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| <b>Report for:</b>   | Cabinet   |
| <b>Title of report:</b>  | Electric Vehicle Strategy                                       |
| <b>Date:</b>   | 18 October 2022   |
| <b>Report on behalf of:</b>  |   |
| <b>Part:</b>   | I   |
| <b>If Part II, reason:</b>   | N/A   |
| <b>Appendices:</b>   | Appendix 1 – Electric Vehicle Strategy                          |
| <b>Background papers:</b>  | N/A   |
| <b>Glossary of acronyms and any other abbreviations used in this report:</b> | CEE - Climate and Ecological Emergency<br>EV – Electric Vehicle |

### Report Author / Responsible Officer

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| <b>Corporate Priorities</b>                          | <ul style="list-style-type: none"><li>- Building strong and vibrant communities</li><li>- Ensuring economic growth and prosperity</li><li>- Climate and ecological emergency</li></ul> |
| <b>Wards affected</b>                                | All  |
| <b>Purpose of the report:</b>                        | To introduce and seek approval for the Electric Vehicle Strategy draft   |
| <b>Recommendation (s) to the decision maker (s):</b> | 1. To review and approve the Electric Vehicle Strategy   |

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|   | 2. To delegate responsibility to the Strategic Director for People and Transformation to make any final changes prior to publication. |
| <b>Period for post policy/project review:</b> | N/A   |

## 1 Background:

In Dacorum, transport is responsible for around 45% of the borough’s total greenhouse gas emissions, with cars being responsible for a third of these emissions. As such, ‘Sustainable Transport’ is one of the four key strands of the Council’s Climate and Ecological Emergency (CEE) Strategy.

There are two main focuses to this theme;

- Encouraging and enabling an increase in active travel
- Encouraging and enabling the uptake of electric vehicles (EV)

The production of an EV Strategy was referred to as one of the actions in the CEE Strategy.

Within the Council’s Corporate Plan 2020-2025 this EV work is summarised by a commitment to:

*“Install more publicly accessible electric vehicle charge points, and work to encourage more organisations to install these throughout the borough.”*

The government has introduced legislation banning the sale of new petrol and diesel vehicles by 2030. It has been estimated that, by 2030, there will be at least 30,000 EVs in Dacorum. At least a third of Dacorum’s residents will be unable to charge at home and will rely on public charging infrastructure.

Due to EVs being a new and developing field of technology, it has become necessary to create an EV strategy in order to research and understand the direct and indirect actions required by the Council. Additionally, the Council receives a high level of queries from residents, local organisations, colleagues and Members, regarding EVs, and what the Council is planning to do. To address the above commitments and queries, as well as meet the current and future needs of our residents in light of upcoming industry changes, it was decided to develop a public-facing EV Strategy that could be signposted and referred to.

The intention of the document is to:

- Provide a background to EVs and their importance environmentally
- Provide key background knowledge, including national and local policy and legislation
- Explain EV terms and technology
- Provide an insight into the work that the Council has done and the information that has been gathered
- Provide a high level overview into the local work the Council intends deliver and outline the proposed approach and objectives to encourage and enable the transition to EVs locally.

## 2 Proposal:

The proposal is for the EV Strategy to be reviewed and approved so that it can be published on the Council website.

In terms of delivery of the EV strategy, actions have been captured in an EV Work Programme, which forms part of the overall CEE Work Programme. There are CEE sub-groups to support with the delivery of this work programme, which includes a dedicated EV sub-group, although various actions will fall under other CEE sub-groups, which are ultimately monitored by the CEE Board.

### **3 Options and alternatives considered**

There are three potential options:

1. Do not approve the EV Strategy
2. Amend the EV Strategy in line with any key feedback
3. Approve the EV Strategy in its current format.

### **4 Consultation**

The EV work was agreed as part of the Climate and Ecological Emergency draft strategy that was approved by Cabinet in November 2021. This has been subject to all necessary consultation.

The draft EV Strategy has been reviewed by officers spanning a range of departments for comments and feedback, which have all been incorporated into this final draft.

### **5 Financial and value for money implications:**

The EV Strategy does not have any financial implications itself.

The work programme that will be shaped and delivered ultimately will have financial implications, but the EV Strategy, itself, does not commit the Council to any spending.

### **6 Legal Implications**

The EV Strategy has been reviewed by the Council's Legal department, which has commented that the strategy document has identified the relevant legislation and Government targets in relation to electric vehicles to 2030 and 2035. There are no direct legal implications on the Council.

### **7 Risk implications:**

Failure to implement the EV Strategy could have serious consequences for not reaching the Council's climate and ecological emergency net zero emissions targets – which in itself carries a high level of risk due to the nature of the issue.

Not publishing the EV strategy carries a risk of not showing a clear intention for improving, and achieving commitments to the Climate Emergency work and Corporate Plan.

### **8 Equalities, Community Impact and Human Rights:**

Community Impact Assessment – a CIA has not been carried out for the EV strategy itself as the projects which are progressed in the future would need these on an individual basis as and when approvals to proceed are sought.

There are no Human Rights Implications arising from this report.

### **9 Sustainability implications (including climate change, health and wellbeing, community safety)**

The sustainability implications are high. As aforementioned, transport is responsible for around 45% of the borough's total greenhouse gas emissions. As such, transport is a major contributor to both the climate emergency problem and future solutions. EVs symbolise this solution and this strategy outlines all of the direct and indirect ways that the Council can support with this transition and support our climate and ecological emergency targets.

## **10 Council infrastructure (including Health and Safety, HR/OD, assets and other resources)**

It has been estimated that, by 2030, there will be at least 30,000 EVs in Dacorum. At least a third of Dacorum's residents will be unable to charge at home and will be reliant on the public charging infrastructure.

The EV strategy outlines the importance for implementing and supporting sufficient EV charging infrastructure throughout the borough in order to meet future demand of residents.

## **11 Statutory Comments**

### **Monitoring Officer:**

The strategy itself does not raise any legal issues but various contractual and land issues will arise as the strategy is delivered and continued liaison with the legal team will be required.

### **S151 Officer:**

The strategy itself does not require financial approval. The development of an action plan, and delivery of the action plan, may require financial support or the commitment of Dacorum land and assets at which point continued liaison with the finance team will be required.

## **12 Conclusions:**

EVs are a fast-moving new technology solution, which will help to drastically lower carbon emissions. This is crucial in order to address the climate emergency and achieve net zero targets.

The EV Strategy provides a high-level overview of the direct and indirect actions that the Council is able to take in order to support the transition to EVs locally.

By approving and publishing this EV Strategy, the Council will be showing its clear intention to support this important work, which aligns with the Council's CEE objectives, as well as commitments made in the Corporate Plan.