

BABERGH AND MID SUFFOLK DISTRICT COUNCILS

TO: Cabinets	REPORT NUMBER: MCa/23/22
FROM: Cabinet Member for Environment (BDC) Thriving Towns and Rural Communities (MSDC)	DATE OF MEETING: 3 rd October 2023
OFFICER: Fiona Duhamel, Director for Economic Growth and Climate Change	KEY DECISION REF NO. CAB442

BMSDC ELECTRIC VEHICLE (EV) INFRASTRUCTURE IMPLEMENTATION PLAN

1. PURPOSE OF REPORT

- 1.1 Cabinet are asked to consider the approval of the draft Babergh and Mid Suffolk District Councils Joint EV Infrastructure Implementation Plan.

2. OPTIONS CONSIDERED

- 2.1 Option 1 – To approve this plan which co-ordinates and supports future EV infrastructure roll-out
- 2.2 Option 2 – To decide that such a plan is not required and any such infrastructure growth will naturally result as and when funding opportunities arise

3. RECOMMENDATIONS

- 3.1 Recommendation that option 1 is taken forward and the joint councils' draft EV Infrastructure Implementation Plan is approved
- 3.2 That the completion of the final documentation is delegated to the Director for Economic Growth and Climate Change in consultation with portfolio holders for Environment, Culture & Wellbeing in Babergh and Thriving Towns and Rural Communities in Mid Suffolk.

REASON FOR DECISION

- 3.3 The approval of the EV Infrastructure Implementation Plan will support the councils' future ambitions around the growth of EVs
- 3.4 The EVIIP will support and provide guidance and opportunities for third party investment in the districts, including community organisations
- 3.5 The EVIIP provides a clear plan for generating future investment and makes the case for external funding
- 3.6 The EVIIP supports local and national strategies with the future transition to EVs beyond the life of internal combustion engine (ICE) vehicles.

4. KEY INFORMATION

- 4.1 The UK Government has committed to ending the sale of new petrol and diesel cars by 2030, with all new cars and vans being fully zero emission at the tailpipe from 2035. This is a significant step in the journey towards decarbonising the UK's transport. As outlined in the [Office for Zero Emission Vehicle's \(OZEV\) Taking the Charge EV strategy](#), by 2030 there is expected to be a minimum of around 300,000 public charge points in the UK to support the move from ICE vehicles to electric. Local Authorities will need to play a key role in accelerating the roll-out of the charging network to support residents, businesses and visitors.
- 4.2 In Suffolk, the county council is currently producing an EV Strategy, and the BMSDC EV Implementation Plan is intended to mesh in with this to support and complement it, and enhance it further by identifying sites within the districts which should be considered for installations.
- 4.3 The BMSDC EV Implementation Plan covers how we intend to support the roll out of EV charge points via three different strands:
 - How the councils will support community-led roll out
 - How the councils will support private sector/commercial led roll out
 - How the councils will work to install chargers on their own land and where these chargers should be located (if feasible)
- 4.4 To support roll-out ambitions on the councils own land, a GIS mapping tool has been developed in order to identify optimum locations for new charge points.
- 4.5 The GIS mapping tool overlays data about council-owned land, existing charge point locations, and areas where a high proportion of residential properties do not have driveways. The overlaying of this data flags up locations that the councils should further assess with a view to install charge points there.
- 4.6 Initial analysis of the mapping has provided the councils with a 'starting list' of locations (please see section 6 of the draft EV Infrastructure Implementation Plan). As per the narrative of the EV Infrastructure Implementation Plan, this is an initial suggestion list of locations and the GIS mapping tool can be further analysed to find more as and when more roll-out is brought forwards.
- 4.7 Cabinets are asked to approve the general framework and content of the plan, noting that some further tweaks – in response to ongoing stakeholder feedback and in terms of document presentation – will be made ahead of publication.

5. FINANCIAL IMPLICATIONS

- 5.1 The only associated costs in bringing forward the EV Infrastructure Implementation Plan have been officer time.
- 5.2 There are no set costs nor funding attached to the EV Infrastructure Implementation Plan, but the EV Infrastructure Implementation Plan does outline some funding that the councils have already secured for roll-out.

5.3 It is intended that the EV Infrastructure Implementation Plan will be used as a tool to gain further funding for the delivery of infrastructure by providing the evidence needed to advocate for investment from any arising funding opportunities.

6. LEGAL IMPLICATIONS

There are no expected legal implications.

7. RISK MANAGEMENT

The following risks have been identified:

Key Risk	Description	Likelihood 1-4	Impact 1-4	Mitigation Measures	Risk Register and Reference
The EVIIP is not agreed/endorsed by cabinet	If the Cabinet does not approve the EV Infrastructure Implementation Plan, there is a risk that this will adversely affect the confidence that partners, stakeholders and funders have in the plan. It may also have a negative impact on how the councils ambitions and methodology are viewed upon when the EV Infrastructure Implementation Plan is used to support funding bids or advocate for investment.	1	4	Officer recommendation is for cabinet to agree/endorse the plan.	Climate change risk register ST05
The EVIIP raises expectations on delivery and the roll out charge points	The implementation plan is published, but actual roll out of infrastructure does not come to fruition either for some length of time (due to the availability of	2	2	The narrative of the EVIIP makes clear that all delivery is subject to feasibility and funding, and that the suggested locations for installation are initial ideas only, subject to	Climate change risk register ST06

	funding) or at all in certain locations (to feasibility issues – ie., upon further investigation, some sites within the plan are not suitable for EVCP installations – due to power restrictions or availability of space for example)			further investigation and not guaranteed.	
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8. CONSULTATIONS

A draft of the EV Infrastructure Implementation Plan has been shared with relevant officers/workstreams both at district and county council level, the Suffolk Climate Change Partnership Low Carbon Transport Group, Transport East, and the Energy Saving Trust and ZapMap who offer support for local authorities developing EV strategies. These key stakeholders and experts-in-field have been asked to review and provide feedback which will be taken into consideration before a final version is published.

9. EQUALITY ANALYSIS

An EQIA screening has been carried out, and concluded that a subsequent full EQIA is not deemed necessary.

One key principle of the EVIIP, in line with the SCC EV Strategy, is that EV Charging should be accessible and inclusive for all users.

10. ENVIRONMENTAL IMPLICATIONS

Encouraging and facilitating more EV travel will have a positive impact on the local environment and air quality and is very much in line with the ambitions laid out within the joint councils’ Environment Delivery Plan, Carbon Reduction Management Plan and the Suffolk Climate Change Partnership.

Road transport is a source of both greenhouse gases and air pollutants being responsible for significant contributions to emissions. In 2018, transport accounted for over 35% of Suffolk’s carbon dioxide (CO2) emissions. Low Carbon Transport, such as the transition to EVs, is therefore a key priority set out in the Suffolk Climate Emergency Plan.

11. BACKGROUND DOCUMENTS

- The draft BMSDC EV Infrastructure Implementation Plan