

Report to Partnership Meeting 15 September 2017

RESEARCH AND STRATEGY DELIVERY

Electric Vehicle Strategy

Purpose of Report

To update Members on the development of HITRANS Electric Vehicle Strategy and Action Plan.

Background

Members agreed at the HITRANS Partnership Meeting in April 2017 that officers engage consultants to support the development of an Electric Vehicle Strategy and Action Plan for the HITRANS area.

Following the tender assessment, HITRANS appointed Urban Foresight based on the proposal attached in **Appendix 1**. Andrew Willis of Urban Foresight will attend the HITRANS Partnership Meeting to help provide an overview of the commission and to begin consulting members on the key aspects of the work.

In developing an Electric Vehicle Strategy, HITRANS hope to establish key priorities and evidenced based policies on a number of areas including;

- Consider current and proposed charging regimes with the HITRANS area and elsewhere to help identify best practice for the area going forward.
- Review existing operation and maintenance of EV charging network and consider how this is best provided for across the different local authorities in the HITRANS area.
- Review existing best practice for EV provision in the development planning framework and guidelines for new development.
- Develop a plan for the promotion and marketing of EV's within the region
- Consider opportunities for encouraging the roll out of EV vehicles in the following areas; Car Clubs, local taxis, local bus services, local authority / private pool fleets, etc
- Consider merit in establishing an Electric Vehicle forum where issues and opportunities relating to the development of the network and infrastructure can be raised / discussed
- Develop priority programme for developing the charging network that considers future development of EV vehicle and charging technology and EV usage

The consultants will also be expected to;

- Collect comprehensive baseline information on the current charging network and upcoming improvements that are in the pipeline.
- Identify funding opportunities to expand the network
- Identify potential grid issues by working with electricity network operator SSE
- Identify opportunities for utilising renewable electricity to support growth of charging network.

Policy Context

Since the HITRANS Regional Transport Strategy's (RTS) release in April 2008, a number of national low carbon policies and plans have been published.

The 'Climate Change (Scotland Act) of 2009' sets legally binding targets for the Scottish government to tackle climate change. Since then, various reports on how to achieve the Act's targets, have been produced including;

- Recent report by the Committee on Climate Change which concludes that Scotland has made great progress and is currently on course to exceed its 2020 target. It makes the case that electric vehicles and biofuels should be implemented to reach a 61% reduction in emissions by 2030.
- National Transport Strategy 2016 Refresh which identifies the need to reduce emissions in order to tackle climate change, reduce air pollution and reduce adverse impacts to health.
- Similarly, 'Cleaner Air for Scotland: The Road to a Healthier Future' draws together Scottish Government Policies under one framework and sets out a series of actions to deliver improvements on air quality. Both make reference to the role low and zero emission transport in reducing emissions, through biofuels, electric and hybrid vehicles.
- Transport Scotland's Roadmap to Widespread Adoption of Plug-in Vehicles'11 establishes an ambitious vision that by 2050 Scotland's town cities and communities will be free from the damaging emissions of petrol and diesel fuelled vehicles, and establishes a comprehensive series of enabling measures to achieve this ambition.
- The Scottish Government's draft Climate Change Plan, published in January 2017, sets an interim target of 40% of all new cars and vans registered in Scotland by 2032 to be ultra-low emission vehicles, and recognises that to achieve this, the capacity of the electric vehicle charging network across the country must be enhanced.
- Switched On Scotland: 2016 Review and Switched on Scotland Phase Two: An Action Plan for Growth (2017)

Despite this policy context, HITRANS and their partners have recognised that an overarching strategy and policy for supporting the roll out of Electric vehicles and supporting charging infrastructure within the HITRANS area is required. For example there is no comprehensive resource with information on the current charging network or numbers of electric vehicles (both private or public) within the different parts of the region. In addition, there is a need for consideration of consistent policies around deployment, operation and maintenance of EV chargers as well as areas such as promotion and marketing.

Recommendation

Members are invited to note the progress on developing an Electric Vehicle Strategy for the HITRANS area and to provide input to the Strategy as it progresses.

RTS Delivery

Impact - Positive

Comment – A Low Carbon / EV Strategy is been identified in the draft Regional Transport Strategy Delivery Plan

Policy

Impact - Positive

Comment – This work will help set local and regional policy framework for Electric Vehicles in the HITRANS area.

Financial

Impact – Positive

Budget line and value – A budget of £20,000 has been identified within the HITRANS 2017/2018 Delivery Plan

Equality

Impact – Positive

Comment –

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