

HAMPSHIRE COUNTY COUNCIL**Report for Information**

Presented to:	Environment and Transport Select Committee
Presented by:	Sarah Roberts, Principal Environment Officer
Title:	Electric Vehicle Charging Points
Reference:	4402
Date:	6 November 2012

Decision Report

Decision Maker:	Executive Member – Environment and Transport
Date:	6 November 2012
Title:	Electric Vehicle Charging Points
Reference:	4164
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this paper is to:

- obtain Executive Member approval to continue to work on a European level through AER, with ACEA and Eurelectric to lobby the appropriate bodies and to gain support for the manufacturers' decision to adopt Type 2 plugs by 2017;
- obtain Executive Member approval to continue to work on a European level through the AER, with ACEA and Eurelectric to lobby the appropriate bodies to bring about compatible supporting electric vehicle infrastructure;

- obtain Executive Member approval to engage with car manufacturers and infrastructure providers on a local level to support the Hampshire community to make informed choices about electric vehicles, through providing relevant information; and
 - obtain Executive Member approval to delay installation of electric vehicle charging points as part of the Hampshire Street Lighting Private Finance Initiative (PFI) until a pilot study has been undertaken and further clarity has been provided on the location of the charging sites and the operating infrastructure.
- 1.2. This paper seeks to provide background on the situation within the EU on electric vehicle charging infrastructure. It also seeks to confirm Hampshire County Council's commitment to electric vehicles in line with UK Government policy.

2. Contextual information

- 2.1. EU and National policy is aimed at promoting the uptake of electric vehicles in response to the acknowledged need to decarbonise the transport sector. Government grants are supporting this emerging sector and manufacturers are releasing an increasing number of models in response.
- 2.2. Over the past few years car manufacturers have chosen a charging system that best suits their needs. Recently, discussions have taken place between worldwide manufacturers about reaching an agreed standard, in which some progress has been made. However, recent communications between the County Council (through the AER) , the ACEA and Eurelectric have revealed that European car manufacturers will use type 2 plugs in all of their cars by 2017.
- 2.3. There are several methods for paying for charging facilities, some require pre-registration, whilst others are open for all to use. This makes charging points difficult for all users to access consistently. Although an agreement has been reached by the European car manufacturers as to the standard physical infrastructure, very little progress has been made in creating a universal approach to the supporting infrastructure.
- 2.4. Research shows that 80% of car journeys are less than 50 miles return from home. Current range for electric vehicles exceeds 100 miles, therefore vehicles can be driven and recharged at home each evening without having to rely on public charging points for most of their journeys.
- 2.5. The Hampshire Street Lighting PFI includes the opportunity to install 30 charging points across Hampshire at no cost to the County Council. The County Council has the option to decide where and when it wants these

charging points installed and this should be based on the results of a pilot project.

3. Finance

- 3.1. There are no financial or budgetary implications to consider by not investing in the technology at this time.
- 3.2. If the County Council agrees to engage with car and infrastructure manufacturers, it is not envisaged that this will incur any capital cost. Any involvement would be incorporated into the normal work programme.

4. Performance

- 4.1. The County Council will continue to work on a local and European level with key stakeholders
- 4.2. The County Council is engaging widely on this agenda within the EU and is seeking an agreement and a way forward on standardising the technology, through its membership of the Association of European Regions and other avenues.
- 4.3. To that end in October 2011 the County Council lobbied three 'Directorate-Generals' of the European Commission (EC) (namely Energy, Climate Action and Mobility and Transport) for clear international standards for electric vehicle recharging. The letters noted the importance that electric vehicles will have in de-carbonising transport, but at the same time the pitfalls that local authorities and others will have if they invest in the 'wrong' technology. The letter urged the European Commission to come forward with:
 - clear guidance on the physical infrastructure that should be installed; as well as
 - measures to address the disjointed approach to electric vehicle registration, monitoring and payments.
- 4.4. At the same time the County Council lobbied the Assembly of European Regions (AER) encouraging the Assembly to use its influence to urge the EC to become more proactive in this field. The AER concurred with the County Council's concerns and asked the County Council to provide a draft 'Position Statement' on the need for electric vehicle recharging harmonisation that could be adopted by the AER. This has been done and a subsequent meeting has taken place between members of the AER, ACEA, and Eurelectric. The meeting agreed the draft report and the report will now be taken to a meeting of the AER later in the year. The AER will take a formal position on electric vehicle charging early in 2013.
- 4.5. The European car manufacturers, through the European Automobile Manufacturers' Association (ACEA) will continue to lobby the EC for more progressive action. Hampshire County Council's lobbying with the AER has

been designed to reinforce the approach taken by the ACEA. It is also supported by Eurelectric.

- 4.6 The County Council will continue to monitor and research other local authorities' investment in electric vehicle infrastructure.

5. Recommendations:

- 5.1. That Hampshire County Council, through the Association of European Regions, will continue to work with ACEA (the European Automobile Manufacturers' Association), and Eurelectric (the association of the electricity industry in Europe), to lobby for Europe-wide standards in physical electric vehicle infrastructure.
- 5.2. That Hampshire County Council, through the Association of European Regions, will continue to work with the ACEA and Eurelectric to lobby for Europe wide standards and universal compatible systems for the supporting electric vehicle infrastructure.
- 5.3. That Hampshire County Council will begin to work with car manufacturers and the infrastructure providers on a local level to inform and educate the community of Hampshire about electric vehicles. It will also work to support current electric vehicle owners by improving access to and information of the infrastructure currently available.
- 5.4. That installing electric vehicle charging points as part of the Hampshire Street Lighting Private Finance Initiative be commenced as soon as possible after completion of a pilot study examining location, access, ownership and payment issues.

Rpt/4164/SR

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The assessment of the impacts for the *Ensuring that Hampshire is Energy and Climate Change Resilient* service area can be found at:

<http://www3.hants.gov.uk/equality/equality-impact-assessments/cx-pu-eqimpact-envi.htm>

1.2. It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

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2. Impact on Crime and Disorder:

2.1. It is considered that there will be no direct impact from the decision on crime or disorder.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption?

Electric vehicles are acknowledged to have a much smaller carbon footprint on a mile for mile basis than existing conventional fossil-fuel powered equivalents. Delaying a programme of widespread installation until an EU standard is available will therefore have no immediate negative impact on the County Council's own carbon footprint.

b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

There is no direct adaptation implication from this decision.