



Transport & Infrastructure Committee

18 September 2024

Title:	Electric Vehicles Strategy and Funding
Report of:	Emma White, Acting Transport Strategy and Policy Manager
Lead Member:	Anna Smith
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	Recommendation A: A simple majority of voting Members Recommendation B: No vote required

Recommendations:

A	Recommend to the Combined Authority Board, to approve the <i>Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy</i> .
B	Take note of the progress on Electric Vehicles (EVs) and Local Electric Vehicle Infrastructure (LEVI) business case

Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

X	Increased connectivity – investing in electric vehicles improves connectivity by creating cleaner, more efficient transportation systems. EVs reduce congestion and pollution while supporting seamless travel between urban and rural areas, increasing access to services, employment opportunities, and key economic hubs. This fosters stronger, more integrated communities with greater mobility options.
X	Enabling resilient communities – Electric vehicles contribute to building resilient communities by promoting sustainable energy consumption and reducing reliance on fossil fuels. By lowering emissions and encouraging the adoption of green infrastructure, EVs help protect public health, mitigate climate risks, and ensure that communities are better equipped to handle future environmental and economic challenges.

[Cambridgeshire and Peterborough Combined Authority Strategy and Business Plan 2023 / 24](#)

The Electric Vehicles (EV) scope fits under all the strategic objectives as it aims to:

- Sustainable transport is a key priority for improving connectivity and enabling resilient communities;
- EV uptake will contribute towards reduction in emissions and contribute towards decarbonising transport; and
- Journey towards developing charging infrastructure accessible for all (remove barrier for adoption of EVs).

The scope of the EV workstream closely aligns with the Combined Authority's *Local Transport and Connectivity Plan* (LTCP) and the approved *East Anglian Alternative Fuels Strategy* (EAAFS). The LTCP states we will support the development of a low carbon transport system through supporting change to new vehicle technologies and lower carbon fuels; promoting lower carbon transport choices; encouraging a transfer to lower carbon vehicles; and education on lower carbon transport issues.

1. Purpose

- 1.1 This paper seeks to approve the Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy and provide an update on the work on Cambridgeshire and Peterborough Electric Vehicles and Charging Infrastructure.

2. Proposal

- 2.1 This paper provides an update on the work undertaken to date on Electric Vehicles and LEVI fund and approve the Cambridgeshire and Peterborough Electric Vehicles and Charging Infrastructure Strategy. Information on the LEVI fund is available via the following links - <https://www.gov.uk/guidance/apply-for-local-ev-infrastructure-levi-funding> and [Local electric vehicle infrastructure fund - Energy Saving Trust](#).

3. Background

3.1 Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy.

A draft Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy was bought for comment to Transport and Infrastructure Committee in March 2023 and January 2024. Since January 2024, this Strategy has been updated and restructured to consider the Electric Vehicle and Charging Infrastructure Survey, feedback on the Strategy from stakeholder engagement, and further business case work Cambridgeshire County Council and Peterborough City Council have undertaken. The final document is appended to this report for approval in Appendix A.

In summary the 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. To achieve the vision short term (2024-2027) objectives have been set including:

- 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.

The strategy outlines a comprehensive Electric Vehicle Infrastructure toolkit designed to facilitate the achievement of its key objectives. Additionally, it incorporates a detailed action plan that aligns specific goals and tasks with defined timelines, while considering the scope of influence or control held by the Combined Authority. The document concludes with a robust Monitoring and Evaluation framework, featuring key performance indicators established by the Office of Zero Emission Vehicles (OZEV) to track progress and ensure accountability. This structured approach aims to drive effective implementation and measurable outcomes in advancing sustainable transport infrastructure.

3.2	<p>Capability Fund</p> <p>On 21 February 2023, the Government launched the £8 million Local Electric Vehicle Infrastructure (LEVI) Capability Fund for Local Authorities across England. In addition, Government is looking to expand the pilot scheme that will equip Local Authorities with the skills and ambition to scale up their plans for a future Charging Strategy. The funding will help Local Authorities to work in tandem with private business and charge-point operators to drive the sustainable growth of local networks, building and utilising their collective knowledge and expertise to deliver the most ambitious charge-point plans for their area. The LEVI Fund has 2 main objectives:</p> <ul style="list-style-type: none"> • Deliver a step-change in the deployment of local, primarily low power, on-street charging infrastructure across England; and • Accelerate the commercialisation of, and investment in, the local charging infrastructure sector. <p>In March 2023, the Transport and Infrastructure Committee and Combined Authority Board took note and commented on the draft Electric Vehicle Implementation Strategy, approved the East Anglian Alternative Fuel Strategy, and approved the drawdown of the £88,560 from the Local Electric Vehicle Infrastructure (LEVI) Capability Fund. In September 2023 a further £403,440 was approved of the LEVI Capability Fund by the Transport and Infrastructure Committee.</p> <p>Information on the LEVI Capability Fund can be found here: Local electric vehicle infrastructure fund - Energy Saving Trust.</p>
3.3	<p>In March 2024, the Combined Authority was successful in securing a further £50,000 from the LEVI Capability Fund and these funds have been approved for spending ed through the Single Assurance Framework (SAF) as a change request.</p>
3.4	<p><u>Capital Fund – for Electric Vehicle Infrastructure (EVI).</u></p> <p>In March 2023, an indicative allocation to the Combined Authority was made of up to £5,437,000 capital under the LEVI Capital Fund.</p> <p>The Combined Authority are in Tranche 2 for the submission of a LEVI business case. The Combined Authority submitted their first high level draft business case on the 12 July 2024. We are currently awaiting our first round of feedback on this submission which is due mid- September. A summary of the business case chapters include:</p> <ol style="list-style-type: none"> 1. Section 1 looks at the Strategic Fit, this demonstrates current Electric Vehicle Infrastructure (EVI) in the Combined Authority Area then explores the challenges to installation leading to how the LEVI fund can address these. It also aligns the EVI to national, regional, and local policies and the need for interventions. 2. Section 2 is the Spend Assessment. This section indicates the number of charge points in the Combined Authority area is likely to need and be possibly installed as well as predicted costs and private leverage. 3. Section 3 is the Expected Commercial Arrangements for the charge point infrastructure. 4. Section 4 is Meeting Consumer Needs which includes site selection and access. 5. Section 6 is the Delivery Plan which details the project management arrangement, governance and assurance. Risks and communications plan 6. Section 7 is Criteria Compliance looking at contracts and procurement strategy. <p>The next stages of work include continued work on the draft procurement documents linked to the new procurement regulations due to come in at the end of October. External support is being sought for the commercial and procurement elements of the documents. Due to the risks associated with the contract, careful consideration is needed around the commercial decisions. A communications and engagement plan (internal and external) is being coordinated and Cambridgeshire County Council and Peterborough City Council are working on internal governance to support the transition to project delivery and work with the internal stakeholders to support the rollout of EV infrastructure once the funding has been agreed. Once feedback is received on the business case, this will be updated in time for the next round of submissions deadline, where the draft ITT documents will be reviewed on 15 November. A deadline of spring 2025 is being worked towards for the funding.</p>

4. Appendices

4.1	Appendix A - <i>Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy</i> .
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5. Implications

Financial Implications

5.1	N/A.
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Legal Implications

5.2	Chapter 4, Combined Authorities Functions and Responsibilities, Key Functions of the Combined Authority Board, para 4.21 (c) To agree key strategy and policy for the Combined Authority. (d) To adopt, amend or withdraw any major strategy or policy.
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Functions reserved to the Combined Authority Board, Strategy and Policy, para 4.3.2, 'The adoption of, and any amendment to or withdrawal of any major strategy or policy including the Mayor's growth ambition statement, Corporate Plan, Local Industrial Strategy, Local Transport Connectivity Plan, Skills Strategy and others'.

Public Health Implications

5.3	The report's recommendations hold substantial promise for advancing public health. Electric vehicles (EVs) are not just a technological innovation; they will be important in reducing harmful emissions and improve air quality – two factors that have profound implications for public health.
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The transition to EVs is expected to play an important role in mitigating the adverse effects of air pollution, which is linked to a range of serious health conditions, including respiratory diseases, cardiovascular problems, and premature deaths. By significantly cutting down on the pollutants released by traditional internal combustion engines, EVs contribute directly to cleaner air, which can lead to a decrease in the incidence of these health issues.

Moreover, the widespread adoption of electric vehicles can have broader environmental benefits, such as reducing the carbon footprint and combating climate change. This, in turn, can help mitigate climate-related health risks, including heat-related illnesses, vector-borne diseases, and the impact of extreme weather events.

In addition to these direct health benefits, the report's emphasis on electric vehicles underscores a commitment to sustainable urban development. Cleaner air can improve the quality of life in cities, encouraging outdoor activities and fostering a healthier, more active population. Furthermore, the reduced noise pollution from EVs can also contribute to lower stress levels and better mental health outcomes for communities.

In essence, the recommendations provided in the report not only align with environmental goals but also support a future where public health is significantly enhanced through the adoption of cleaner, more sustainable transportation solutions.

Environmental & Climate Change Implications

5.4	Investing in EVs will have significant positive implications for the environment and climate change. EVs produce zero tailpipe emissions, which helps to reduce air pollution, particularly in urban areas, leading to improved public health and air quality. By shifting from internal combustion engine vehicles to EVs, we can significantly reduce greenhouse gas emissions, as transportation is one of the largest contributors to carbon emissions globally.
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	<p>Moreover, the widespread adoption of EVs, when combined with the continued decarbonisation of the electricity grid, can further enhance their environmental benefits. As renewable energy sources like wind and solar power increasingly supply the grid, the carbon footprint of EVs diminishes, contributing to a substantial reduction in overall emissions. Additionally, EVs can play a crucial role in energy storage and grid stability, particularly when integrated with smart charging technologies.</p> <p>It is therefore important to consider the full lifecycle of EVs, including the environmental impact of battery production and disposal. To maximise the benefits, investments should also focus on advancing battery technology, improving recycling processes, and ensuring the ethical sourcing of raw materials. Overall, investing in EVs is a critical step towards achieving climate goals and fostering a more sustainable future.</p>
Other Significant Implications	
5.5	N/A.
Background Papers	
5.6	Transport and Infrastructure Committee 26th June 2024.