



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy

28/05/2024

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1 Executive Summary

1.1 Vision

The Cambridgeshire and Peterborough Combined Authority's vision for Electric Vehicles is:

"For everyone in the region to be confident they can recharge EVs conveniently, and in a manner appropriate for their needs. The EV charging infrastructure will be developed to meet the needs of users now and in the future"

1.2 Background

Across Cambridgeshire and Peterborough, transport is the largest contributor to our carbon footprint. Of these transport emissions, 96% come from road traffic. There are various reasons for this, including the amount of through traffic that passes through our region on the strategic road network. However, the geography and economics of the area also contribute to this.

In considering the contribution that the transport sector makes to carbon emissions, the Independent Commission on Climate report in 2021 made a number of recommendations on transport. The Combined Authority Local Transport and Connectivity Plan (LTCP) recognises that given the geography of the area, private car use will remain the only viable choice for many journeys, and this is where the greatest opportunities lie in making the switch to electric vehicles. Furthermore, the government has introduced a ban on the sale of new internal combustion engine (ICE) cars and vans from 2035 in a bid to accelerate the rollout of zero emission vehicles and increase uptake of new, green technologies. To facilitate this, the volume and distribution of electric vehicle infrastructure will need to be increased, with government estimating that some 300,000 publicly available chargepoints will be needed by 2030 to keep up with demand. The East Anglian Alternative Fuel strategy maps explore the use of alternatives for fossil and conclude with a roadmap broken down into three main categories including AFV uptake (EV charging), AFV uptake (wider action) and modal shift.

1.3 Challenges

1.3.1 A Just Transition

As the shift towards the mass adoption of electric vehicles (EVs) takes place, various social, economic, and environmental factors need to be considered to ensure fairness and equity for all stakeholders involved. Some of the following key mitigations that this strategy will seek to include:

- Ensuring that electric vehicles maintain their correct position in the road user hierarchy and infrastructure does not undermine efforts to encourage travel by other means;
- Ensuring that accessibility to electric vehicle charging infrastructure is equitable across our area, especially in rural areas, economically deprived areas, and residential areas without access to off-street parking.
- Ensuring that there is equitable access to affordable charging infrastructure for all.
- Ensuring that EV infrastructure is functionally accessible for all and that can be used by people with disabilities, older people and those who are often encumbered with caring responsibilities.

The electric vehicle infrastructure landscape is undergoing rapid and continuous evolution, driven by advances in technology, changes in consumer preferences and regulatory requirements. We need to adopt a flexible approach to the provision of charging infrastructure as the pace of innovation in EV technology is accelerating, leading to improvements in battery efficiency, charging speed and vehicle range.

In addition, government regulations and policies regarding emissions, vehicle standards and charging infrastructure are subject to change over time.

1.3.2 Network supply

Net zero initiatives, including the widespread adoption of electric vehicles pose substantial challenges to the power network by placing significant extra demand on infrastructure and grid capacity.

Our local Distribution Network Operator (DNO) is UK Power Networks (UKPN), and they are a key stakeholder that we will need to work with in order to implement our strategy. We know that some parts of our area are already nearing capacity in terms of power supply before the transition to EVs has fully established, therefore we will need to work with UKPN to strategically plan and deploy charging infrastructure. We will also consider options for energy generation such solar carports over destination and car park chargers.

1.3.3 Access to off-street residential parking

Research shows that the great majority of current EV owners have the ability to park their vehicle off street and charge from home. Not having this ability is frequently cited as a barrier to making the switch to an electric vehicle.

1.3.4 Stakeholders and role of local authorities

As Cambridgeshire and Peterborough Combined Authority, we are also responsible for distributing funding for different transport-related projects, including some funding sources associated with electric vehicle infrastructure. However, input from our stakeholders will be critical to the success of this Electric Vehicle Infrastructure Structure because we do not have direct control of all aspects that are needed to deliver the forecasted level of EV infrastructure that will be required in the future. Whilst we can lead the transition to EVs, a collaborative approach with other stakeholders will be critical to removing barriers that currently put people off making the switch.

1.4 Objectives

The Combined Authority EV Strategy sets out our approach to enabling and charging infrastructure across the Combined Authority area. In the short-term (2024-2027), our objectives are to:

- EV1: Enable and deliver public EV charging across the Combined Authority region including on-street and destination charging to support those who rely on public EV charging.
- EV2: Enable residents without access to private off-road parking to access a range of options for EV charging.

- EV3: Encourage new developments to include high quality EV charging infrastructure.
- EV4: Support and influence commercial locations to deliver EV charging infrastructure.
- EV5: Set standards for the quality of public EV charging across the Combined Authority area which supports development of a network which is high quality, open and accessible.

1.5 The transition to EVs

In line with national trends, the number of electric vehicles in Cambridgeshire and Peterborough has grown sharply over the last few years. Early adopters of EVs are primarily focused in and around Cambridge, Huntingdonshire, and Peterborough. The vast majority of charging provision is provided by the private sector however both Cambridgeshire County Council, Peterborough City Council and some of the district councils have utilised grant funding from central government to install chargers, predominantly in public car parks.

1.6 Our EVI toolkit

The current transition to EVs is still very much moving from the early adopter phase to the early majority phase. Because various aspects of the transition are evolving at pace, this strategy takes a 'toolkit' approach to adapting to the changing landscape around charging infrastructure for electric vehicles.

1.6.1 Overarching principles

We recognise the role that EVs have to play in reducing our carbon emissions and improving air quality across the Combined Authority area and the role this strategy has to play in reaching our broader sustainability goals. We also recognise however that this is a rapidly evolving space where technology, the regulatory environment, consumer preferences and behaviours are all still evolving which requires a flexible and adaptable strategy.

1.6.2 Consumer needs, behaviours, and preferences

In the UK, EV drivers cover on average 150-200 miles per week, although this can vary widely based on individual driving patterns and the type of EV owned. The frequency of charging sessions depends on various factors such as the battery capacity of the vehicle, the driving range needed for daily commutes or trips, and access to charging infrastructure. Overnight charging at home is a preference as it remains the most convenient and cost effective. Figures from research commissioned by the DfT suggest that over 80% of current EV owners have the ability to charge at home, indicating that this is an important factor in the decision to make the transition to EV.

1.6.3 Standards and best practice

Standards and best practice have been developing at a national level to ensure that there is a consistent user experience for EV drivers. Accessibility to chargepoints is an important consideration and an area where considerable progress has been made nationally.

PAS1899:2022 provides detailed requirements and recommendations for the design of public EV charging. With our constituent councils, we will ensure that we do further work with specific user groups to understand how best to apply the guidance in different situations.

1.6.4 Electric Vehicle Infrastructure - Residential charging

For properties with off-street parking, whilst there can often be other barriers to making the switch to an EV, the potential to charge at home is not always the main one. To help persuade more residents to consider an EV, the Combined Authority and its partners have an influencing role to play in communicating the wider environmental benefits of owning an EV.

Areas of Action:

- By 2040, 80% of residential properties in Cambridgeshire and Peterborough without off-street parking will be within a 5-minute walk to a public chargepoint or have the ability to connect an electric vehicle parked on the street to a domestic chargepoint
- Chargepoints within predominantly residential areas should be tailored to the needs of residents and their visitors and not seen as destinations in their own right. So that other policies that aim to encourage active travel, public transport and reduce congestion aren't undermined, charging solutions in these areas should be focused on slower chargers (7kW or lower) that reflect the longer durations that vehicles are parked for when at home.
- The Combined Authority will explore opportunities for residential EV hub charging where it provides a more attractive alternative to on-street charging
- The Combined Authority will support the highways authorities in exploring appropriate solutions that enable residents without off-street parking to charge a vehicle parked on street by means of connecting to a domestic electricity supply in order to benefit from cheaper charging tariffs. The Combined Authority will also support the highways authorities if they wish to explore the use of new and emerging technology on the public highway.
- The Combined Authority and its constituent councils will work with the private sector to explore the viability of delivering EV charging infrastructure at council-owned car parks and estate across the area.
- The Combined Authority will seek opportunities to encourage organisations, businesses and other owners of commercial public and customer car parks to deploy public EV charging infrastructure where it is appropriate.
- The Combined Authority and its constituent councils will work with the private sector to explore the viability of delivering EV charging infrastructure at council-owned car parks and estate across the area.

1.6.5 Other Commercial Locations – workplaces, shopping centres etc (where we have influence)

Areas of Action

- The Combined Authority will seek opportunities to encourage organisations, businesses and other owners of commercial public and customer car parks to deploy public EV charging infrastructure where it is appropriate.

- The Combined Authority will explore opportunities to encourage uptake of EV charging at workplaces and business premises where it is appropriate.

1.6.6 Electric Vehicle Infrastructure – On-route Charging

Areas of Action

- The Combined Authority will endeavour to understand and work towards where along the strategic road network, EV charging hubs would be required.
- The Combined Authority will support national agencies, private sector developers and chargepoint operators to deliver high powered EV charging along the strategically important road network, where appropriate.

1.6.7 Electric Vehicle Infrastructure – Rural Communities

Areas of Action

- The Combined Authority will work with the Highway Authorities, District Councils and Parish Councils to identify opportunities to deliver electric vehicle charging infrastructure within rural communities.
- The Combined Authority will explore opportunities to introduce e-car club(s) across the area, where appropriate.
- The Combined Authority will engage with our registered/licensed bus and taxi operators to understand how the council can enable the transition to electric vehicles.

1.6.8 Planning for new developments

Areas of Action

- The Combined Authority will support the constituent districts to develop policies to encourage the provision of EV infrastructure in new developments.

1.7 Action Plan

An action plan has been developed to develop the policies identified within the document over the short to medium term.

1.8 Monitoring and Evaluation

Monitoring and evaluation of this strategy and adapting it as the evolution of the electric vehicle environment continues will be important in ensuring that we meet national, regional and local carbon emission reductions.

2 Introduction

2.1 Vision

The Cambridgeshire and Peterborough Combined Authority's vision for Electric Vehicles is:

"For everyone in the region to be confident they can recharge EVs conveniently, and in a manner appropriate for their needs. The EV charging infrastructure will be developed to meet the needs of users now and in the future"

2.2 The Cambridgeshire and Peterborough context

The Cambridgeshire and Peterborough Combined Authority (Combined Authority) area covers a diverse region. It is made up of the cities of Cambridge, Peterborough and Ely, market towns and large rural areas of open countryside which are interspersed with small villages. Each part of the area has its own unique characteristics which result in different opportunities and challenges across the region.

The south of the Combined Authority area has a very buoyant local economy, driven largely by the globally significant high tech and biotech sectors and the presence of the University of Cambridge. This means that this part of the county is a significant trip generator as people are attracted to the city and its surrounding area for work, study and leisure purposes. House prices are high, meaning that many people travel into the city from the surrounding market towns and villages where accommodation can be more affordable. Traffic congestion is already a significant issue in the city, on the routes into it and in many of the surrounding towns.

Peterborough is the focus for much of the employment, retail, healthcare and higher education offer for the north of the Combined Authority area yet is similarly surrounded by a predominantly rural district. The development of the city has evolved from a historic core to more recent lower density housing on the outskirts linked together by a radial 'parkway' of dual carriageway roads.

In contrast, much of the rest of Cambridgeshire outside the market towns is predominantly rural in nature. Private car mileage is high due to distances travelled and social exclusion and accessibility to key services are issues in many areas because of the difficulty in providing adequate public transport.

Significant growth is planned across the whole area with Cambridge, Peterborough and a number of the market towns growing rapidly and putting pressure on the existing transport networks. Geography and travel patterns mean that a significant proportion of carbon emissions for the Combined Authority area come from transport.

Figure 1 - The Cambridgeshire and Peterborough Combined Authority Area



2.3 Climate change, air quality, transport, and the role of electric vehicles

In 2008, the UK Government passed the Climate Change Act¹, committing the UK to reducing its greenhouse gases by 80% by 2050, based on 1990 levels. This target was subsequently amended in 2019, committing the country to reaching net zero carbon emissions by 2050.

To help understand the local context of this target, in 2021 the Combined Authority published its first full report from the Independent Commission on Climate², providing advice on what is needed to deliver change locally. It found that across the Cambridgeshire and Peterborough Combined Authority (Combined Authority) area, emissions are almost 25% higher per person than the UK average, excluding the emissions from peat. It also identified how the area is at high risk from the changing climate.

Alongside this, both Cambridgeshire County Council (CCC) and Peterborough City Council (PCC) have declared climate emergencies, as well as some of the district councils, demonstrating the seriousness with which the threat of climate change is being taken locally. In May 2019, Cambridgeshire County Council declared a Climate and Environment Emergency, committing to achieving net zero in Cambridgeshire by 2045, through

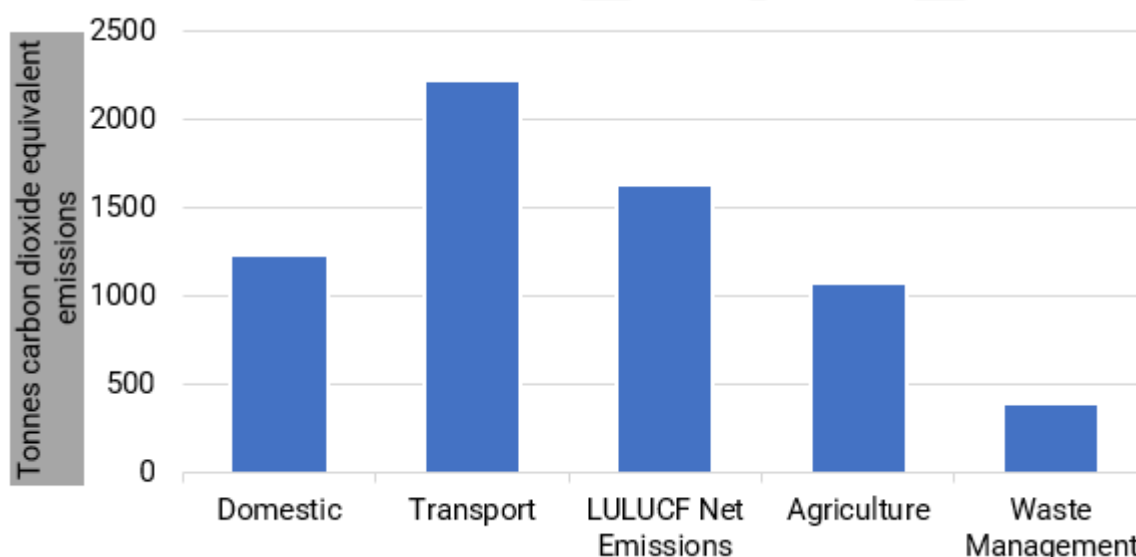
¹ [Climate Change Act 2008 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

² [FINAL CLIMATE REPORT LOW \(002\).pdf \(hubspotusercontent40.net\)](https://www.hubspotusercontent40.net)

decarbonising communities and businesses. In July 2019, Peterborough City Council also declared a climate emergency and has committed to making the council’s activities net-zero carbon by 2030, as well as becoming a net-zero carbon city by the same date.

Across Cambridgeshire and Peterborough, transport is the largest contributor to our carbon footprint (Figure 2). Of these transport emissions, 96% come from road traffic. There are various reasons for this, including the amount of through traffic that passes through our region on the A1(M), the A14, the M11 and the A428. However, the geography and economics of the area also contribute to this. High living costs particularly in the south of the area lead to greater commuting distances from more rural areas that don’t have the same public transport choices available as the more urban areas and as such are more heavily reliant on private cars.

Figure 2 - Carbon Dioxide equivalent emissions for 2021 in Cambridgeshire and Peterborough³



Transport also contributes to poor air quality in some parts of our area. Across the districts, there are several Air Quality Management Areas (AQMA)⁴ in place, where harmful emissions – largely due to transport - have exceeded national air quality objectives in the past and continue to be monitored.

In considering the contribution that the transport sector makes to carbon emissions, the Independent Commission on Climate report made a number of recommendations on transport which can be summarised as:

- The rollout of electric vehicle charging infrastructure, which provides a ‘right to charge’ for residents, workers and visitors to the region. This should start with bringing those districts with low provision up towards the levels of the best;
- A transition towards zero emission bus and taxi fleets by 2030;

³ [UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2021 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics-2005-to-2021)


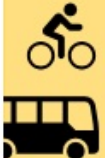

⁴ [List of local authorities with AQMAs \(DEFRA\)](https://www.gov.uk/government/statistics/list-of-local-authorities-with-aqmas)

- Measures to reduce car miles driven, including improvements to public transport, trials of on-demand electric buses and infrastructure for walking and cycling;
- Exclusion of diesel vans and trucks from urban centres by 2030.

The Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP)⁵ was updated and adopted in 2024, in large part to include and reflect the findings and recommendations from the report. To translate the report’s recommendation into action, a target of reducing car mileage by 15% across the area by 2030 was adopted and the strategy developed to achieve this.

The LTCP strategy can be summarised at a high level though the application of the three principles illustrated in **Error! Reference source not found.**:

Figure 3 - The three principles of the Cambridgeshire and Peterborough Local Transport and Connectivity Plan

AVOID	SHIFT	IMPROVE
 <p>Reduce the NEED to travel and the DISTANCE people travel</p>	 <p>Reduce car-use and encourage a MODAL SHIFT towards public transport and active modes</p>	 <p>Improve transport modes through INVESTMENT and TECHNOLOGICAL INNOVATION</p>
Spatial Planning (Self Containment)	Active Travel	Alternative Fuels Uptake
Substitute Trips (Home Working)	Public Transport	Digital Solutions
Digital Connectivity	Future Freight Solutions	
	Future Mobility and Shared Modes	
	Demand Management (Physical Intervention)	
	Demand Management (Pricing Interventions)	

In summary, the LTCP strategy accepts that carbon emissions can’t be sufficiently reduced by a switch to alternative fuel sources alone and indeed this would not address many other transport issues facing the area, for example congestion and accessibility. The LTCP is clear that there is first a need to reduce the distance travelled coupled with a need for modal shift away from car use towards public transport and active modes. This is reinforced through the LTCP user hierarchy (Figure 4) which firmly places the needs of non-motorised users ahead of those of motor traffic.

⁵ [Local Transport and Connectivity Plan - Cambridgeshire & Peterborough Combined Authority \(cambridgeshirepeterborough-ca.gov.uk\)](https://www.cambridgeshirepeterborough-ca.gov.uk)

Figure 4 - The LTCP User Hierarchy



The LTCP does however recognise that given the geography of the area, private car use will remain the only viable choice for many journeys, and this is where the greatest opportunities lie in making the switch to electric vehicles. Furthermore, the government has introduced a ban on the sale of new internal combustion engine (ICE) cars and vans from 2035 in a bid to accelerate the rollout of zero emission vehicles and increase uptake of new, green technologies. In order to facilitate this, the volume and distribution of electric vehicle infrastructure will need to be considerably increased, with government estimating that some 300,000 publicly available chargepoints will be needed by 2030 to keep up with demand.⁶

The East Anglian Alternative Fuels Strategy (AFS)⁷ explores the use of alternatives for fossil fuels with the key aims of:

- 1 Supporting clean growth
- 2 Supporting the decarbonisation aims of Local Authorities
- 3 Accelerating the uptake of AFVs in the region
- 4 Improve air quality
- 5 Provide a combined collaborative vision
Support the creation of commercial opportunities.

⁶ [Taking Charge: the electric vehicle infrastructure strategy \(HM government\)](#)

⁷ [East Anglia Alternative Fuels Strategy \(cambridgeshirepeterborough-ca.gov.uk\)](#)
[Combined Authority AFS Final Action Plan \(cambridgeshirepeterborough-ca.gov.uk\)](#)

The strategy documents a roadmap for key recommended actions and also includes target milestones for transport decarbonisation by 2030 and 2040. The roadmap is broken down into three main categories including:

- AFV uptake (EV charging) – the actions and milestones relevant to deploying EV charging infrastructure.
- AFV uptake (wider-action) – the actions and milestones that will either directly or indirectly lead to the uptake of AFVs.
- Modal shift – these are the actions and milestones related to shifting both passenger and freight transport onto more sustainable modes.

This document is the context for this Electric Vehicle Infrastructure Strategy for Cambridgeshire and Peterborough.

2.4 Challenges

2.4.1 *A Just Transition*

As the shift towards the mass adoption of electric vehicles (EVs) takes place, the equality, diversity, and inclusion (EDI) impacts associated with this transition need to be carefully considered. A just transition to electric vehicles requires addressing various social, economic, and environmental factors to ensure fairness and equity for all stakeholders involved. Some of the following inequities that this strategy will seek to address include:

- Ensuring that electric vehicles maintain their correct position in the road user hierarchy and infrastructure doesn't undermine efforts to encourage travel by other means;
- Ensuring that accessibility to electric vehicle charging infrastructure is equitable across our area, especially in rural areas, economically deprived areas and residential areas without access to off-street parking. Such locations can often be seen as commercially unviable for chargepoint operators. This issue may present itself as the second and third hand EV market matures and the ban on new ICE vehicles comes into force.
- Ensuring that there is equitable access to affordable charging infrastructure for all and not only if you are a resident who benefits from off-street parking and can use domestic electricity tariffs.
- Ensuring that EV infrastructure is functionally accessible for all and that can be used by people with disabilities, older people and those who are often encumbered with caring responsibilities.

2.4.2 *The pace of change and the need for flexibility*

The electric vehicle infrastructure landscape is undergoing rapid and continuous evolution, driven by advances in technology, changes in consumer preferences and regulatory requirements. What is considered cutting-edge today may become obsolete in the next 5, 10 or 15 years which means that we need to adopt a flexible approach to deploying EV infrastructure. The pace of innovation in EV technology is accelerating, leading to improvements in battery efficiency, charging speed and vehicle range. As new technologies emerge, older charging infrastructure may become outdated and unable to support the evolving needs of electric vehicle users.

As the technology evolves, so too will consumer expectations regarding EV charging. Consumers are likely to demand faster charging times, enhanced convenience, and seamless integration with other smart technologies. Different approaches to charging are likely to be needed in different areas depending on whether the chargepoint is largely for residential charging, destination charging or on-route charging as different speeds will be expected.

Government regulations and policies regarding emissions, vehicle standards and charging infrastructure are subject to change over time. Infrastructure that does not comply with future regulatory requirements may become non-compliant or even obsolete, which will mean that costly upgrades or replacements become necessary sooner than originally anticipated. This risks becoming an additional burden for local authorities, especially when infrastructure is situated on the public highway. Current regulations and legislative instruments are sometimes not fit for purpose, meaning that it is often more complicated than we would wish to trial new innovations.

2.4.3 Network supply

Net zero initiatives, including the widespread adoption of electric vehicles pose substantial challenges to the power network by placing significant extra demand on infrastructure and grid capacity. Distribution Network Operators (DNOs) are responsible for managing the distribution of electricity from the high-voltage transmission grid to homes, businesses, and other end-users. They play a critical role in maintaining the reliability and efficiency of the electricity distribution system and are pivotal in accommodating the increasing demand for electric vehicles and other net-zero initiatives.

Our local DNO is UK Power Networks (UKPN), and they are a key stakeholder that we will need to work with in order to implement our strategy. We know that some parts of our area are already nearing capacity in terms of power supply before the transition to EVs has fully established, therefore we will need to work with UKPN to strategically plan and deploy charging infrastructure. By working together, we can ensure UKPN effectively:

- assess grid capacity, identifying areas of congestion and implementing targeted upgrades such as smart grid technologies, energy storage solutions, and grid reinforcement measures.
- manage peak demand challenges arising from EV charging through implementing demand-side management strategies, to incentivise off-peak charging thereby reducing strain on the grid and optimising energy resources.
- Plan investment in infrastructure upgrades like transformers, substations, and distribution lines to enhance grid capacity, improve voltage regulation, and ensure reliable electricity supply even when demand increases.

We will also consider options for energy generation such solar carports over destination and car park chargers.

2.4.4 Access to off-street residential parking

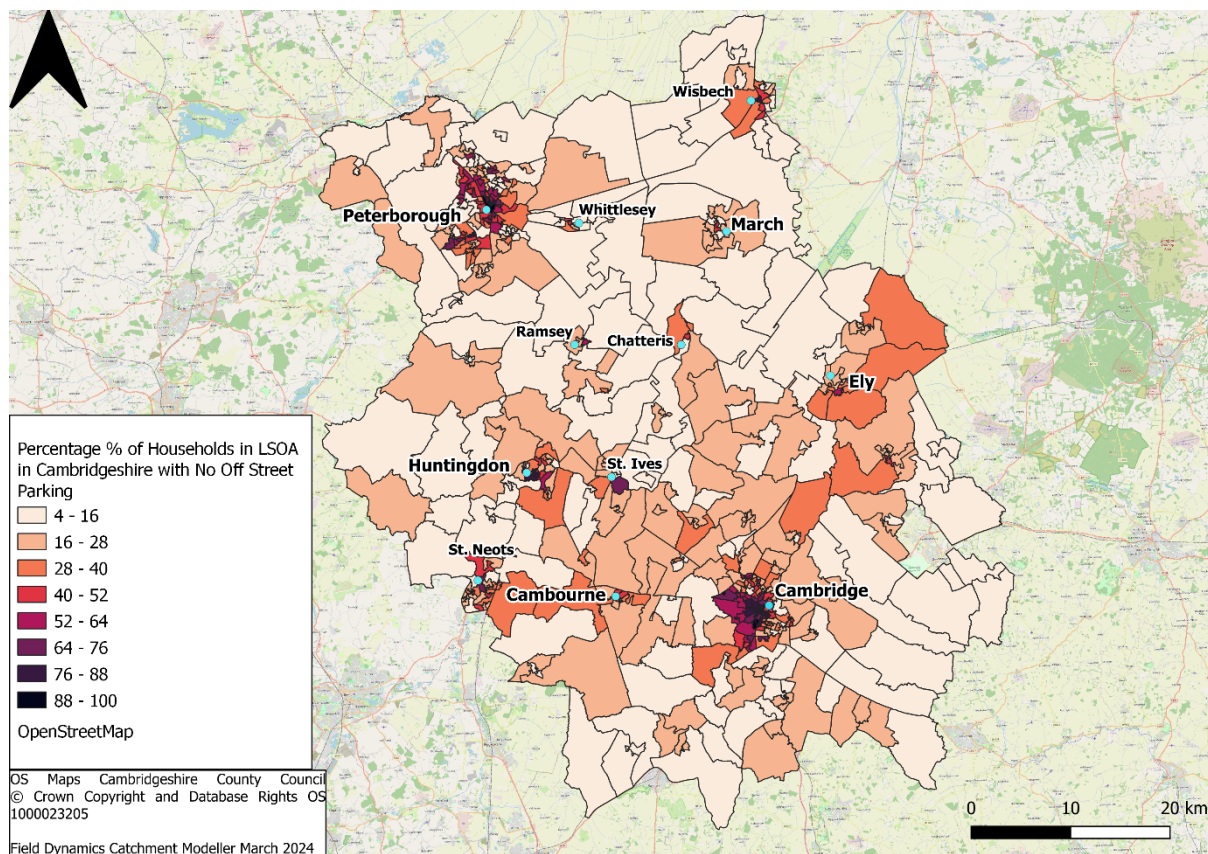
Research shows that the great majority of current EV owners have the ability to park their vehicle off street and charge from home. Not having this ability is frequently cited as a barrier to making the switch to an electric vehicle as using publicly available chargepoints is less convenient and more expensive.

A public survey undertaken in February/March 2024 on electric vehicle chargepoints in the Combined Authority area showed that 48.6% of respondents had one or more electric/hybrid vehicles. Of these, 77% charged their vehicles at home. The survey also showed the three biggest barriers for charging electric vehicles were:

- Affordability of electric vehicles
- Availability and/or reliability of electric vehicle chargepoints
- How far a vehicle can travel on a single charge

Across our area, we know that between 20 and 25% of households in the rural districts, 30-35% of households in Peterborough and 45-50% of households in Cambridge don't have access to off-street parking. With a total of 238,598 households across the Combined Authority area, this is a significant number of households who cannot conveniently charge an electric vehicle at the current time. The problem is particularly acute in dense terraced streets in the centres of our towns and cities however even in our more rural areas there is a perhaps surprising proportion of homes that have no choice but to park their vehicle on street. Figure 5 below gives a sense of the proportion of homes across our area that don't have access off-street parking.

Figure 5 - The proportion of households across the Combined Authority area without access to off-street parking



2.5 Stakeholders and the role of local authorities

As Cambridgeshire and Peterborough Combined Authority, we have the strategic remit for developing transport strategies for our area. One of our key functions as transport authority is

to develop and keep up to date a Local Transport and Connectivity Plan (LTCP). A high-level summary of its key principles has already been summarised earlier in this document. We are also responsible for distributing funding for different transport-related projects, including some funding sources associated with electric vehicle infrastructure.

However, in common with the delivery of the LTCP, the input from our stakeholders will be critical to the success of this Electric Vehicle Infrastructure Strategy, because we do not have direct control of all aspects that are needed to deliver the forecasted level of EV infrastructure that will be required in the future. Whilst we can lead the transition to EVs, a collaborative approach with other stakeholders will be critical to removing barriers that currently put people off making the switch.

Within the local government ecosystem in our area, Cambridgeshire County Council and Peterborough City Council are the highways authorities and control what can be placed on our roads and pavements. Our district councils (and also Peterborough City Council as a unitary authority) are the planning authorities and control through their local plans and development control processes what standards must be met in new developments. Town and parish councils are responsible for many community buildings such as village halls and local open spaces. All tiers of local government are also landowners and have control of various public assets such as car parks, leisure centres, schools, as do other public sector organisations. Because of the level of control that we have across the public sector, we can make a substantial contribution to the shift to EVs through:

- Identifying potential sites for EV infrastructure,
- Working with the public and chargepoint operators,
- Boosting the rollout of publicly accessible EV charging; and
- Facilitating a just transition through helping address market failure.

There are other areas of the transition to EVs that as the public sector we can only have influence over and therefore are dependent on other stakeholders.

As already identified earlier in this document, our local distribution network operator UK Power Networks will be a key stakeholder in helping us to understand the limitations of our local power network and any mitigations that will need to be planned to help us realise our ambitions for increasing access and availability of EV infrastructure. Chargepoint operators are another key stakeholder that we need to engage with to understand how the market is evolving and any areas where there is likely to be a market failure that local authorities may need to address. By proactively engaging with the market, we can also help to shape innovations and new technology as they develop.

As best practice matures and regulations and legislative tools evolve to reflect and keep pace with the changing EV landscape, there will be opportunities for us to help shape this through responding to consultations and providing feedback on practical challenges that we face in the roll out of charging infrastructure.

Arguably the most important stakeholders are those who will be using the charging infrastructure, whether they are residents, visitors, fleets or businesses. Understanding their needs, preferences and behaviours will be critical to developing a charging network that achieves our vision of everyone having access to charging infrastructure when they need it.

We can use our influence and the tools we have in our EVI toolkit set out in the following section to help encourage the transition to EVs.

3 Aim and Objectives

3.1 Aim

To lead the delivery of public EV chargepoints across the Cambridgeshire and Peterborough Combined Authority area that enables the transition to a zero-emission transport network for journeys that can't otherwise be made by active travel modes and public transport.

3.2 Objectives

The Combined Authority EV Strategy sets out our approach to enabling and charging infrastructure across the Combined Authority area. In the short-term (2024-2027), our objectives are to:

- EV1: Enable and deliver public EV charging across the Combined Authority region including on-street and destination charging to support those who rely on public EV charging.
- EV2: Enable residents without access to private off-road parking to access a range of options for EV charging.
- EV3: Encourage new developments to include high quality EV charging infrastructure.
- EV4: Support and influence commercial locations to deliver EV charging infrastructure.
- EV5: Set standards for the quality of public EV charging across the Combined Authority area which supports development of a network which is high quality, open and accessible.

4 The Transition to EVs

4.1 The current picture in Cambridgeshire and Peterborough

4.1.1 EV uptake

In line with national trends, the number of electric vehicles in Cambridgeshire and Peterborough has grown sharply over the last few years. Early adopters of EVs are primarily focused in and around Cambridge, Huntingdonshire and Peterborough (although the Peterborough figures are somewhat skewed by the presence of large numbers of fleet vehicles registered in the area). Table 1 below shows that numbers of Battery Electric Vehicles (BEVs) are largely starting to exceed the number of Plug-in Hybrid Electric Vehicles (PHEVs) across the area. We only expect this trajectory to become more pronounced as we approach 2035 when the ban on the sale of new ICE cars and vans will come into force.

Table 1 - existing EV ownership across Cambridgeshire and Peterborough (as at April 2024)

District	Existing EV Ownership		
	Battery EV	Plug-In Hybrid EV	Unknown EV Type
Cambridge	1587	519	36
East Cambridgeshire	944	498	22
Fenland	563	360	6
Huntingdonshire	2258	1819	41
South Cambridgeshire	2654	1306	77
Peterborough	19302	19645	255

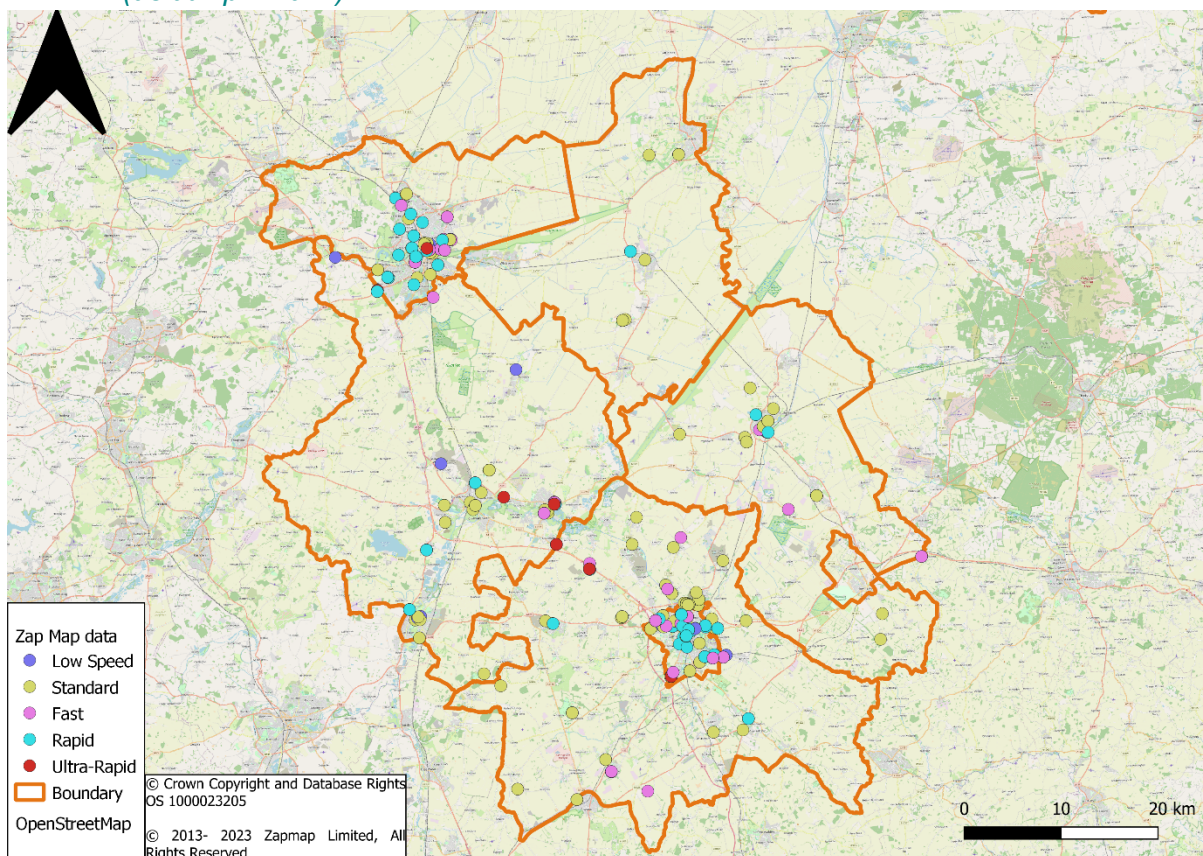
Zapmap is the leading database that EV drivers use to find publicly available chargepoints across the UK. According to Zapmap data there are 468 electric vehicle chargepoints in Cambridgeshire and Peterborough, which equates to approximately 39 chargepoints per 100,000 people. This is greater than the UK average of 31.1 chargepoints per 100,000 population. These figures do however disguise the fact that most sub-50kW chargepoints have more than one socket meaning that multiple vehicles can charge at the same time. Table 2 below shows the number and type of charger across the Combined Authority area.

Table 2 - Number of publicly accessible chargepoints across Cambridgeshire and Peterborough (ZapMap8, as at April 2024)

District	Existing Charging Points	
	Standard	Rapid
Cambridge	102	44
East Cambridgeshire	38	4
Fenland	9	2
Huntingdonshire	45	32
South Cambridgeshire	87	15
Peterborough	55	35

There is an uneven geographical distribution of EV charging infrastructure across the area as shown in Figure 6, with the vast majority centred in urban areas or along main roads with little or no provision in smaller market towns or rural areas.

Figure 6 - Publicly available EV chargepoints in Cambridgeshire and Peterborough (as at April 2024)



The vast majority of charging provision is provided by the private sector however both Cambridgeshire County Council, Peterborough City Council and some of the district councils have utilised grant funding from central government to install chargers, predominantly in public carparks. In Cambridge, 19 of these chargers have been delivered through the On-street Residential Charge point Scheme (ORCS) which resulted in the installation of 19 dual socket 7kW chargers at various locations across the city. Charging infrastructure is also installed at seven park and ride sites with a network of 59 chargers (16 7kW chargers, 12 Tesla Rapid chargers and 29 other Rapid chargers).

Peterborough City Council has installed a total of 21 chargepoints which is a combination of on street charging and charging provision in council owned car parks. The majority of these are either 3, 7, or 22kW chargers. Peterborough City Council also provides charging infrastructure for the local taxi trade with four 50kW rapid chargers being installed in 2021 as part of the Government's Ultra Low Emission Taxi Scheme.

Across the districts, East Cambridgeshire District Council has installed 24 7kW chargepoints across its district car parks using the ORCS funding and Huntingdonshire District Council has installed 27 chargepoints in its car parks in Huntingdon, St Ives and St Neots using its own and Combined Authority funds. South Cambridgeshire District Council doesn't directly control public parks or leisure centres in the same way as some of the other districts but it has installed a public charging suite at its own offices in Cambourne and has undertaken a trial at some Sheltered Accommodation Communal Rooms.

5 Our EVI toolkit

The current transition to EVs is still very much moving from the early adopter phase to the early majority phase. Because various aspects of the transition are evolving at pace, this strategy takes a ‘toolkit’ approach to adapting to the changing landscape around charging infrastructure for electric vehicles. The strategy recognises that there is no ‘one size fits all’ solution to EV infrastructure provision and therefore seeks to:

- Manage uncertainty whilst encouraging take-up
- Adapt to consumer needs, behaviours and preferences
- Reflect emerging standards and best practice

5.1 Overarching principles

5.1.1 *Managing uncertainty versus encouraging take up*

We recognise the role that EVs have to play in reducing our carbon emissions and improving air quality across the Combined Authority area and the role this strategy has to play in reaching our broader sustainability goals. We also recognise however that this is a rapidly evolving space where technology, the regulatory environment, consumer preferences and behaviours are all still evolving which requires a flexible and adaptable strategy. Because of this, the strategy will need to be kept under regular review.

We and our partner councils and organisations need to demonstrate leadership as the transition takes place and as such will consider how forward-thinking investment can be successfully deployed to encourage the take-up of EVs and to ensure that an equitable roll-out of infrastructure takes place across our area. We will continue to monitor technological advancements, regulatory changes and shifting consumer preferences so that the strategy remains responsive to needs and opportunities. In a rapidly evolving environment, the use of data will be key to shaping an effective strategy and optimising infrastructure deployment. We will therefore develop a suitable framework to collect and analyse data to inform our decision-making processes, identify high-demand areas for charging infrastructure and optimise chargepoint placement.

5.1.2 *Consumer needs, behaviours and preferences*

How well the market responds to consumer preferences and behaviours are strong drivers for how the EV market will evolve and the speed at which the transition to EVs takes place.

In the UK, EV drivers cover on average 150-200 miles per week, although this can vary widely based on individual driving patterns and the type of EV owned. The frequency of charging sessions depends on various factors such as the battery capacity of the vehicle, the driving range needed for daily commutes or trips, and access to charging infrastructure, with most drivers charging their vehicles 1-3 times per week. Overnight charging at home being a preference as it remains the most convenient and cost effective. Figures from research commissioned by the DfT suggest that over 80% of current EV owners have the ability to charge at home, indicating that this is an important factor in the decision to make the transition to EV. Convenience plays a big part in this.

By having a chargepoint installed at home, EV owners can simply plug in their vehicles overnight or whenever convenient, without needing to visit public charging stations. This eliminates the need for regular trips to public chargepoints, saving time and effort. It also allows power to be more evenly distributed throughout the day as the significant proportion of a slow charge overnight when demand on the network is lower, as well as providing the ability to take advantage of alternative fuel sources such as solar panels.

Another key driver of the preference for home charging is the cost savings that EV owners can benefit from by using a domestic electricity tariff. At the current time, electricity used at public chargepoints is subject to VAT, meaning that it is more costly to charge a vehicle from a public chargepoint than from home. The faster the charge, the more expensive it is per kWh to charge meaning that with these two factors combined, it can be around a third cheaper to charge from home than at a rapid charger.

Unlike public charging stations that may be occupied or unavailable during peak times, home charging stations are always accessible to the owner. This ensures that the vehicle is ready to go whenever needed, without the uncertainty of finding an available charging spot elsewhere.

A public survey was carried out early in 2024 on the consumer preferences and behaviours of current and future EV drivers in the Combined Authority area. The results showed that the most important considerations for local residents considering how to charge an electric vehicle were:

1. Cost to Charge
2. Time taken to reach a full charge
3. Charging point distance from my home
4. Ability to use/ease of use of the charge point (app/card payment)
5. Secure location to park the vehicle

5.1.3 Standards and Best Practice

Standards and best practice have been developing at a national level to ensure that there is a consistent user experience for EV drivers. We will work with our constituent authorities to ensure that as far as practicable, these are adhered to where our sphere of influence enables us to do so.

Accessibility to chargepoints is an important consideration and an area where considerable progress has been made nationally. It is expected that by 2035 when the ban on the sale of new petrol and diesel cars and vans vehicles come into force, there will be over 2.7 million disabled drivers on UK roads. In addition, there will be many other people who will find more accessible chargepoints beneficial, such as older people, those with children, those who aren't confident using technology and those who have temporary injuries. Ensuring everyone in our community can easily access and use charging infrastructure is vital.

The British Standards Institute, in collaboration with the charity Motability has developed best practice guidance on the provision of accessible chargepoints. PAS1899:2022x⁹ provides detailed requirements and recommendations for the design of public EV charging. With our

⁹ [PAS1899:22 Electric Vehicles – Accessible Charging](#)

constituent councils, we will ensure that we do further work with specific user groups to understand how best to apply the guidance in different situations.

5.2 Electric Vehicle Infrastructure - Residential charging

Charging from home is the preferred choice for most EV owners, primarily because of the convenience it offers. A survey commissioned by the DfT¹⁰ suggested that 86% of current EV drivers are able to charge their vehicles at home. The key driver for home charging is that EV owners can benefit from using a domestic electricity tariff, which is typically cheaper than using public chargepoints.

For properties with off-street parking, whilst there can often be other barriers to making the switch to an EV, the potential to charge at home is not always the main one. Across the area, it is estimated that around 25% of properties in Cambridgeshire and 38% of properties in Peterborough do have access to off-street parking. In Cambridgeshire, this figure varies widely across the county, as can be seen in Figure 5. To help persuade more residents to consider an EV, the Combined Authority and its partners have an influencing role to play in communicating the wider environmental benefits of owning an EV.

For properties and streets with no off-street parking, the ability to use a domestic tariff becomes more challenging. The Combined Authority, along with CCC and PCC as the local highway authorities want to increase the number of public chargepoints across the area, especially where there is little or no off-street parking.

Area of Action : By 2040, 80% of residential properties in Cambridgeshire and Peterborough without off-street parking will be within a 5-minute walk to a public chargepoint or have the ability to connect an electric vehicle parked on the street to a domestic chargepoint.

There are a number of ways in which this can be delivered: on-street electric vehicle charging infrastructure; residential EV hubs; and cross-pavement charging channels.

Electric vehicle chargepoints are installed to enable vehicles parked on streets to charge their EV. They are often standalone units installed on the highway with an associated parking bay. The delivery of on-street chargepoints need to be sensitive to the existing parking conditions along the street, the streetscape and also minimise clutter. Due to the dwell time of vehicles likely to be much longer e.g. overnight, public charge points delivered in these areas would be focussed on slow chargers. This will help to minimise these EV parking spaces not being seen as a destination in their own right.

Area of Action : Chargepoints within predominantly residential areas should be tailored to the needs of residents and their visitors and not seen as destinations in their own right. So that other policies that aim to encourage active travel, public transport and reduce congestion aren't undermined, charging solutions in these areas should be focused on slower chargers (7kW or lower) that reflect the longer durations that vehicles are parked for when at home.

The ability to deliver on-street chargepoints is constrained by demand for parking, pavement availability and electrical capacity. In some residential areas, it may be more suitable to deliver a residential EV charging hub. The hubs include multiple EV chargepoints (both standard and

¹⁰ [Electric vehicle drivers: attitudes and behaviours - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

rapid) and the concentration of demand will increase viability. In addition, it will enable accessible chargepoints to be delivered.

These residential hubs should be located within a reasonable walking distance from homes. In the urban area this should be no more than a five-minute walk from home. However, in rural areas this may include provision of an EV charger(s) within a community facility, such as a village hall or equivalent. In the rural area there is a potential for the EV hubs to be expanded to mobility hubs to include cycle parking facilities and also public transport.

Hubs could include public transport, biking, micro-mobility, and car-sharing. They could also be sites for EV charging where drivers switch to other transport modes, such as public buses or e-bikes. EV charging infrastructure may therefore be required at some mobility hubs as part of the range of services they can offer to encourage both EV adoption as well as take up of other modes.

Area of Action : The Combined Authority will explore opportunities for residential EV hub charging where it provides a more attractive alternative to on-street charging

Cross-pavement solutions for charging vehicles for properties with no off-street parking are becoming increasingly popular. There are many solutions currently available with the market still growing. A cross-pavement solution enables EV owners to park outside their own property, or very close to it and use their own domestic electricity supply to charge their vehicle. The Combined Authority recognises that these solutions may enable on-street charging infrastructure to be delivered on mass scale, simply and cost effectively.

Area of Action : The Combined Authority will support the highway authorities in exploring appropriate solutions that enable residents without off-street parking to charge a vehicle parked on street by means of connecting to a domestic electricity supply in order to benefit from cheaper charging tariffs. The Combined Authority will also support the highway authorities if they wish to explore the use of new and emerging technology on the public highway.

5.3 Electric Vehicle Infrastructure – Destination Charging

Destination charging infrastructure enables electric car owners to charge their car while spending time at locations and attractions such as employment, shopping centres, leisure centres, supermarkets and many other destinations.

In essence, destination charging is designed to offer the convenience of topping up your car battery while you're away doing something else. Due to the shorter dwell times at destinations, chargers tend to be a mixture of slow and fast/rapid chargers to cover a range of people who may only be looking to 'top-up' or those who are looking for a full charge.

Generally, destination charging is not an area the Combined Authority, CCC and PCC will actively lead on, however it is one that can be influenced. Government is confident that the majority of destination charging will be funded and managed by the private sector. For example, many major supermarkets already offer EV charging infrastructure for their customers.

5.3.1 Council Assets (where we have control)

One opportunity for destination charging which the Combined Authority's constituent councils have control over is the large and diverse corporate estate. This estate ranges from offices, car parks, leisure centres, country parks and community centres. Subject to viability, these locations can provide ideal locations for fast, rapid or ultra-rapid charging, which supports community, visitor or on route charging requirements.

New Shire Hall at Alconbury has 11 7kWh chargers installed for staff and visitor use, and many council-owned car parks across the Combined Authority area already have public EV chargers installed. The Combined Authority will support its constituent councils to roll-out EV Infrastructure across council owned estates to ensure they are leading the way with regards to availability and access to destination charging.

Area of Action: The Combined Authority and its constituent councils will work with the private sector to explore the viability of delivering EV charging infrastructure at council-owned car parks and estate across the area

5.3.2 Other Commercial Locations – workplaces, shopping centres etc (where we have influence)

Public car parking at large retailers, supermarkets, shopping centres and transport hubs such as railway stations present an opportunity to provide EV charging for users of these amenities, and like car parks owned by local authorities, could provide vital support with EV charging for those unable to charge an EV at home or off-road at business premises.

In the Combined Authority area, the majority of registered EV public chargepoints were installed without any local authority or government involvement. These destination chargers have been delivered across a broad range of commercial sites. Increasingly workplaces and employment locations are also installing EV infrastructure for staff and visitors to use.

The government expects the number of chargepoints delivered by private developers, without any intervention from the public sector, to rise rapidly. This could mean upgrading, increasing or retrofitting chargepoints at existing sites and/or deploying new chargers, in new places. For these reasons, unless located on land the council owns, we will enable destination charging points installed in private carparks connected to such places as gyms, supermarkets, shopping centres and transport hubs to be delivered privately. The councils recognise the important role destination charging plays in plugging gaps in the network of EV charging infrastructure. The Combined Authority recognises that key strategic partners, including the NHS have a significant opportunity to roll-out charge points at scale for its staff and visitors and is committed to working with these partners to support them bring forward solutions across the wider public sector estate.

In addition, there are private sector sites, which are open to the public, including the University of Cambridge and the Science Park which can also assist in providing access to electric vehicle charging infrastructure for the general public.

Area of Action : The Combined Authority will seek opportunities to encourage organisations, businesses and other owners of commercial public and customer car parks to deploy public EV charging infrastructure where it is appropriate.

As discussed previously the Combined Authority will look to deliver active travel infrastructure and encourage use of that infrastructure for short journeys. However, there will still be a proportion of journeys to work that are undertaken by private car. To help both stimulate inward investment and deliver on net zero commitments, the provision of workplace EV charging is essential. Therefore, the Combined Authority will, where appropriate, support and enable opportunities to encourage the uptake of EV charging at business premises and offices.

Area of Action : The Combined Authority will explore opportunities to encourage uptake of EV charging at workplaces and business premises where it is appropriate.

5.4 Electric Vehicle Infrastructure – On-route Charging

On-route charging describes EV charging made by people on longer journeys, usually along the Strategic Road Network such as motorways or major A-roads. This type of charging is usually taken as part of a longer journey therefore there is a requirement chargepoint infrastructure to be rapid or ultra-rapid. This type of infrastructure can charge a car from 0-80% charge in approximately half an hour.

On-route chargepoints are often located at service stations, such as Cambridge Services on the A14, and Peterborough Services on the A1. Increasingly, chargepoint hubs are being put forward for sites along major routes.

The on-route sector is the focus of government's future interventions; funding the rollout of at least 6000 high powered chargepoints across England's motorways and major A-roads by 2035.

Area of Action: The Combined Authority will endeavour to understand and work towards identifying where along the strategic road network, EV charging hubs would be required.

Area of Action : The Combined Authority will support national agencies, private sector developers and chargepoint operators to deliver high powered EV charging along the strategically important road network, where appropriate.

5.5 Electric Vehicle Infrastructure – Rural Communities

The delivery of electric vehicle charging infrastructure across rural communities can be more challenging due to the need to find suitable locations which have an adequate electricity supply. Village Halls and other community sites within the rural area provide the potential to provide charging infrastructure parks to help serve the community.

Area of Action : The Combined Authority will work with the highway authorities, district councils and parish councils to identify opportunities to deliver electric vehicle charging infrastructure within rural communities.

5.6 E-Car clubs

Car clubs use a pay-per-trip/mile approach that allows individuals and businesses to have unattended access to a personal vehicle without being tied to ownership. Using electronic systems, customers can access cars for short-term rental, often by the hour. Car club models are usually categorised into round-trips, where the vehicle must be returned to its home

station, and flexible, which allow a one-way trip. These can be run commercially or by communities.

Area of Action : The Combined Authority will explore opportunities to introduce e-car club(s) across the area, where appropriate.

5.7 Bus/taxi charging

Buses are one of the most environmentally friendly ways of travelling. Whilst bus services already have an integral position at the heart of a public transport network, a transition to zero emission buses will ensure their future operation produces no carbon impact.

The first two electric double-deckers were in service in late 2019 and more recently in 2023 the CPCA with Department of Transport delivered 30 zero emission electric double deck buses in Cambridgeshire through the first iteration of the ZEBRA funding. A further 9 single deck electric buses entered service in central Cambridge late in 2023 and there are ambitions to continue the electrification of buses in the region. A further 33 electric buses have been planned to be introduced into Peterborough in 2024 thought awaiting funding. An ongoing study is required to find appropriate bus depot sites to install the forecast electric vehicle charging requirements.

Looking longer-term, there is an ambition to introduce a significant number of electric buses over the next 10 years or so at approximately similar volumes to the projects undertaken to date. However, it should also be noted that there are ambitions to introduce hydrogen vehicles for longer journeys, so battery electric vehicles are not the only technology being considered.

In addition, licensed taxis also have the potential to make the switch to EVs, and therefore the appropriate infrastructure needs to be in place. The 4 rapid chargers Peterborough city centre and 17 chargers in Cambridge city centre reserved exclusively for taxi operators, is indicative of the important role electric taxis will play in being a green substitute for private vehicle trips.

Area of Action: The Combined Authority will engage with our registered/licensed bus and taxi operators to understand how the council can enable the transition to electric vehicles.

5.8 Planning of new development

From June 2022, all new homes, or those undergoing major renovation with associated parking must have chargepoints installed. These requirements are contained in Approved Document S, Infrastructure for the charging of electric vehicles. The constituent districts of the Combined Authority are responsible for developing local plans and the Combined Authority, CCC and PCC will support the development of policies to encourage the provision of EV infrastructure in new developments for both residents and visitors.

New employment and commercial developments will also be encouraged to deliver electric vehicle charging infrastructure.

Area of Action: The Combined Authority will support the constituent districts to develop policies to encourage the provision of EV infrastructure in new developments.

6 Action Plan

Area of Action	Objectives Met	Tasks	Timescales	Influence or Control
By 2040, 80% of residential properties in Cambridgeshire and Peterborough without off-street parking will be within a 5-minute walk to a public chargepoint or have the ability to connect an electric vehicle parked on the street to a domestic chargepoint.	EV1, EV2, EV3	Develop and submit a LEVI application for funding to deliver chargers across Cambridgeshire and Peterborough	July 2024	Control
		Award a contract to a chargepoint operator to deliver chargepoints across Cambridgeshire and Peterborough	Autumn 2025	Control
		First chargepoints to be operational	Spring 2026	Control
Chargepoints within predominantly residential areas should be tailored to the needs of residents and their visitors and not seen as destinations in their own right. So that other policies that aim to encourage active travel, public transport and reduce congestion are not undermined, charging solutions in these areas should be focused on slower chargers (7kW or lower) that reflect the longer durations that vehicles are parked for when at home.	EV1, EV2, EV3	Ensure active travel strategies and electric vehicle strategies align	Ongoing	Control
		Undertake regular consultation with communities about their charging needs	Ongoing	Control
The Combined Authority, alongside CCC and PCC, will explore opportunities for residential EV hub charging where it provides a more attractive alternative to on-street charging.	EV1, EV2, EV3	Work with communities/parishes to identify hubs in rural / village settings	Ongoing	Control
The Combined Authority will support the highways authorities in exploring appropriate solutions that enable residents without off-street parking to charge a vehicle parked on street by means of connecting to a domestic electricity supply in order to benefit from cheaper charging tariffs. The Combined Authority will also support the highways authorities if they wish to explore the use of new and emerging technology on the public highway.	EV1, EV2, EV3	Explore potential cross-pavement charging channels and seek approval for use on the respective highway networks	June 2024	Control
		Introduce a pilot of cross-pavement charging channels	March 2025	Control
		Evaluate pilots and possible wider roll-out across area	March 2026	Control
The Combined Authority and its constituent councils will work with the private sector to explore the viability of delivering EV charging infrastructure at council-owned car parks and estate across the area.	EV1	Work with constituent councils to support delivery of EV charging infrastructure across their car parks and estates.	Ongoing	Influence
The Combined Authority will explore opportunities to encourage uptake of EV charging at workplaces and business premises where it is appropriate.	EV4	Identify funding sources and publicise them to business communities	Ongoing	Influence
The Combined Authority will work with the Highway Authorities, District Councils and Parish Councils to identify opportunities to deliver electric vehicle charging infrastructure within rural communities.	EV1, EV2, EV3	Identify opportunities to deliver electric vehicle charging infrastructure to rural communities, including parish council car parks	Ongoing	
The Combined Authority will explore opportunities to introduce e-car club(s) across the area, where appropriate.	EV2, EV4	Work with communities, landowners, and car club operators to explore opportunities	Ongoing	Influence
The Combined Authority will engage with our registered/licensed bus and taxi operators to understand how the council can enable the transition to electric vehicles.	EV5	Engage with public transport and taxi operators to understand their charging requirements and also the barriers to transition to EVs.	Ongoing	Influence
The Combined Authority will support the constituent districts to develop policies to encourage the provision of EV infrastructure in new developments.	EV3	Engage with the local planning authorities about the electric vehicle strategy and support the development of policies to deliver a broad range of electric vehicle charging options in both residential and commercial developments.	Ongoing	Influence

Monitoring and Evaluation

Monitoring and evaluation of this strategy and adapting it as the evolution of the electric vehicle environment continues will be important in ensuring that we meet national, regional, and local carbon emission reductions. Key to this will be the use of data and its analysis to help us better understand how demand is changing over time with shifts in technological advances and changing consumer preferences and behaviours.

A number of KPIs have already been developed by the Office of Zero Emission Vehicles (OZEV) which we will need to monitor as part of our LEVI bid. We will use these as the basis for our monitoring regime but will develop a bespoke data collection and analysis framework for the area as actions within the strategy are developed in more detail.

KEY PERFORMANCE INDICATOR

Number of overall sockets
Number of overall sockets funded by public sector
Number of chargepoints
Number of chargepoints funded by public sector
% of households without off-street parking within a 5-minute walk of a public chargepoint or have the ability to connect an electric vehicle parked on the street to a domestic chargepoint.
Month/year anticipated installation
Number of chargepoints funded through external means– to be disaggregated by type/power
Number of funded and installed chargepoints that are PAS 1899/2022 compliant
Other technologies and number of other technologies funded/installed (e.g. solar, battery, gullies)
Total project chargepoint capacity (kW)
Utilisation per chargepoint
Uptime