

Name of meeting: Cabinet

Date: 20 January 2020

Title of report: Climate Emergency and Air Quality - next steps – Electric Vehicles

Purpose of report:

To outline the recommendations for additional Cabinet ambition re climate change and air quality specifically focusing on electric vehicles in the Council’s own fleet and publicly accessible charging infrastructure. The report recommends prioritising budgetary investment in additional vehicles and charging infrastructure.

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	Yes
Key Decision - Is it in the Council’s Forward Plan (key decisions and private reports?)	Yes
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	Karl Battersby 09/01/20
Is it also signed off by the Service Director (Finance)?	Eamonn Croston 09/01/20
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft 09/01/20
Cabinet member portfolio	Cllr Naheed Mather (Greener Kirklees)

Electoral wards affected: All

Ward councillors consulted: N/A

Public or private: Public

(Have you considered GDPR?) Yes.

1. SUMMARY

1.1 In November 2019 Kirklees Council’s Cabinet and Full Council considered reports outlining the response to the Climate Emergency and Air Quality exceedances of national objectives within the district. Those reports outlined the detailed policy considerations looking at the international, national, regional and local issues

- 1.2 Kirklees Council Cabinet accepted a report on the work of the multi-party Climate Emergency Councillor Working Party, resolved to submit its Air Quality Local Action Plan to the Department for Environment, Food and Rural Affairs for assessment and publish its Air Quality Strategy. The Climate Emergency Working Party Report and Air Quality Action Plan detailed measures the Council will take to respond to these important issues both immediately and over the short to long term.
- 1.3 The reports contained evidence that travel is proportionally one of the largest contributors to climate change gases and air pollution, is the sector in which emissions are rising, is one of the areas where improvements can be made in emissions and is one of the sectors in which the Council has significant influence.
- 1.4 Following the consideration of the report – Kirklees Council’s Cabinet announced that it required officers to consider what further immediate actions the Council could take and to consider what interventions can be made focusing on travel and electric vehicles.
- 1.5 This report sets out officer’s recommendations for these immediate actions and recommends the Council prioritise resources in the budget to tackle the Climate Emergency and Air Quality problems, this report builds on the evidence set out in the report presented to Cabinet in November 2019.
- 1.6 The United Nations have warned that urgent action is needed to address climate change and prevent irreversible damage to the environment. In January 2019, Kirklees Council declared a Climate Emergency and has proposed an ambitious programme of activity to address the emergency. This will require significant societal changes to how we all live and work, with an urgent need to dramatically reduce our emissions and to adapt locally to a changing climate.
- 1.7 Kirklees Council wishes to rise to this challenge and be a leader to achieve this change with our local partner organisations, businesses and residents with the help and support of the national government and regional partners and aligned to our corporate ambitions for People, Places and Partners. This will be a challenging ambition but it is also a great opportunity to improve our quality of life and create a borough that is healthier, more sustainable and fairer for everyone.

2. INFORMATION REQUIRED TO TAKE A DECISION

Climate Emergency, Air Quality and Travel

- 2.1 Evidence from the United Nations¹ ², the European Union³ ⁴ and the United Kingdom Government⁵ ⁶ as well as independent non-governmental organisations (NGOs) all point toward travel and transport as being the largest emitters of greenhouse gases globally and air pollution in cities. It is the only sector where the level of emissions are increasing as other sectors of economies are reducing their emissions, such as the energy sector.

¹ <https://www.unenvironment.org/news-and-stories/story/global-electric-vehicle-road-trip-shines-light-need-sustainable-transport>

² <https://www.unenvironment.org/explore-topics/transport>

³ https://ec.europa.eu/clima/policies/transport_en

⁴ <https://www.eea.europa.eu/publications/transport-and-air-quality-term-2012/download>

⁵ <https://www.theccc.org.uk/publication/transport-factsheet/>

⁶ <https://www.ons.gov.uk/economy/environmentalaccounts/articles/roadtransportandairremissions/2019-09-16>

- 2.2 Governments and independent NGOs point to the need for more sustainable, efficient and emission free transportation sources and recommend the acceleration of the uptake of ultra-low and zero emission vehicles with a significant emphasis on battery powered electric vehicles. Electric Vehicles have the advantage of having zero exhaust air pollution emissions and make the most of the benefits of the de-carbonisation of the electricity supply – significantly reducing the greenhouse gas emissions associated with this form of travel.
- 2.3 The UK Government's Road to Zero Strategy⁷ outlines an ambition for 50% of new vehicles will be ultra-low (ULEV) by 2030 and combustion engine vehicles will be phased out by 2040. Evidence set out in the Road to Zero Strategy and numerous independent surveys show that one of the major barriers to the uptake of electric vehicles (EV) by the public and business is the availability of Charge Points. Local Authorities have a key part to play alongside the private sector in providing electric vehicle charge points (EVCPs) in the public realm. Local Authorities also have a responsibility to identify and transfer its own fleet of vehicles from combustion engine to electric and other ultra-low emission vehicles.
- 2.4 Provision of a comprehensive EVCP network and fleet renewal will be a long term programme of work. However, there is evidence that immediate investment is needed for Kirklees to meet its aspiration to be a leader in the field of Climate Change and Air Quality action. If we want the proportion of electric vehicles in our fleet and the number of publicly accessible charge points to be comparable with other leading local authorities, immediate investment is needed to purchase new vehicles and accelerate fleet change and install EVCP in the public realm.
- 2.5 We need to recognise that we have started a programme of fleet renewal and EVCP installation and the recommendation of investment is to build on existing good work.
- Kirklees Council has in its fleet (or in plan for purchase) 30 Electric Vans, 20 Electric Cars, 30 Hybrid Vehicles
 - The Mayoral Car is a hybrid
 - Kirklees Council is currently installing 17 Rapid Electric Vehicle Charge Points in publicly accessible car parks as part of a regional piece of work funded by the Office of Low Emission Vehicles and the Local Transport Fund via the Combined Authority – there will be up to 88 Charge Points in West Yorkshire.
- 2.6 Intervention in the area of Electric Vehicles is being recommended by officers for immediate action and investment as:
- There is a real benefit for the Council and the public in both greenhouse gas and air pollution emissions
 - Local Authorities can have a direct influence in this area though investment in vehicles in its own fleet and installing charge points (EVCP) in the public realm
 - There are already programmes of work ongoing in both electric vehicle purchase and EVCP installation – therefore – this intervention will be building on existing programmes of work.
- 2.7 Further incentives can be brought forward to make the ownership of EV and ULEV more cost effective and attractive. The Council already has a 'Green Permit' parking permit scheme – which allows Kirklees residents who own an electric vehicle free parking in certain car parks and owners of hybrid vehicles 50% discount. It is recommended that Cabinet increases the scope of this parking permit to:
- include all council car parks,

⁷ <https://www.gov.uk/government/news/government-launches-road-to-zero-strategy-to-lead-the-world-in-zero-emission-vehicle-technology>

- free parking for other ULEV such as hybrid vehicles, and
- allow out of area EV and ULEV owners to apply for a permit, such as regular visitors and commuters.

It is also recommended that the scheme be relaunched with promotional activity.

2.8 The Council recognises that addressing the challenges of climate change will require significant changes to how we all live, from the largest organisations and companies in the district down to individual households. That is why as an immediate priority, it is proposed that the Council prioritises a step-change for travel in the borough, facilitating the shift to a low carbon, low emissions future through the following measures. It is proposed that Cabinet prioritise funding within budget setting to achieve this goal. A capital bid of additional £2m investment is proposed by officers in order to achieve this for council budget consideration in February 2020 with a view to:

- a) Prioritising the expansion and transformation of the public electric vehicle charging infrastructure in Kirklees by installing at least 80 additional fast and rapid charging points
- b) Re-launching and expanding the Council's free-parking offer for low emissions vehicles and expanding into include all council car parks, electric vehicles and other low emission vehicles, such as hybrids.
- c) Bringing forward further investment in the Council's fleet to add a further 50 electric vehicles to those already procured as soon as market conditions allow
- d) Developing a comprehensive Electric Vehicle and Charging Infrastructure Policy to put Kirklees at the forefront of the development of low emission transport in our area and working with our major stakeholders to make Kirklees 'future-proofed' for the electric vehicle revolution.
- e) Implementing the Air Quality Action Plan, tackling air quality and including measures to boost sustainable travel.

2.9 It is noted that this package of measures relating to electric and ultra-low travel is only a part of a series of measures relating to sustainable travel and the wider steps needed to deal with the climate emergency and air quality problems.

3. IMPLICATIONS FOR THE COUNCIL

Working with People

3.1 Addressing climate change and air pollution are both areas that need to be addressed by working with members of the public, for example in influencing vehicle, travel and lifestyle choices. Whilst many actions will be taken at national and local authority level, people also need to be assisted in making the right decisions. The Council is considered to have a key role in influencing and changing the behaviour of residents. Furthermore, residents and communities need to know they have a say in how the council addresses this agenda in order to promote positive action.

3.2 We will support residents and visitors to Kirklees to reduce emissions in our additional actions and Air Quality action plan by

- Subject to budget setting, we propose to invest in public electric vehicle charging infrastructure and increase the scope of our green parking permit to break down barriers and reduce cost for residents and visitors to low emission travel
- We will lead by example by investing in our own fleet to reduce emissions by utilising the most efficient and least polluting vehicles, depending on use and what the market can provide.

- 3.3 It is noted that measures to support the uptake of EV and ULEV can be seen as supporting the purchase of relatively expensive vehicles and therefore, supporting more affluent members of society. The purchase price of EV and ULEV can exclude some less affluent people from taking advantage of this new technology. However, promoting the uptake of EV is a necessary step in de-carbonising our travel sector and reducing air pollution. The only way to make electric vehicle ownership possible for all parts of society is for more EV and ULEV to be in the market, as competition for new vehicles will reduce prices, more vehicles in circulation will increase size of the second hand vehicle market therefore, increasing the scope for the more affordable second hand route to vehicle purchase. It is also noted that the 'whole life' cost of EV ownership is often less than traditional combustion engine vehicles, as fuel and maintenance are lower. It should be recognised that the recommendation to prioritise, is the first step in a wider programme of work to address the climate emergency and air quality.
- 3.4 In addition to measures recommended in this report a key part of the Council's work to address the climate emergency and air quality will be to look at other low emission and active travel measures, such as cycling and walking and public transport, as detailed in the Climate Emergency Working Party Report submitted to Council in November 2019. Those measures will be brought forward in the larger programme of work not addressed by this report.
- 3.5 We propose to challenge people by communicating with people about what they can do to make a difference as we know the climate emergency and air pollution crisis cannot be tackled alone or in isolation.

Working with Partners

- 3.6 A key theme of tackling the Climate Emergency is collaborating with other partners, regionally and on the national stage. Addressing climate change and air quality is not something that the Council can achieve alone for the borough of Kirklees. Instead, a strong working relationship with partners is essential in order to develop real action in Kirklees. It is proposed that this will be achieved through supporting the move to low emission travel, especially with regard to electric vehicles, we will produce an electric vehicle strategy with a focus on partnership, so we can not doing anything in isolation.

Place Based Working

- 3.7 Climate change is an issue that will impact across the district. However, these impacts vary by geography and it is also noted that areas of increased deprivation are likely to have less resilience to these challenges, which will require a considered response from the council to create a local-based approach. Proposals will be carefully designed in order to provide an equitable provision for different communities in Kirklees, for example in the provision of additional EV charging infrastructure.
- 3.8 We recognise that how we build and shape our places of the future will have to take into account greenhouse gas and pollution emissions, we will support our communities by shaping places which enable people and partners to be low emission. Key considerations in phase one and two work, subject to budgets, will revolve around low emission travel, we have already started to shape our places to support low emission travel by successfully accessing £500K grant funding for rapid electric vehicle charge points. Through our new and developing electric vehicle strategy we will consider carefully how we can support our communities further by applying place based working principles to the expansion of any electric charging network.

Improving outcomes for children

3.9 Health effects caused by poor air quality are more acutely experienced by children. Therefore it is imperative that we improve air quality to protect the health of children. Investing in measures which will reduce air pollution and climate change gasses will benefit children the most.

Climate Change and Air Quality

3.10 The impact of Climate Change and Air quality is the main topic of this report and therefore is not considered in this Implication section

Other (e.g. Legal/Financial or Human Resources)

3.11 This report outlines the justification for the prioritisation of spending on a programme of fleet renewal to increase the number of Electric Vehicles in our own fleet and to install EVCP in the public realm – there has been a £2M capital bid to support the first phase of this programme.

3.12 It is noted that it is recommended that the Green Permit be extended to include all car parks – there will be an implication on car parking revenue. However, it is not possible to say at this stage what that will be – as it will depend on uptake of the new expanded permit – and the car park which they use. It is recommended that the extension to the permit and the permit itself is kept under annual review to identify the costs and benefits of continuing the permit. It is recommended that at the point a decision made to cease the Green Permit Scheme – the scheme is stopped for new entrants and phased out for existing entrants.

3.13 It is noted that there will be need for project support for delivery of this programme. It is anticipated that a project manager or program manager will be recruited to deliver the program. The funding of which will be taken from within the capital funding allocation.

3.14 It is noted that there will be a knock on effect on existing Council Services, such as Operational, Major Projects, Procurement, Legal, Assets/Capital Delivery and Public Protection as officer time from these services will be needed to support delivery of the program. The impact of this knock on effect will be reviewed as the programme develops and further resources be identified if required.

4 Consultees and their opinions

4.11 The Climate Emergency Working Party was a collaborative process where the prioritisation of EV was discussed. The Air Quality Action Plan was consulted upon in public – one of the measures within the plan was the promotion and update of EV.

4.12 Following the funding allocation detailed proposals and consultation will take place.

5 Next steps and timelines

5.11 Following the allocation of funding recommended by this report, officers will start detailed procurement discussions to identify the appropriate route to market for additional electric vehicles and infrastructure.

5.12 Programme/Project support will be recruited for delivery

5.13 At the earliest opportunity the Electric Vehicle Policy will be brought back to Cabinet for consideration

6 Officer recommendations and reasons

6.11 Cabinet notes the contents of the report and recommends to full council to prioritise the consideration of allocating spending in the capital bids in relation to Electric Vehicles and infrastructure in it's budget setting.

6.12 Cabinet delegates authority to Service Director (Environment) in consultation with Portfolio Holder for Greener Kirklees to amend the terms of the 'Green Permit' as outlined in this report at paragraph 3.12

Reasons:

To support the uptake of electric vehicles with in the public and within the Council's own fleet.

7 Cabinet portfolio holder's recommendations

Cllr Mather Portfolio holder for Greener Kirklees recommends to Cabinet

7.11 notes the contents of the report and recommends to full council to prioritise the consideration of allocating spending in the capital bids in relation to Electric Vehicles and infrastructure in it's budget setting.

7.12 delegates authority to Service Director (Environment) in consultation with Portfolio Holder for Greener Kirklees to amend the terms of the 'Green Permit' as outlined in this report at paragraph 3.12

Reasons:

To support the uptake of electric vehicles with in the public and within the Council's own fleet.

8 Contact officer(s)

John Atkinson, Project Manager, Major Projects Service (Climate Emergency)

Martin Wood, Operational Manager, Public Protection (Air Quality)

9 Background Papers and History of Decisions

Link to the 'Climate Emergency' Council Motion

<https://democracy.kirklees.gov.uk/mgAi.aspx?ID=10123>

Link to November Cabinet ITEM 7 Decision relating to Climate Emergency and Air

Quality: <https://democracy.kirklees.gov.uk/ieListDocuments.aspx?CId=139&MId=6243>

10 Service Director responsible

Angela Blake, Service Director Economy & Skills (Climate Emergency)
Sue Procter, Service Director Environment (Air Quality)