

Appendix 2

Ultra Low Emission Vehicles (ULEVs)

Overview and Scrutiny – Economy and Enterprise,
24th September

Peter Ollivere & Rebecca Winlo
Spatial Policy

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Introduction

- Definition of ULEV (not only Electric Vehicles)
- Covering report and presentation – different contents
- Pace of change – new policy, legislation, and funding being developed at a national level
- DCC need an established approach to ULEVs in order to take fullest advantage of the opportunities
- Doing our duty to combat the climate emergency, and remaining competitive with other LAs

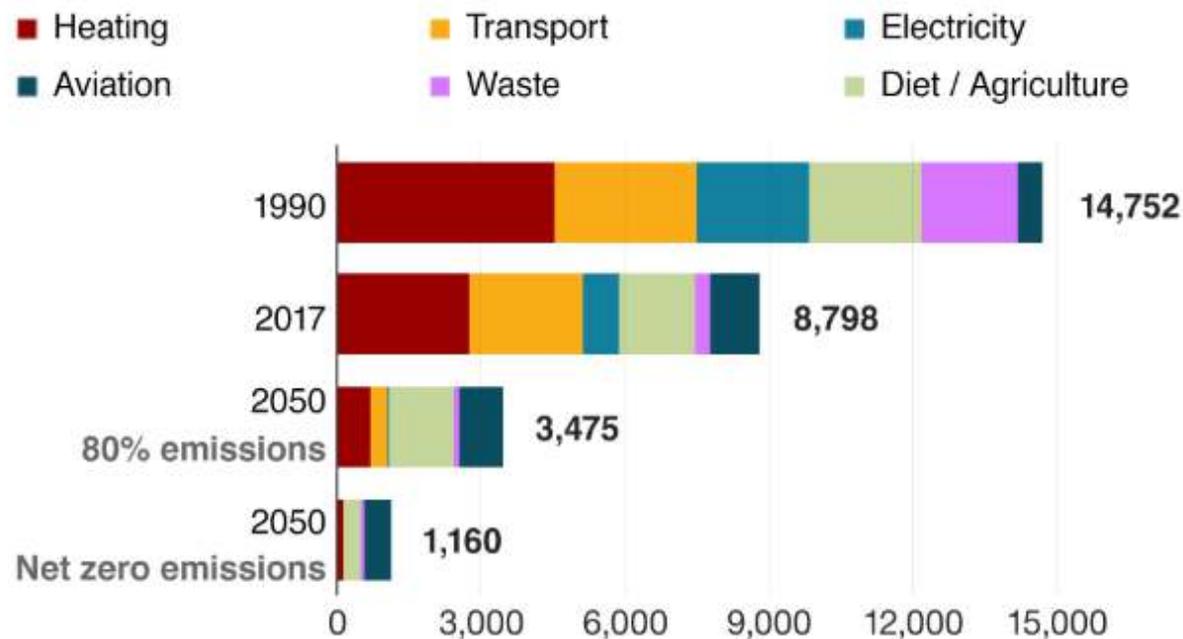
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Let's start with some good news!

Household emissions in 1990, 2017 and 2050

Annual emissions, kilogrammes of CO₂



Source: Climate Change Committee/BEIS (2019)

BBC

- UK – 44%CO₂ reduction
- DCC – 52%CO₂ reduction
- Transport – best opportunity to de-carbonise

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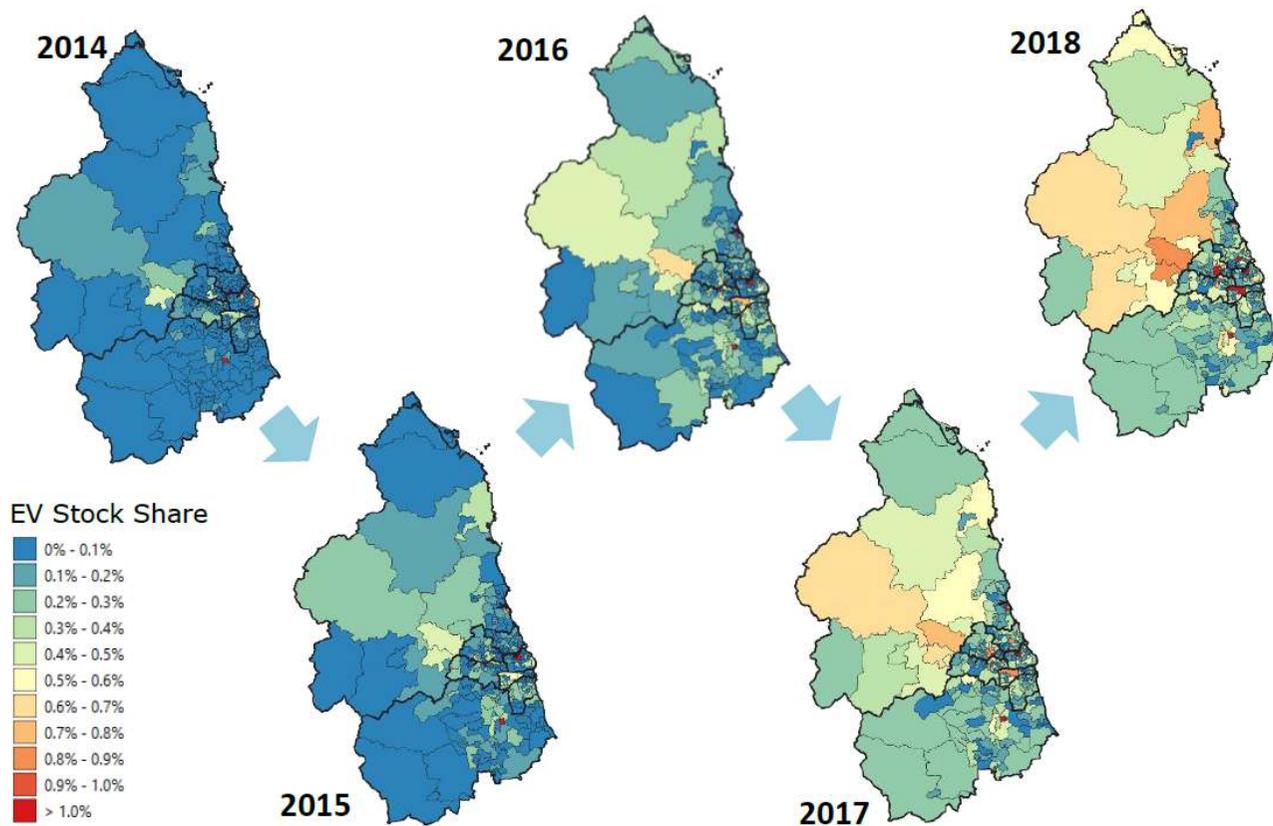
Policy..... Headlines

- Road to Zero (2018) - 2030, gov wants 50-70% all car sales to be ULEV
- By 2040 –end the sale of new ‘conventional petrol and diesel’
- Ambitious enough? Norway for 100% zero emission cars for 2025 and in 2019, 50% of car sales were ULEVs
- 2019 - Newcastle, Durham, Gateshead, Sunderland, and Northumberland declared climate emergency
- 2019 – Low Carbon Strategy (LCS) predicts exponential growth in ULEVs

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Uptake of EVs in the Region – LA7



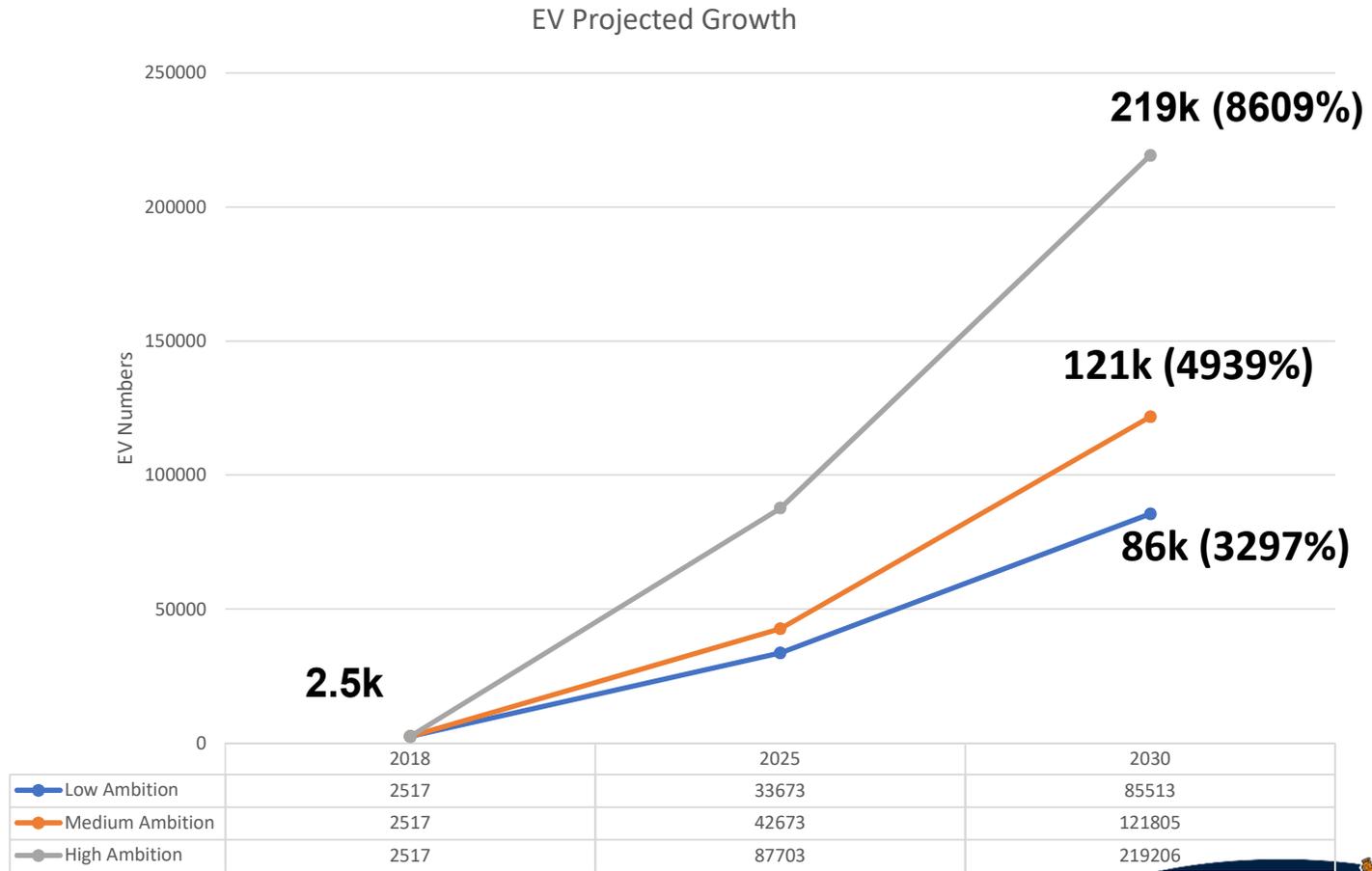
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LCS - Exponential Growth in EVs in LA7.

Low Ambition:
no new policies,
only gradual fall
battery costs;

Medium
50% ULEV sales
share in 2030,

High Ambition
70% ULEV sales
share in 2030.



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DCC – Internal Working Group

DCC ULEV working group has been meeting regularly since the beginning of the year to discuss key issues and opportunities around ULEVs

Many different teams represented:

- Spatial Policy
- Transport
- Low Carbon
- Corporate Property and Land
- Legal
- Procurement
- Funding & Programmes
- Fleet
- Some workstreams link up to NECA projects, e.g. OLEV funding for EV taxi charging

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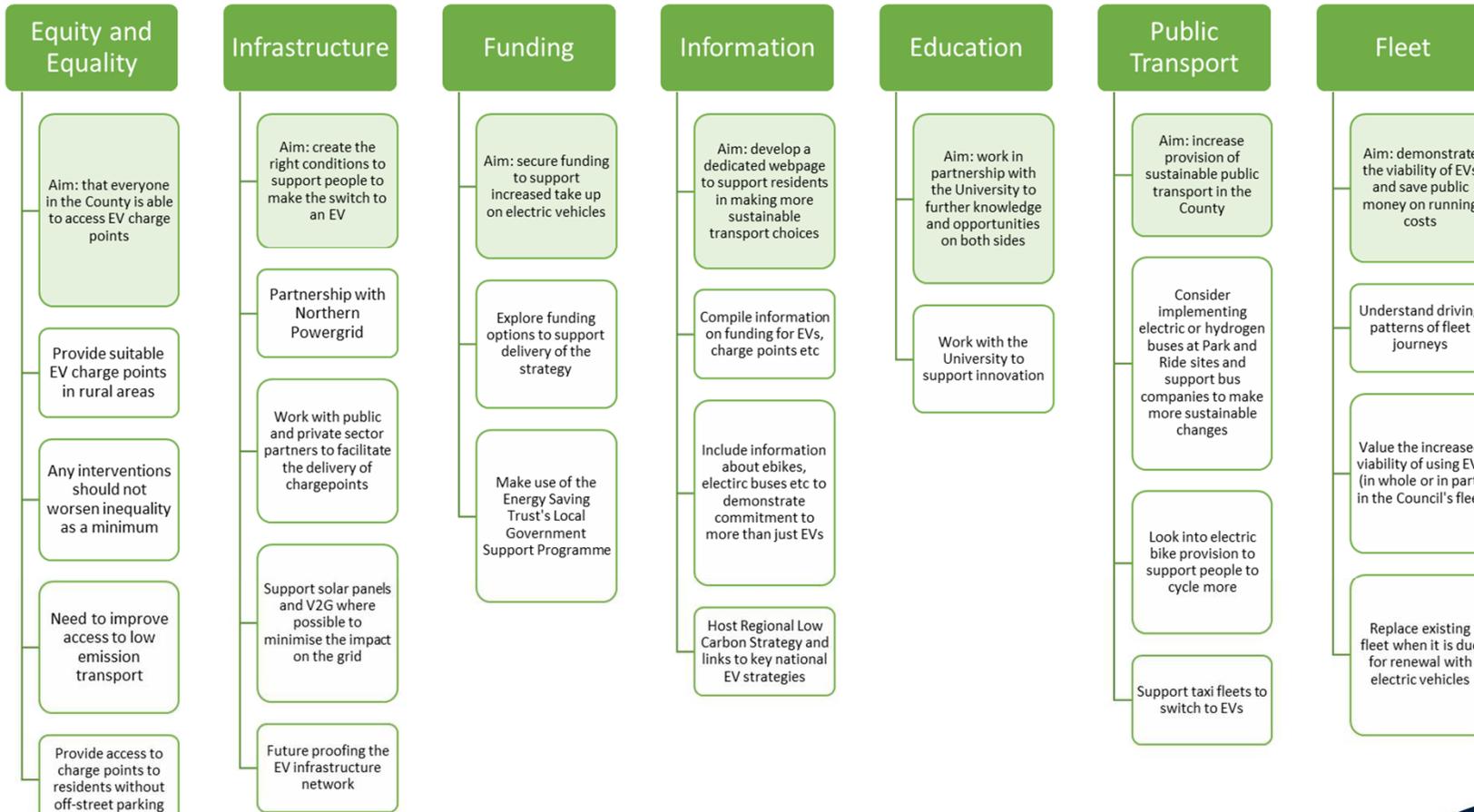
Workstreams – Set out in detail in report

- A. Regional Low Carbon Strategy - Growth of ULEVs
- B. DCC reducing emissions and declaring climate emergency
- C. Existing DCC owned EV infrastructure and condition
- D. Identifying sites for EV filling stations in County Durham
- E. SOSCI - Community based funding project for Rural/Low Income Areas
- F. Reviewing our Working and Pool Fleet
- G. External funding (Transforming Cities/ERDF) for Park & Ride and EV infrastructure
- H. Ultra-Low Emission Taxi infrastructure funds
- I. Durham University Project on Driver Behaviour
- J. ULEV Strategy development

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ULEV Policy for DCC



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Equality in County Durham

AIM: that everyone in the county is able to access EV charge points

- Any interventions should not worsen inequality as a minimum
- Need to improve access to low emission transport i.e rural areas
- Provide access to charge points for residents without off-street parking

PROJECT: Scaling on Street Charging Infrastructure (SOSCI)

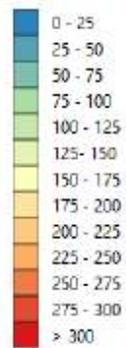
- SECURED £2m of funding to deliver charge posts (CPs) across County Durham
- Community based pilot to locate CPs within 5 mins drive of terraced streets i.e. no off-street parking

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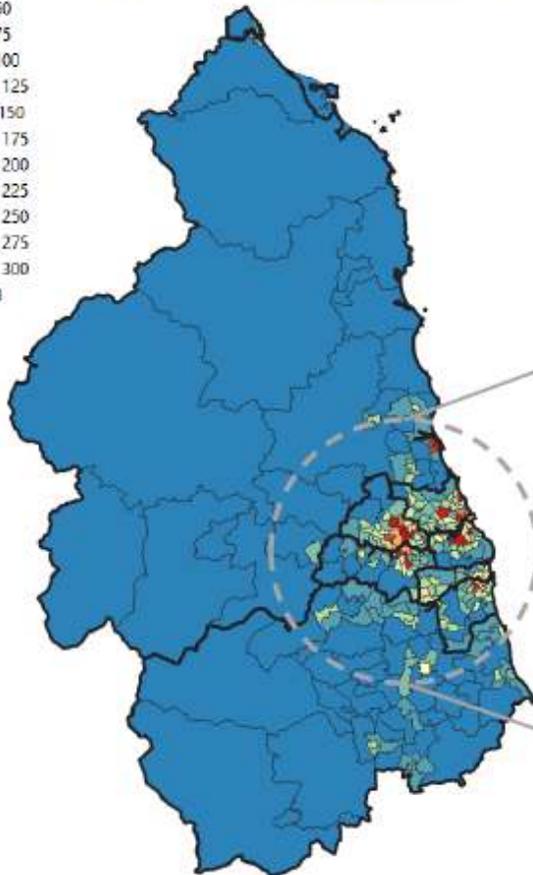


Equity...do you have off-street parking?

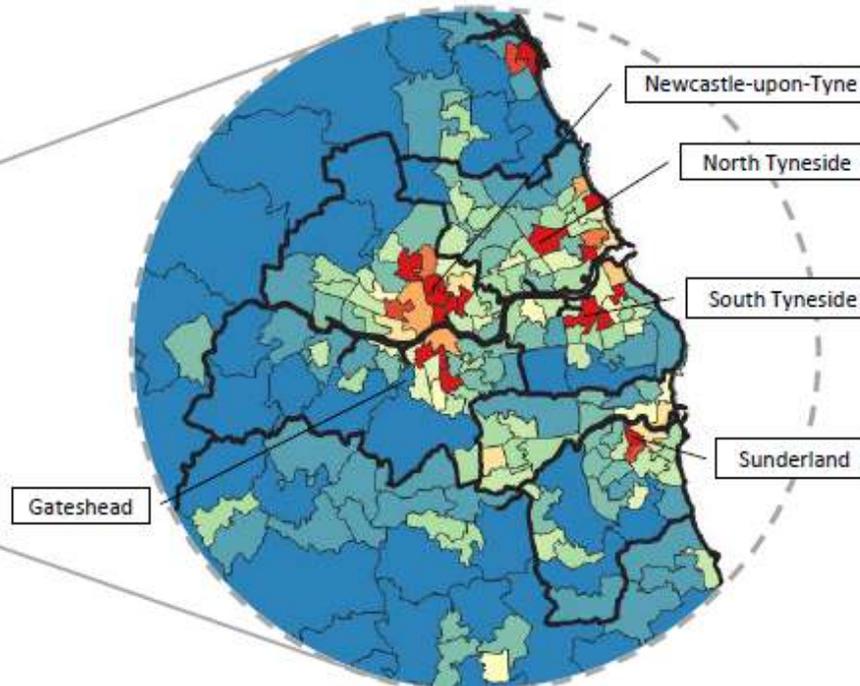
EVs Per km²



On-Street EVs, High Ambition 2030



- Accounting for access to off-street parking across the region, it is estimated that by 2030 there could be between 40,000 - 75,000 EVs parked on-street under the Medium and High Ambition scenarios
- Figures show density of On-Street EVs under High Ambition in 2030 – these are mainly clustered in the urban centers



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40% of houses in County Durham are terraces

Infrastructure

AIM: create the right conditions to support people to make the switch to an EV

- People need to access electricity in order to charge cars – biggest barrier in most surveys is concerns with ChargePoint availability, numbers, and reliability
- Work with public and private sector partners to deliver of charge points
- What is the Councils role in future proofing the EV infrastructure network

PROJECTS:

- EV fillings stations? Where and who?
- SOSCI – where to locate ?
- DCC – Existing Post Renewal – 50% not working properly – who will do this?



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Funding and Programmes

AIM: to secure funding to support increased take up of electric vehicles

- Its key to explore funding options to support delivery of ULEV infrastructure

PROJECTS:

- SOSCI – where to locate?
- ERDF/Transforming the Cities funding for Park and Ride- facilitate electric buses?



European Union

European Regional
Development Fund

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Information and Education

AIM: work with the University and partners to further knowledge and opportunities on both sides

- Work with the university to support innovation
- Learning Events – Make Great Britain Green Event

PROJECT: Durham University Driver Behaviour

- EV drivers do not experience range anxiety, but potential drivers do
- Quality and accessibility of charging infrastructure is an issue
- People driving set A to B journeys were more likely to drive an EV with women less likely to drive EVs due to less predictable* driving habits



DCC - Fleet and Pool Cars

AIM: reduce carbon emission, demonstrate the viability of EVs, save public money on running costs

- Savings on whole life costs with lower maintenance and fuel costs
- DCC have 3,344 staff who claim for mileage travelled on business in their own cars for the Council (grey fleet mostly petrol cars)
- 400 regular users of a pool cars and 27 'diesel' pool car to cater for these trips

PROJECT: replace existing pool and fleet with EVs when they due for renewal

- Energy Saving Trust now undertaking a review of our grey mileage and estimating substantial carbon and financial savings if we manage our grey mileage better
- Procurement of new fleet vehicles must demonstrate business case for not choosing EV's (but we still have very few EV's)

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Cllr Marshall and DCC – Learning EVs



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What are other councils doing? Dundee

- Largest electric fleet in the country, 95 vehicles so far or 40% of total fleet
- 15% of taxis are electric with target of 25% in next few years
- Free parking scheme for owners of EVs
- 2 rapid charging hubs (filling stations) in the City Centre with
- The council boasts having the most EV's of any local authority
- CO2 levels have reduced by 1000 tonnes so far..
- Free electricity for residents!

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North Somerset Council

Won £2m OLEV funding in 2016-

- 150k to convert 48% of its van and car fleet to electric vehicles and now has 34 electric vehicles which staff can use:
- 30k worth of grants awarded to business to install charge points
- Discounted parking permits in Bath City Centre for ULEVs
- Procured a partnership with Consett's 'Elmtronics' who installed 34 dual EV chargers and a further 22 dual units to the neighbouring Local Authorities - part of the West of England (WOE) CA
- The WOE CA part of a wider £7m package - 'Source West' is a ULEV partnership with projects relating to EV Car Clubs, EV trials, business grants, fleet conversion, EV freight consolidation and electric taxis.

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Summary of ULEV Presentation

- Rapid change is happening with policy, legislation and funding
- There are many challenges and opportunities around the uptake of electric vehicles
- The Officers ULEV WG is already involved in many areas of work relating to the uptake of ULEV
- Not providing public charging could be a major barrier for many residents
- The council have capitalised on funding opportunities to enable infrastructure delivery
- DCC are making good progress quickly but examples of other councils leading the way

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Officers would
welcome
questions,
thoughts &
discussion

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