

**STOCKPORT ZERO-EMISSION VEHICLE CHARGING INFRASTRUCTURE (ZEVCI)
INTERIM POLICY STATEMENT**

Report of the Corporate Director for Place Management & Regeneration, Deputy Chief Executive

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1. As set out in the Climate Action Now Strategy and in the declaration of a Climate Emergency, the Council is committed to becoming carbon neutral by 2038 and has set out a clear approach to making transport more sustainable in Stockport.
- 1.2. The increased use of zero-emission vehicles is one mechanism for achieving this aim, in addition to encouraging greater use of public transport and cycling and walking.
- 1.3. In addition, a revised National Planning Principle Framework (NPPF) was published in 2019, with the document placing greater emphasis on sustainable transport and providing charging points for ultra-low emission vehicles.
- 1.4. Zero-emission vehicle charging is a rapidly evolving technology, and recent innovations and developments in the market mean that the uptake of zero-emission vehicles, particularly in terms of private cars, is increasing. There is a clear upward trend in the number of registered EVs in Stockport year on year, with a 3015% increase between 2012 and 2020. Despite this, EVs still currently make up a small proportion of licensed vehicles, accounting for just 0.5% of vehicles in 2019. As such, further work is required to encourage the switch to zero-emission both for private cars, taxis, vans and other vehicles. Work will also need to be ongoing to undertake demand monitoring and keep up to date with the changing needs of charge point provision.
- 1.5. In order to ensure that this uptake is fully supported and delivered in a coordinated way, a draft Zero-Emission Vehicle Charging Infrastructure (ZEVCI) Interim Policy Statement has been produced to set out how the Council and partners will seek to deliver ZEVCI in the borough. This will act as a supporting document to the wider GM EVCI Strategy which has been produced by TfGM.
- 1.6. This area of science and technology is still evolving and with it the Government and commercial approach to Zero Emission Vehicles. Given the nature of technological innovation and the related science our Council approach needs to be able to adapt to future changes. The evolving national government policy based on changes in technology and the decisions that businesses and citizens are making will also need to be considered. Manufacturers responses to the different technological opportunities and the governments direction of travel will also need to be reviewed regularly. Therefore the Interim Policy Statement will need to remain flexible to be able to respond to change.
- 1.7. The Committee are recommended to review and comment on the interim policy statement.

2. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

- 2.1. Through mechanisms such as the GM Clean Air Plan, and recent government announcements relating to the charging for electric vehicles and supporting infrastructure, there is likely to be an increase in capital funding available to deliver ZECVI in the short to medium term. As such, there will be further opportunities for the Council and its partners to bid for funding to deliver new charging points. The adoption of a clearly evidenced and coordinated Interim Policy Statement for ZECVI will strengthen the Council's position in accessing this funding, by being able to demonstrate a clear strategic vision for ZECVI in addition to the Council's wider strategic aims as set out in the CAN Strategy, draft SEMMMS Refresh, and the Stockport Cycling and Walking Plan.
- 2.2. There are a number of risks to the Council of not adopting a clear Interim Policy Statement for ZECVI:
 - 2.2.1. Funding organisations or sponsors may be less inclined to award grants as a result of SMBC being unable to explain/justify how the grants will increase ZEV update and meet set aims, objectives, local needs and national objectives
 - 2.2.2. The Council will have a less coherent and efficient approach to identifying those funding opportunities which are most relevant to Stockport – i.e. whether to concentrate on grants focused on off or on-street locations. This will reduce the Council's efficacy in accessing funding.
 - 2.2.3. The Council may find it more challenging to demonstrate buy-in from other stakeholders without a Interim Policy Statement in place – this may further reduce the Council's ability to access funding.

3. LEGAL CONSIDERATIONS

- 3.1. The legal considerations for the delivery the policy would include the need to ensure that future charging point delivery includes clear agreements with suppliers about the terms of installation and the expectations from both sides including any decommissioning process . This will require resource from legal.

4. HUMAN RESOURCES IMPACT

- 4.1. The Interim Policy Statement does commit to consultation, bid submission and scheme identification and delivery elements which will require resource mainly from Transport Strategy .

5. EQUALITIES IMPACT

- 5.1. An Equalities Impact has been undertaken and is attached at Appendix 1.

6. ENVIRONMENTAL IMPACT

- 6.1. The roll out of Zero-Emission Vehicle Charging Infrastructure in Stockport to both meet existing demand and encourage future uptake will contribute to achieving the Council's objectives as set out in the Climate Action Now Strategy by helping to reduce emissions relating to transport and improving air quality.

7. CONCLUSIONS

- 7.1. A coherent and evidence-based Interim Policy Statement for ZECVI in Stockport is an important mechanism for the Council and its partners to ensure that future delivery of ZECVI is coordinated and flexible to respond to technological change. It will also strengthen the Council's ability to access funding to deliver new infrastructure.

8. RECOMMENDATION TO CABINET

8.1. That the Cabinet comment on and approve the Interim Policy Statement .

9. RECOMMENDATION TO SCRUTINY

9.1. The Scrutiny Committee are recommended to review and comment on the interim policy statement.

BACKGROUND PAPERS

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact Mark Glynn on Tel: 0161-474-3700 or by email on mark.glynn@stockport.gov.uk