicle leasing schemes
6. Increase the council's EV fleet capacity and provide any necessary charging infrastructure
7. Work with developers, local businesses, parish and town councils to encourage provision of privately funded charge points
8. Work with local public transport and taxi- and private hire companies to facilitate charging infrastructure and support the transition to zero emission vehicles
9. Encourage use of EVs as part of a sustainable transport network, including active travel and public transport, whilst reducing the need to travel overall

2.12 To achieve the objectives of the Action Plan key actions and outcomes for both the short and medium term have been identified and can be summarised as:

Short term (to 2024/5)

- Double the number of EV charging spaces across Buckinghamshire, compared to February 2022 (This equates to 175 new parking bays by 2023/4), focusing on coverage in areas currently without access to a charge point.
- Work with a strategic EV supply partner to help facilitate EV charge point provision and provide data on EV use in Buckinghamshire. This arrangement will be reviewed at the end of the contract period.
- Investigate opportunities for income generation for the Council via publicly funded charge points, recognising that although currently the income from charge points does not generally cover costs of installing, operating and maintaining them, this situation may change over time as usage rates increase.
- Maximise opportunities to secure grant funding from Government via the Office for Zero Emission Vehicles (OZEV). Within the restrictions placed on the use of this funding, we will:
 - Increase the number of EV charge points in council-owned car parks near residential areas, focusing initially on areas where there is a higher uptake

in EVs (under the On-Street Residential Charge point Scheme (ORCS)), and provide technical support for town and parish councils wishing to secure funding via ORCS.

- Using the new Local Electric Vehicle Infrastructure (LEVI) fund, we will increase the number of on-street EV charge points, prioritising areas where there is limited off street parking and public support.
- Work with EV charge point suppliers in the roll out of their networks of chargepoints on a commercial (100% privately funded) basis across Buckinghamshire.
- Work with EV charge point suppliers and District Network Operators (DNOs) to future proof the technology and power supplies to support Buckinghamshire's developing EV charging network.
- Take a strategic view to provision, ensuring there is a spread of EV charge points of different types across Buckinghamshire. Develop a system for recording and prioritising residents' requests for on-street EV charge points.
- Trial innovative charge point technologies and on street charging solutions (including induction charging, cable channels, solar canopies).
- Work with England's Economic Heartland, the DNOs and EV charge point suppliers to investigate the feasibility of installing ultra-rapid charge point hubs on strategic road links, including through the government's new Rapid Charging Fund.
- Install EV charge points at Buckinghamshire Council offices and depots to support staff to take up EVs and transition the council fleet to EVs. Collaborate with other public agencies to provide greater charging provision for public service fleet vehicles.
- Review and update Buckinghamshire's parking standards for new developments in line with new building regulations requirements⁴ for new developments to be released in June 2022.
- Undertake promotional activities targeting residents and local businesses to dispel commonly held myths about EVs and highlight price comparison to running costs of a petrol/diesel vehicle.
- Ensure the accessibility of charge points, in terms of both physical usage and payment methods.

⁴ New building regulation requirements: <https://www.gov.uk/government/publications/infrastructure-for-charging-electric-vehicles-approved-document-s>

- Work with suppliers to improve charge point reliability and investigate mechanisms to discourage 'over-staying' at charge points longer than necessary to complete a full charge.

Medium Term (2025-27)

- Continue to provide and extend a high quality, efficient and comprehensive publicly available EV charging network across the council area. Support the delivery of 1000 charging spaces across Buckinghamshire by 2027.
- Ensure the proper maintenance and continued operation of all charge points installed in partnership with Buckinghamshire Council and at Buckinghamshire Council facilities.
- Investigate options for providing on-street charge points in areas with high levels of properties without access to private home charge points. Install charge points in consultation with ward members, Community Boards and residents.
- Continuously monitor utilisation of publicly funded charging infrastructure and engage with the commercial sector to identify when further charging infrastructure should be installed to meet demand.
- Continue to work with local businesses, town and parish councils to increase the number of publicly available EV charge points.
- Encourage EV transition within the council's supply chain through our contract procurement processes.
- Look at ways to integrate and promote zero emission vehicles within the wider transport network (e.g., bus, rail and freight) alongside other decarbonisation measures within the development of the council's next Local Transport Plan (Buckinghamshire LTP5).
- Work with DNOs to understand options to bring fast- or rapid EV charging to locations with limited electricity supply, to ensure EV charging supply is spread evenly across Buckinghamshire.
- Promote options for increasing the uptake of EVs by staff through salary sacrifice options, the Council's Vehicle Leasing Scheme, or other Government supported schemes.
- Consider the introduction of emissions-based parking schemes as part of the forthcoming work on the Buckinghamshire Parking Strategy.
- Monitor technological development and maturity of solutions to transition HGVs to EV. This should include monitoring of developments for other fuel solutions such as hydrogen.

3. Other options considered

- 3.1 Not to adopt the Action Plan which would mean that we would not have a strategy to support our ambitions to increase the number of EV charge points in Buckinghamshire and would undermine the Council's commitment to achieve net zero carbon emissions for Buckinghamshire by 2050⁵.
- 3.2 Undertake a full public consultation on the Action Plan. This would delay the adoption of the Action Plan until Autumn/Winter 2022. It is considered that this is an urgent priority for the Council and already has a basis in the policies of the adopted Climate Change and Air Quality Strategy. Both the Study and Action Plan have been developed in collaboration with all ward members and so via this mechanism has addressed local concerns. Therefore, a public consultation exercise is not required.
- 3.3 The specific locations of future charge points are deliberately not covered within the Action Plan. It is considered that these locations would be identified and agreed with public and member consultation at an appropriate time.

4. Legal and financial implications

- 4.1 The Office for Zero Emission Vehicles (OZEV) currently maintains three funding streams to which the Council bids for grants to fund the majority of charge points delivered by the Council:
 - 1. The On-street Residential Charging Scheme (ORCS⁶) is for the installation of public charge points in residential areas. We have previously secured c£35k from the OZEV ORCS fund in 2019/20 for on-street charge points, and c£160k from the same fund in 2020/21 for fast charge points in Council-owned car parks in proximity to residential areas. We are about to make another similar bid to this fund in June 2022 and this fund allows for multiple applications each year. Assuming we are successful in being awarded a similar level of funding this and next year, ORCS should fund an

⁵ Buckinghamshire Council Climate Change and Air Quality Strategy:

<https://www.buckinghamshire.gov.uk/environment/energy-and-climate-change/the-climate-change-and-air-quality-strategy/climate-change-and-air-quality-strategy/>

⁶ OZEV On-street Residential Charge point Scheme: <https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-charge-points>

additional 60-120 charging bays across our car parks and/or at on-street locations by 2023/4.

2. The Local Electric Vehicle Infrastructure Scheme (LEVI⁷) is for the installation of public on-street charge points in residential areas. This fund will include £400 million for the installation of charge points, and £50 million for the hiring of new staff resource to support this. Of this, a £10 million 'pilot' fund has been launched, with applications due by 17 June 2022. We are intending to make an application to this fund which will deliver another 30 on-street charge points, as well as trialling technological innovation in the areas of cable channels, induction charging and solar power generation.
3. A £950 million 'Rapid Charging Fund' which is aimed at delivering rapid charge points at service stations on motorways and major A-roads. This is unlikely to affect the Council in the short term, but we will work with England's Economic Heartland to ensure co-ordination and delivery at appropriate sites within Buckinghamshire.

- 4.2 In support of the above the Council has agreed a new capital funding allocation of £200k per annum for 4 years – a total investment of £800k – for the delivery of EV charging infrastructure. This budget will be used to support those locations where additional works are needed (such as upgrading the electrical power supply or guarding lighting columns), which are typically not covered by grant funding. This will help us to unlock more difficult locations to allow even distribution of charge points across Buckinghamshire.
- 4.3 The Council has already undertaken a procurement exercise to secure an EV charge point supplier that can act as a partner to deliver ORCS funded EV charge points across Buckinghamshire and this was awarded to BP Pulse on the 9th February 2022. This includes a profit-sharing option to help to secure a future revenue stream for the Council.
- 4.4 In addition, officers are working with Community Boards and Town and Parish Councils to support them to identify, apply for funding and install charge points on their properties. In combination, this work will ensure we are able to meet the Action Plan target of an additional 175 charging spaces by 2023/4.

⁷Local electric vehicle infrastructure (LEVI) pilot funding: <https://www.gov.uk/guidance/apply-for-local-electric-vehicle-infrastructure-levi-pilot-funding>


5. Corporate implications

- 5.1 This Action Plan supports the aims of the Buckinghamshire Climate Change and Air Quality Strategy and will promote electric vehicle transition, both publicly and for the Council's own fleet. There are implications for all services which operate fleet vehicles or provide parking for staff or customers. Affected services have been consulted through the Electric Vehicle Working Group.

6. Local councillors & community boards consultation & views

- 6.1 Early member engagement was undertaken in 2020, including inviting members to a workshop to outline the scope of the strategy. Officers have aimed to keep members updated throughout the development of the Action Plan.
- 6.2 Officers presented to all Community Board Coordinators in 2021 and have since set up a process by which Parish Councils and Community Boards can request assessment of potential locations for electric vehicle charge points.
- 6.3 During February 2022 we undertook a further round of consultation with all Members on the draft EV Action Plan. Feedback included (but was not limited to):
- Increased clarity around plans for specific types of charge point, i.e., 'slow' (3-6kW), 'fast' (7-22kW) and 'rapid' (25kW+) points;
 - Clarifying Buckinghamshire's role in charge point facilitation (rather than acting as a charge point operator); and
 - The inclusion of a vision statement and overall target for charge point provision.

7. Communication, engagement & further consultation

- 7.1 Members, Community Boards and officers have been consulted on the Study and Action Plan and their comments have been included in the final document, as detailed above.
- 7.2 We have also received feedback on the draft Action Plan from Energy Saving Trust (EST), who offer free advice to local authorities who are developing their EV strategies. This is important as it is the EST who administer all EV charging funds on behalf of the Office for Zero Emission Vehicles (OZEV). Their feedback included:
- Welcomed the proposed target, considering it to be clear, realistic and achievable;
 - Requested increased consideration of taxi and private hire vehicles; and
 - Needed context around the new national infrastructure strategy.
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- 7.3 A cross team officer Electric Vehicle Working Group was established in July 2021. They meet monthly to disseminate best practice and lessons learned relating to electric vehicles. They have all fed into the development of the Action Plan.

8. Next steps and review

- 8.1 Once adopted the EV Action Plan will be 'launched' at the Buckinghamshire Clean Air Day event organised in collaboration with Bucks Business First at the University of Buckingham on 16th June 2022.
- 8.2 Following adoption of the Plan, the Council will undertake a programme of public and member engagement to determine the optimum locations for future on-street charge points across Buckinghamshire. We will seek applications via the Community Boards and these locations will then be prioritised for installation based on: the availability of (and cost of connection to) the local electricity supply; funding opportunities for that type/location of charge point; and proximity to alternative public charging locations.
- 8.3 An EV specific inbox (evcharging@buckinghamshire.gov.uk) has been set up and we will encourage people to email requests for charge points via this mechanism, to be then included in the prioritisation process.
- 8.4 We will continue to keep ward members updated via the online Member Portal.
- 8.5 The Council will be submitting bids to both the ORCS and LEVI grant funds in June 2022. Subject to award of funding, further chargepoints will be installed in Council-owned car parks in 2022/3.

9. Background papers

- 9.1 A copy of the EV Action Plan is attached for information.

10. Your questions and views (for key decisions)

- 10.1 If you have any questions about the matters contained in this report please get in touch with the author of this report. If you have any views that you would like the cabinet member to consider please inform the democratic services team democracy@buckinghamshire.gov.uk.

