



PART A) – SUMMARY REPORT

1. SUMMARY OF MAIN PROPOSALS

- 1.1 The purpose of this report is to seek approval of the proposed Telford & Wrekin Ultra-low Emission Vehicle (ULEV) Strategy (Appendix A) for review and approval as the adopted Ultra-low Emission Vehicle Strategy for the Borough.
- 1.2 In recent years, ownership of ultra-low emission vehicles (ULEVs) has grown significantly. The Department For Transport (DFT) reported that in the year to June 2017, 45,509 new ultra-low emission vehicles were registered for the first time in the United Kingdom, an increase of 27% on one year before and 71% on two years previously. As a percentage of new car registrations, averaged over 2017, electric cars now represent around 1.8 per cent of the total new car market in the UK
- 1.3 On the 9 July, government launched it's 'Road to Zero' strategy which sets out plans to enable a massive expansion of green infrastructure across the country, reduce emissions from the vehicles already on the UK's roads, and drive the uptake of zero emission cars, vans and trucks. The strategy sets out Government's ambition for at least 50% of new car sales to be ultra-low emission by 2030, alongside up to 40% of new vans. This follows the announcement made in July 2017, to end the sale new diesel and petrol vehicles in the UK from 2040. By 2050 it is expected that nearly all cars and vans will be zero emission vehicles (ZEVs).
- 1.4 The Office for Low Emission Vehicles (OLEV) has a number of grants available to encourage the uptake of ultra-low emission vehicles, including Plug-in Car Grant and Van Grant, Plug-in Taxi Grant, Electric Vehicle Homecharge Scheme, Workplace Charging Scheme, On-Street Residential Chargepoint Scheme, Ultra-Low Emission Taxi Infrastructure Scheme and Ultra-low Emission Bus Scheme.

1.5 The Ultra-low Emission Vehicle Strategy recognises the significant benefits of ULEVs particularly in relation to air quality, noise and public health. The main sources of air pollution in Telford and Wrekin are emissions from busy roads. Increased ownership of ultra-low emission vehicles will reduce harmful emissions and improve air quality across the Borough.

1.6 However the increase in ultra-low emission vehicles will bring with it increased demand for public charging infrastructure.

1.7 The Action Plan within the Strategy lists a number of short term and long term measures that will guide priorities and funding to those measures that are considered to be the most effective to achieve the vision of the strategy *“To enable residents, visitors and businesses to use electric vehicles through ensuring a reliable, safe, and convenient charging network.”*

2. RECOMMENDATIONS

2.1 That Cabinet approves the adoption of the new Ultra-low Emission Vehicle Strategy (**Appendix A**)

2.2 That Cabinet resolves to support and participate in the successful delivery of the measures proposed in the new Ultra-low Emission Vehicle Strategy as funding allows.

3. SUMMARY IMPACT ASSESSMENT

COMMUNITY IMPACT	Do these proposals contribute to specific Co-Operative Council priority objective(s)?	
	Yes	This Strategy will encourage people to switch to ultra-low emission vehicles which will bring about improvements in air quality and public health.
	Will the proposals impact on specific groups of people?	
	No	Borough Wide Impact
TARGET COMPLETION/ DELIVERY DATE	The Ultra-low Emission Vehicle Strategy will become the Council's formal approach to this mode of travel following adoption by the Cabinet. This will enable the Council to be better placed to co-ordinate activities to achieve the aims of the strategy and secure funding from external sources over the lifetime of the strategy.	
FINANCIAL/ VALUE FOR MONEY IMPACT	Yes	There are no immediate plans to install electric charging points in the Borough, however as suitable sites for charging points are identified,

		<p>funding opportunities and charging mechanisms will need to be explored to ensure that there are no financial implications for the Council. Work undertaken by Council Officers on the ULEV strategy and action plan will be met from existing budgets.</p> <p>MLB 13.06.18</p>
LEGAL ISSUES	Yes	<p>The decarbonisation of both private cars and goods and passenger carrying vehicles is seen as key to achieving the UK's carbon targets set out in the Climate Change Act 2008. It is also seen as critical to helping improve air quality.</p> <p>The outcome of the Automated and Electric Vehicles Bill 2017-19 (AEV Bill 2017) will need to be monitored and considered as part of Telford and Wrekin's ULEV Strategy. The Bill includes provisions in relation to charging points for Electric Vehicles (EVs) and for the creation of regulations relating to the installation and operation of EV charging points. Legal advice will be provided, as required, e.g. in relation to planning control and income generation matters.</p> <p>HR 29/06/18</p>
OTHER IMPACTS, RISKS & OPPORTUNITIES	Yes	<p>The Strategy will bring the opportunity to improve air quality and public health of the borough through encouraging residents to switch to an ultra-low emission vehicle or electric vehicle.</p>
IMPACT ON SPECIFIC WARDS	No	

PART B) – ADDITIONAL INFORMATION

4. INFORMATION

- 4.1. Figures published by the Society of Motor Manufacturers and Traders (SMMT) each month show that electric car sales in the UK have risen dramatically over the past few years. While only around 500 electric cars were registered per month nationally during the first half of 2014, this has now risen to an average of almost 4,000 per month during 2017.
- 4.2. In Telford & Wrekin, there were only 6 ultra-low emission vehicles registered by the end of 2012. This figure has increase by to 172 vehicles at the end of 2017.
- 4.3. Nearly all car manufacturers are expected to release new models in to the market from 2020, with some manufacturers stating they will produce an electric battery version for all their models and other's phasing out petrol and diesel engines altogether. Ultra-low emission vehicle ownership is expected to rise rapidly from 2025 and with this the demand for public charging infrastructure will increase.
- 4.4. The Department for Transport expects most ultra-low emission vehicle owners to charge at home over night. However not all residents have access to off-street parking, so alternative provision will need to be investigated.
- 4.5. Furthermore there is recognition that the lack of public charge points could put ultra-low emission vehicle owners off from travelling to Telford. Destination charging is a growing area and major visitor attractions should consider their electric charging provision as there is evidence that some ultra-low emission vehicle owners choose where to visit based on whether charging facilities are available.
- 4.6. Currently there are 18 charge point devices hosting 31 connection sockets (some are double socket devices) at 11 different locations, according to ZapMap as of 31 March 2018. (Zap-map is the most comprehensive UK wide map of charge points enabling electric vehicle drivers to locate, navigate to and update charge points for the benefit of the electric vehicle community).
- 4.7. Of these, five locations are public and six offer restricted access e.g. customer/visitor only. The five public charge point locations are around and within the town centre, while the other six locations are in Wellington, Brookside, Coalbrookdale, Hortonwood and Telford Services adjacent to Junction four of M54.

Location	Number of locations
Hotel / B&B	2
Motor dealership	3
Motorway Services	1
Public car park	2
Supermarket	1
University	1
Business	1
TOTAL	11

4.8. The objectives of this strategy are to:

- respond to the growing demand for electric vehicle infrastructure and services,
- support an integrated network of electric vehicle charge points to match current and future demand, parking situations and budgets
- encourage and support faster adoption of electric vehicles amongst the public through working with partners and organisations to encourage uptake of available government grants.
- create a realistic, deliverable Action Plan with schemes and initiatives for improving provision to support the advance of ultra-low emission vehicles in the market; and
- to align the Strategy with the Telford & Wrekin Local Plan, the Local Transport Plan and the Council's wider sustainable transport agenda.

4.8 However within the wider context of limited resources to deliver projects such as this, there are no immediate plans to install electric charging points in the Borough using Council funds.

4.9 The proposed detailed Action Plan lists a number of short term and long term measures that will support the implementation of charging infrastructure, continue to explore potential funding opportunities and emerging technologies in this area.

4.10 The development and promotion of a charging network in Telford & Wrekin will facilitate and encourage greater uptake of ultra-low emission vehicles amongst people living in the borough and make it easier for owners of ultra-low emission vehicles to visit or work in the borough.

4.11 The Council will continue to work with the West Midlands Combined Authority as a non-constituent member to seek opportunities to work with and learn from the work that the Combined Authority is delivering on in respect of low emission vehicles and air quality.

5. IMPACT ASSESSMENT – ADDITIONAL INFORMATION

N/A

6. **PREVIOUS MINUTES**

None

7. **BACKGROUND PAPERS**

Appendix A – Telford & Wrekin Ultra-low Emission Vehicle Strategy

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