

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 17 November 2021

REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources

PORTFOLIO: Environment & Urban Renewal

SUBJECT: Alternative Fuel Infrastructure - Update

WARDS: Borough wide

1.0 PURPOSE OF THE REPORT

1.1 Following an earlier report to Board in June 2021, this report provides an update on two projects relating to electric vehicles and the installation of electric vehicle charging points.

1.2 Project 1 - Residential Electric Vehicle Charging Points

1.3 An extensive consultation has been undertaken with a number of communities regarding the installing of on-street electric vehicle charging points in their area. Endorsement is sought for a bid to OZEV to provide up to six Electric Charging Points the locations set out in paragraphs 3.3 – 3.8 of this report.

1.4 Project 2 - Electric Taxi Support Project

1.5 The Board is asked to note progress on the Taxi Support Project.

2.0 RECOMMENDATION: That the Board supports the initiatives outlined in this report.

3.0 SUPPORTING INFORMATION

3.1 In October 2019 Halton Borough Council approved a notice of motion, declaring a “Climate Emergency” in wider support of the LCRCA “Climate Emergency” declaration of May 2019. This Council agreed to support a number of actions to reduce Halton’s carbon emissions, one of which was; *“To help promote support from our communities for environmental change that will help reduce or eliminate carbon emissions and help raise public awareness”*.

3.2 In Autumn 2019 The Office of Zero Emission Vehicles (OZEV) invited applications for the Residential “On-Street” Charging Point fund. The focus of this particular fund was to reduce the barriers to electric vehicle ownership due to the lack of personal parking spaces. The Council was successful in its bid, and a number of areas where car ownership was

high, access to driveways was low have had on-street charging points delivered (phase one). A second phase of roll-out is now proposed.

Project 1 - Residential Electric Vehicle Charging Points,

- 3.3 Following the June PPB update, an extensive consultation has been undertaken with a number of communities on installing on-street electric vehicle charging points in their area.
- 3.4 The Office of Zero Emissions (OZEV) funding criteria states that locations with little or no off road parking, or Local Authority owned car parking (where overnight parking for residents is not restricted) should be targeted for deployment.
- 3.5 It is proposed to make a further bid to OZEV to provide a further six electric charging points in each of the following locations highlighted below:
- Mersey Road, Runcorn
 - Brindley Street Car Park, Runcorn*
 - Catalyst Museum Car Park, Widnes*
 - Sharp Street, Widnes
 - Crow Wood Place Car Park, Widnes
 - Bechers Hough Green, Widnes
 - Wharford Lane, Sandymoor

*Further site investigations required. Alternative nearby locations may be considered.

- 3.6 If the bid is successful, 7kw chargers will be installed (typical for overnight charging) and where the location is a car park we are exploring the option of putting in a combination of 7kw and 22kw electric charge points (e.g.; five x 7kw and 1 x 22kw).
- 3.7 It is envisaged delivery of the charge points will be in partnership with Connected Kerb (who successfully delivered phase one), subject to procurement process via KCS framework, and delivery could start in early March 2022.
- 3.8 Members will be aware that the phase one was delivered during 2020. Users of the charge points do report that it is sometimes difficult to use the points due to other (non electric) vehicles parking in these locations. With this in mind, at the time of installation it is proposed that a limited number of the bays (1-2 at each location) are marked for EV use only, and this will be followed up by a supporting Traffic Order to allow enforcement. The number of bays marked can be increased in the future, as EV use increases. It is proposed to take a similar approach on future phases of implementation.
- 3.9 Project 2; - Electric Taxi Project,

- 3.10 An EV Taxi awareness day at Halton Stadium during September. Over a dozen vehicles were on display for the drivers to view and test-drive. Approximately 70 drivers attended the event and feedback showed that most found it very useful and informative.
- 3.11 A considerable number of drivers took the opportunity to test drive both car and van (disability accessible) options and it is understood that a number of enquiries have been made with a view to leasing or purchasing an Ultra Low Emission Vehicle (ULEV).
- 3.12 The intention is to develop an incentive scheme to encourage taxi drivers to convert to electric vehicles, subject to funding being identified.
- 3.13 The type of scheme under consideration will be presented to the Board at the meeting, to seek members' views.
- 3.14 The project will also delivery of two 50kw rapid chargers (Runcorn Station Quarter and Widnes (location to be determined) to allow taxis to re-charge quickly.

4.0 POLICY IMPLICATIONS

- 4.1 Electric vehicles and associated charging infrastructure has seen an increased profile due to the climate change agenda, improving air quality, zero carbon emissions, and better health and wellbeing.
- 4.2 Halton is adding to its existing electric charging Ppint network. Funding is available to install new infrastructure and to reduce inequality to access. The criteria currently used in prioritising areas for charging points including:
- Property Type (Flat, Apartment, Terrace, Mews)
 - Vehicle Ownership levels
 - Proximity to Electrical connections and sub stations

5.0 OTHER IMPLICATIONS

- 5.1 There are no other implications arising from the subject of this report.

6.0 RISK ANALYSIS

- 6.1 Financial risks arise from the need to meet conditions attached to any funding and the timescale for scheme delivery.

7.0 EQUALITY AND DIVERSITY ISSUES

- 7.1 The first of these two projects seeks to reduce the barrier to owning and charging an electric vehicle, either for personal or business use. The projects will provide sufficient infrastructure in areas of the Borough where private, off road parking is not available and is a barrier to Electric Vehicle ownership. There are no equality or diversity issues identified,

appertaining to the second project that is to promote electric powered taxis in the Borough.

8.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

None under the meaning of the Act.