

Report to the Cabinet

Meeting to be held on Thursday, 6 July 2023

Report of the Director of Environment and Planning

Part I

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Protecting our environment;

Lancashire Electric Vehicle Infrastructure Strategy

(Appendices 'A' and 'B' refer)

Contact for further information:

Debbie King, Tel: (01772) 534195, Acting Head of Environment and Planning
(Environment and Climate), debbie.king@lancashire.gov.uk

Brief Summary

This report presents a new Electric Vehicle Infrastructure Strategy for Lancashire and Blackburn with Darwen. The purpose of the Strategy is to provide clear direction and transparency to the deployment of electric vehicle infrastructure, supporting the needs of existing electric vehicle drivers and to meet the anticipated growth in electric vehicle usage.

Recommendation

Cabinet is asked to consider the information presented in the report and approve the Lancashire and Blackburn with Darwen Electric Vehicle Infrastructure Strategy as set out at Appendix 'A'.

Detail

In November 2020 the UK Government announced the end of the sale of new pure petrol and diesel cars and vans by 2030, with the phasing out of remaining emissions-generating cars and vans such as plug-in hybrids taking place by 2035.

[Taking charge: the electric vehicle infrastructure strategy](#) sets out the vision and action plan for the rollout of electric vehicle charging infrastructure in the UK to support this transition. This includes a role for local authorities to develop local



infrastructure strategies and to scale up the rollout of public chargepoints on local streets.

The county council, together with Blackburn with Darwen Council commissioned work to prepare an Electric Vehicle Infrastructure Strategy to meet this requirement and to give clear direction to the future deployment of public charging infrastructure. Blackpool Council had already progressed its own strategy, so whilst the documents complement each other, its strategy is separate.

The Lancashire and Blackburn with Darwen Infrastructure Strategy, presented at Appendix 'A', sets out a vision to deliver appropriate, accessible, and equitable electric vehicle charging infrastructure to meet the expected growth in electric vehicle usage and demand from residents, businesses, and visitors, particularly those without access to off-street charging. It summarises the detailed modelling and spatial analysis work that underpins the strategy, estimates the projected future demand for electric vehicle charging infrastructure and sets out action to deliver the vision under six objectives:

- Coordination - to effectively coordinate electric vehicle charging infrastructure deployment activities at county and district levels and establish an electric vehicle working group.
- Planning – to identify the optimal locations for chargepoints that recognises the local, regional, and national policies and the demographics of the county.
- Funding and models – to determine the best operating and funding models, and to secure government funding for infrastructure.
- Deployment – to deploy 6,655 chargepoints throughout Lancashire by 2030, assuming no major changes to the underlying assumptions.
- Monitoring – to implement monitoring, evaluation, and feedback activities to build a better understanding of actual charging usage and behaviour, electric vehicle uptake and user feedback, to inform regular reviews and updates to the strategy.
- Awareness and capabilities – to increase awareness, understanding and capabilities in electric vehicle charging infrastructure to support the roll-out and operational aspects.

The modelling of future demand estimates that by 2030 a total of 244,728 vehicles will be electric in Lancashire, representing 36% of all cars and vans. It is estimated that there will be a need for a total of 6,655 chargepoints to support this demand.

Around 70% of these should be 'nearby' chargers, which are those within a reasonable walking distance of a household (typically around 5 minutes). The remaining chargepoints will be expected to be provided at a combination of 'primary' and 'secondary' locations: primary locations are those visited for the primary purpose of charging a vehicle (such as a forecourt); secondary locations are those where the user will visit for some other primary purpose (such as a supermarket or leisure centre) and where charging is a secondary purpose.

The exact type, number and location of chargers is subject to considerations such as the local environment, charging behaviours, parking space, grid capacity and will require further exploration at a local level as the infrastructure delivery programme is developed. A co-ordinated approach and close working with stakeholders will be



important to ensure the right technology mix in the right location, and that there is not duplication of provision.

Electric vehicles and their associated charging infrastructure are rapidly evolving, with the increase in vehicle uptake, changes in driver behaviour and the development of new technologies changing in a way that is difficult to predict in the longer term. The projections will, therefore, be regularly reviewed.

Delivery

The Government has allocated new funding to Tier 1 Local Authorities to help support and deliver this work through the Local Electric Vehicle Infrastructure capital and capability funding. The aim of the Local Electric Vehicle Infrastructure fund is to deliver a step-change in the deployment of local, primarily low power, on-street charging infrastructure, primarily benefiting those without off-street parking and to accelerate the commercialisation of, and investment in, the local charging infrastructure sector.

The county council has been allocated an indicative £10.1m of capital funding, subject to the submission and approval of a full business case and application early in 2024. There is an expectation that private sector investment will be secured alongside the Local Electric Vehicle Infrastructure fund to support the development of a more self-sufficient local chargepoint market ahead of the 2030 phase out date. The allocation of Local Electric Vehicle Infrastructure capability funding will provide dedicated officer resource to prepare the capital funding application and explore appropriate commercial models that maximise private sector investment.

In addition to this funding the county council has secured £500,000 from the Local Electric Vehicle Infrastructure extended pilot fund to trial solutions that will help people who do not have access to off-street parking. This includes testing charging points integrated into street lighting columns and pavement cable channels.

Appendices

Appendices 'A' and 'B' are attached to this report. For clarification they are summarised below and referenced at relevant points within this report.

Appendix	Title
Appendix 'A'	Lancashire and Blackburn with Darwen Electric Vehicle Infrastructure Strategy
Appendix 'B'	Electric Vehicle Infrastructure Strategy Equality and Cohesion

Consultations

The strategy has been informed by a wide-ranging evidence base, dialogue with key services and feedback from district and unitary councils through three engagement workshops and follow up survey.



Implications:

This item has the following implications, as indicated:

Risk management

The Strategy sets out the vision and objectives for electric vehicle infrastructure delivery and does not contain any specific proposals. There are consequently no risks of significance associated with the report.

Financial

The Strategy does not contain any specific financial implications. Any requirements to support delivery of the strategy, including proposals for the Local Electric Vehicle Infrastructure capital programme, will be brought for approval.

Legal

There are no implications directly associated with the Strategy. Actions arising are to 'identify the appropriate model for delivery and procurement routes', and 'preparation/coordination of specification and tender documents to procure charging Infrastructure' these will be undertaken in accordance with relevant council procedures.

Equality and Cohesion/Equality Analysis

An Equality Analysis is attached at Appendix 'B'. This highlights the need for accessible charging infrastructure to ensure those with disabilities can charge their vehicles, and consideration of personal safety and pavement space in the design and siting of charging infrastructure.

List of Background Papers

Paper	Date	Contact/Tel
-------	------	-------------

None		
------	--	--

Reason for inclusion in Part II, if appropriate

N/A

