

Report of the Portfolio Holder for Environment and Climate Change

Electric Vehicle Infrastructure Strategy – Management Strategy for the Expansion of Electric Vehicle Infrastructure across the Borough of Broxtowe1. Purpose of Report

To seek approval for the new Electric Vehicle Infrastructure (EVI) Strategy 2024-2027.

2. Recommendation

Cabinet is asked to RESOLVE that the EVI Strategy be approved and adopted accordingly.

3. Detail

Transport and travel is one of the ten fundamental programme themes addressed within the Climate Change and Green Futures Strategy 2023-27. The development of an EVI Strategy is one of the actions outlined in the Climate Change and Green Futures Strategy, highlighting the Council's commitment to supporting and influencing EV charging provision.

Whilst the Council will work to influence a reduction in car journeys within the Borough by promoting public transport and active travel options (walking, running, cycling), it is also acknowledged that vehicles will continue to remain a popular mode of transport.

The Council needs to support and influence the transition from petrol and diesel vehicles, to ultra-low emissions vehicles, for key stakeholders. This is in line with the UK Government's commitment to ban the sales of all new petrol, diesel and plug-in hybrids cars by 2035. This will ensure that drivers have the same confidence in charging their cars as they do when refuelling.

The Council has committed to becoming carbon neutral by the end of 2027 for its own operations and investment into actions to achieve this will take priority. However, given that transport accounts for 29% of the Borough's carbon emissions 2021, (Source: Department for Energy Security and Net Zero - June 2023) it is recognised that the Council must also take steps to assist with their reduction. The financial implications for installing chargepoints across the Borough are significant and the Council will need to decide on the most affordable / viable route for investment.

A copy of the EVI Strategy has been attached to this report in **Appendix 1**. An equalities impact assessment is provided in **Appendix 2**.

4. Key Decision

This report is a key decision as defined under Regulation 8 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012. It is a decision that is likely to be significant in terms of its effects on communities living or working in the Borough of Broxtowe.

5. Updates from Scrutiny

The Policy Overview Working Group reviewed the Strategy on 11 January 2024 and recommended that further amendments were made to the document before being adopted and approved at Cabinet.

The amendments were made and the Strategy was re-reviewed by the Policy Overview and Working Group on 14 March 2024.

6. Financial Implications

The comments from the Head of Finance Services were as follows:

There are no additional financial implications for the Council with regards to the approval of this Strategy. Any significant budget implications in the application of measures of the Strategy in the future, over and above virement limits would require approval by Cabinet and be based on an appropriate business case.

7. Legal Implications

The comments from the Monitoring Officer / Head of Legal Services were as follows:

There is currently no statutory duty on the Council to provide public electric vehicle charging, although the Council has other overarching duties in relation to air quality, planning, transport and environmental standards.

In November 2020 Government brought forward the date that sales of all new cars and vans wholly powered by petrol and diesel would extend to 2030. The Government plans to introduce targets for sales of clean vehicles from 2024 and they expect a minimum of 300,000 public chargers by 2030.

The UK electric vehicle infrastructure strategy (DfT, 25 March 2022, Taking charge: the electric vehicle infrastructure strategy) outlines that the Government will transform local on-street charging by putting an obligation on local authorities (subject to consultation) to develop and implement local charging strategies to plan for the transition to a zero emission vehicle fleet. By having such a Strategy will support both the Council's and Central Government's aims and help the Council monitor progress and manage expectations of relevant stakeholders.

Whilst there are no direct legal implications from this report but it is recognised that legal support may be needed going forward.

8. Human Resources Implications

The comments from the Human Resources Manager were as follows:
Not applicable.

9. Union Comments

The comments from the union were as follows:
Not applicable.

10. Climate Change Implications

The climate change implications are contained within the report.

11. Data Protection Compliance Implications

This report does not contain any OFFICIAL (SENSITIVE) information and there are no Data Protection issues in relation to this report.

12. Equality Impact Assessment

As this is a change to policy / a new policy an equality impact assessment is included in **Appendix 2** to this report.

13. Background Papers

Nil.