

## Report to the Cabinet

Meeting to be held on Thursday, 2 September 2021

### Report of the Head of Service - Public and Integrated Transport

#### Part I

Electoral Division affected:  
(All Divisions);

### Electric Vehicle Charging Infrastructure for Fleet Vehicles

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#### Executive Summary

As part of the move to zero emissions in Lancashire and use of Electric Vehicles, the services that will use them need an efficient and effective way to charge them, and therefore on site charging infrastructure is required at the offices and depots where the vehicles will be based and where they regularly visit.

#### Recommendation

Cabinet is asked to approve investment of £1m to fund the installation of site charging infrastructure at county council offices and depots where Electric Vehicles will be based.

#### Background and Advice

The move to zero tailpipe emission vehicles forms a part of the aims of the county council to reduce harmful emissions from its own fleet of vehicles to contribute to improvements in the environment and public health within Lancashire.

Vehicles driven by electric motors, instead of conventional Internal Combustion Engines, either through plug in Electric Vehicles or Fuel Cell Electric Vehicles will contribute to this goal.

For plug in Electric Vehicles, a charging infrastructure will be required at county council sites where the vehicles either reside or visit. Funding for charging infrastructure will enable on site charging points to be rolled out in co-ordination with the introduction of Electric Vehicles.

The county council currently purchases electricity which is generated through renewable sources via its existing energy contracts. The provision of charging points for fleet vehicles will reduce the county council's use of fossil fuels and so contribute to a reduction in the carbon footprint of the council.

Fleet Services has recently taken delivery of three electric vans, and it is planned that Parking Services will have twelve electric estate cars for its enforcement teams. Initially, installation of charging infrastructure will be focused on the locations these vehicles operate from, while at the same time considering the future requirements for other services at those sites. The Highways Service is expected to be an early adopter of Electric Vehicles and Highways depots will be considered as the next area to progress.

### **Consultations**

N/A

### **Implications:**

This item has the following implications, as indicated:

#### **Financial**

Funding of £1m has been provided by the creation of a reserve at the 2020/21 financial year end. Where the projects are capital in nature and either create or enhance a county council asset, the project will be included in the capital programme with the relevant contribution from the reserve to fund this, therefore there will be no borrowing or interest payments required.

A lack of investment in Charging Infrastructure would reduce the viability of using Electric Vehicles in many areas of the county council, in turn leading to a lower reduction in harmful emissions from the county council's vehicles and a lesser impact on reducing the county council's carbon footprint.

#### **Procurement**

Any future tender requirements to progress the procurement of the charging infrastructure will be undertaken in compliance with the Public Contracts Regulations 2015.

#### **Risk management**

There are no identified risks associated with this proposal.

## List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A