



Economy, Transport & Environment Select Committee

Item 6 – DfT Future of transport regulatory review consultation



18 November 2021



Introduction



- Emerging Local Transport Plan 4
- Electric vehicle (EV) charging in Hampshire
- What the County Council has achieved to date
- Regulatory review consultation on Zero Emission Vehicles
- Discussion



Emerging LTP4 – At a Glance



“Facilitating the efficient and effective movement of people and goods in a sustainable way”



LTP4 - Outcomes



A carbon neutral, resilient Hampshire

Reduce transport-related carbon emissions to net zero (neutrality) by 2050

A resilient and reliable transport network



Respect and protect Hampshire's environment

A transport network that protects and enhances our natural and historic environments

Improved air quality and less noise disturbance from transport



Thriving and prosperous places

A transport system that supports a connected economy, creates successful places, and ensures Hampshire continues to prosper whilst reducing its emissions.

Support future housing, employment and regeneration needs sustainably



Healthy, happy, inclusive lives

A network that promotes active travel and active lifestyles to improve our health and wellbeing

A transport system that ensures that everyone has equal access to services, opportunities and life chances, delivering improved quality of life for all in Hampshire.

LTP4 – Big Issue – Carbon and Climate Change



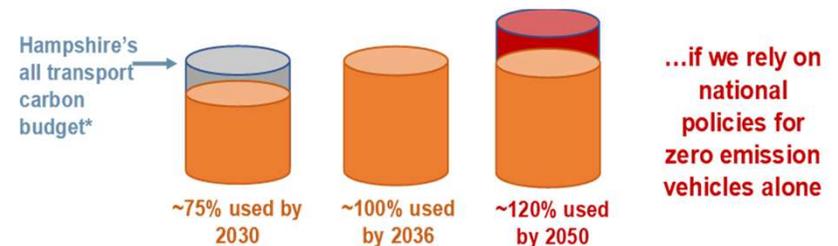
Climate change

– making transport carbon neutral by 2050 (in line with the Hampshire Climate Change Strategy)

- 37% of CO₂ emissions in Hampshire are transport-related, of which 65% is caused by cars.
- DfT data shows that traffic on Hampshire roads grew by +18% between 2000 and 2019
- Traffic emissions are higher than they were in 1990, and are still rising.
- 45% of households have 2 or more cars.
- Transition to EVs will not reduce emissions far enough or fast enough, especially over the next 10 years.

Unchecked growth in CO₂ emissions will have severe consequences for the maintenance and resilience of our network, our quality of life, and our species and habitats; and impose significant costs on the Council

If we carry on with existing policies and practice we will not achieve carbon neutrality from transport by 2050.

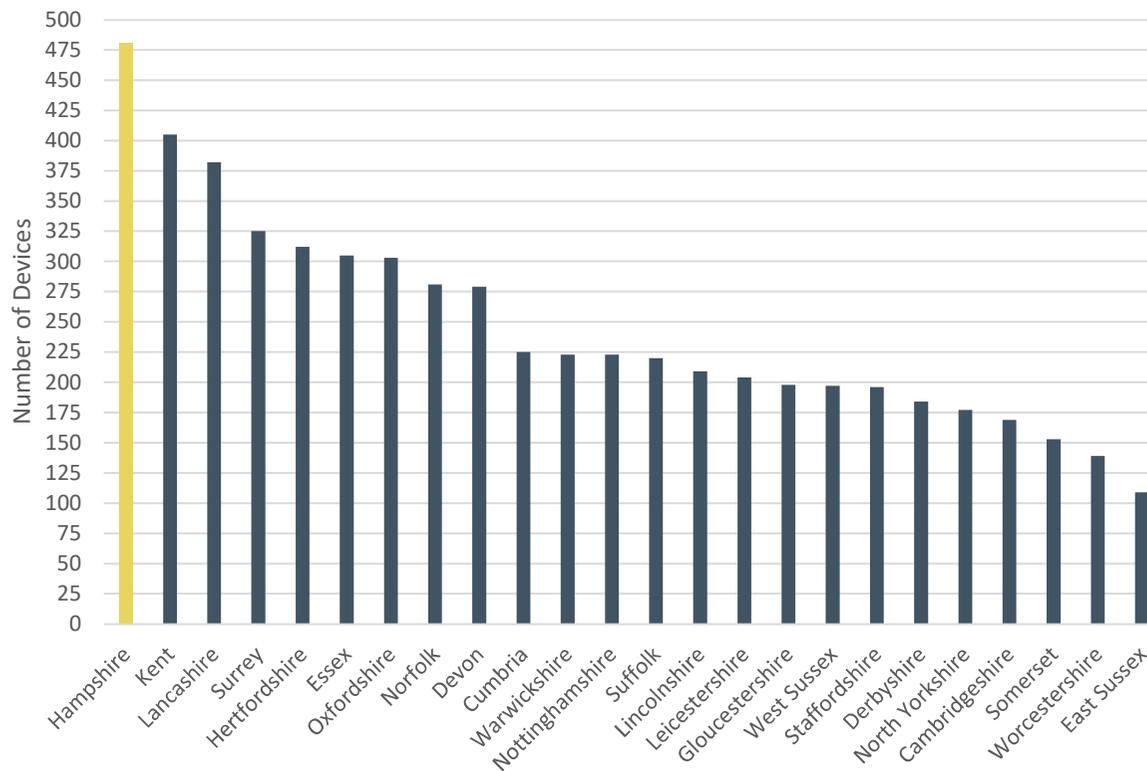


EV charging



EV charging in Hampshire

Hampshire chargepoint statistics



Publicly available electric vehicle charging devices at all speeds by local shire authority, July 2021

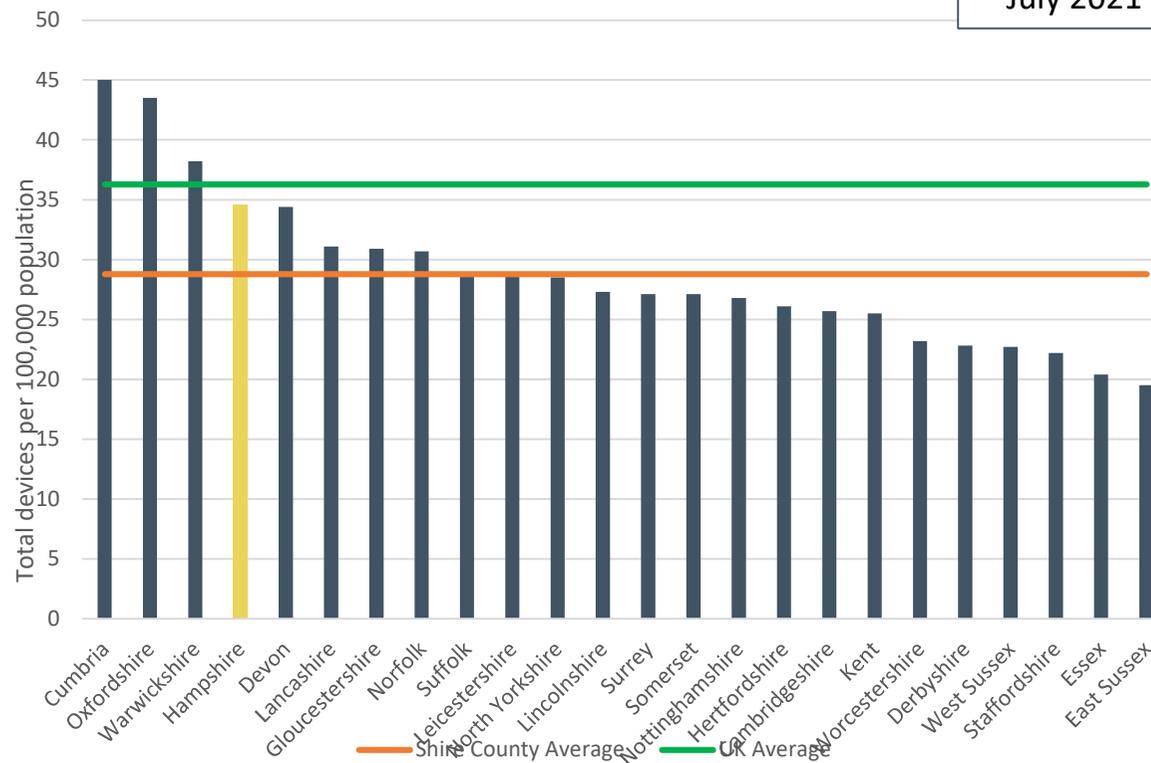
Department for Transport. Vehicle Licensing statistics.

[Table EVCD_01a July 2021](#)

Hampshire chargepoint statistics



July 2021



Publicly available electric vehicle charging devices, per 100,000 population at all speeds by shire local authority

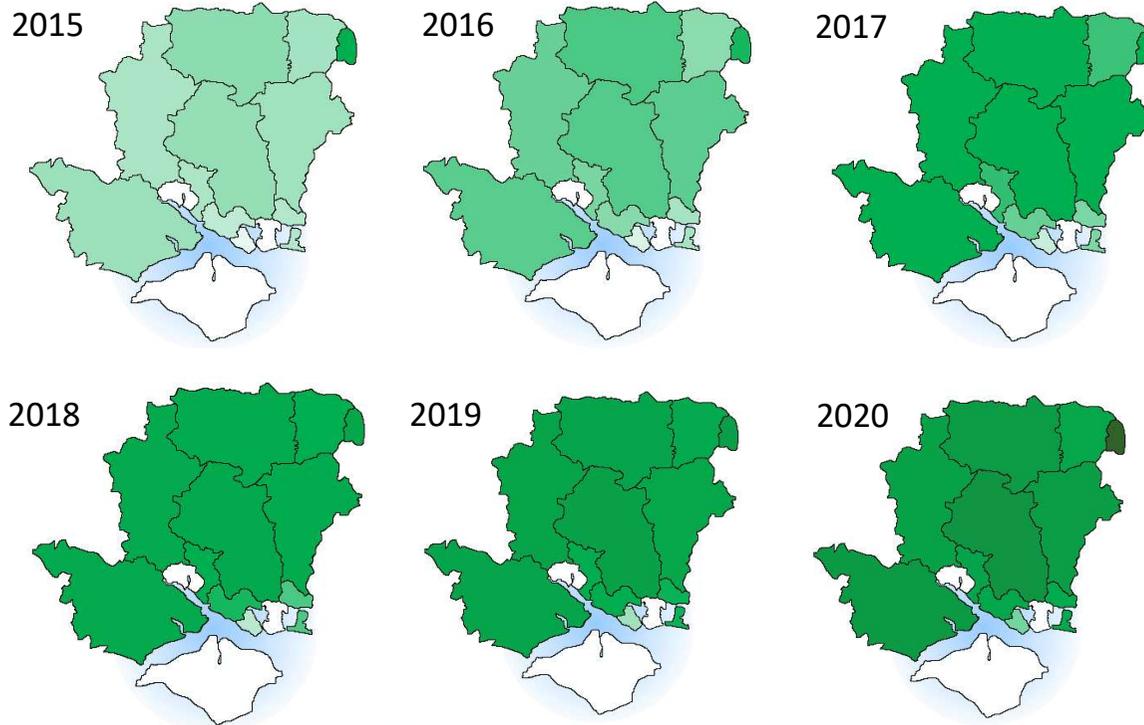
Department for Transport. Vehicle Licensing statistics.

[Table EVCD_01a July 2021](#)

Hampshire EV ownership



Plug-in cars and light goods vehicles licensed at end of quarter 2015-2020



Local Authority	2015	2016	2017	2018	2019	2020
Basingstoke & Deane BC	123	196	275	420	611	905
East Hants DC	105	176	280	411	596	875
Eastleigh BC	90	146	225	307	392	629
Fareham BC	71	130	167	253	372	557
Gosport BC	25	41	61	77	104	151
Hart DC	98	126	213	327	432	602
Havant BC	82	96	144	195	267	420
New Forest DC	108	180	293	444	634	957
Rushmoor BC	290	254	298	601	793	2,654
Test Valley BC	92	164	294	436	643	723
Winchester CC	116	185	294	475	730	1,075
Total	1,203	1,697	2,547	3,948	5,577	9,551

On-street pilot schemes



- In total 50 chargepoints have been installed in Eastleigh and Winchester supported by OZEV ORCS grant
 - 22 streetlighting chargepoints in Hyde, Winchester (three contactless payment)
 - 24 bollard chargepoints and 4 streetlighting chargepoints in Eastleigh
- HCC off-street estate over 90 chargepoints in car parks (offices, depots, country parks etc.)

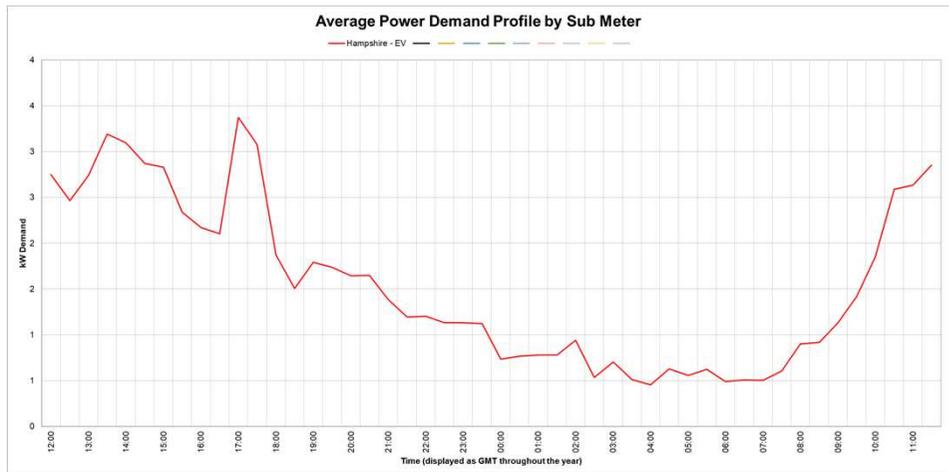
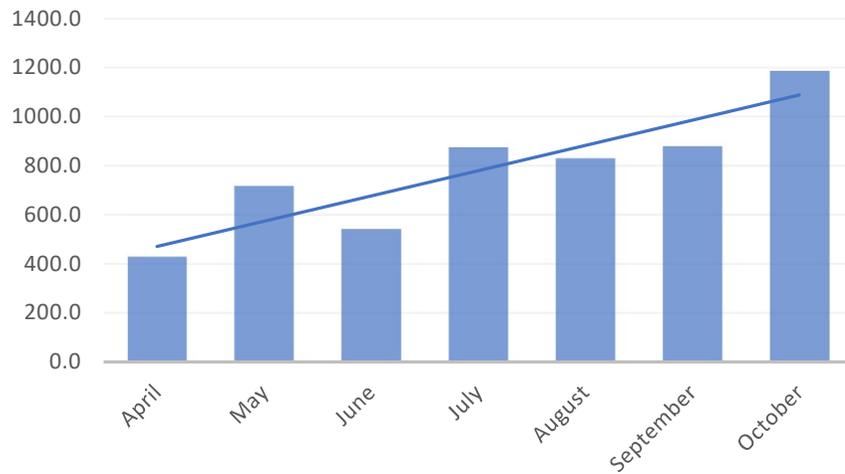


On-street pilot scheme - usage



Year	Units	Total (Annual)	April	May	June	July	August	September	October
2021/22	kWh	5,461	430	717	543	874	830	880	1,187

Total Monthly Energy Consumption



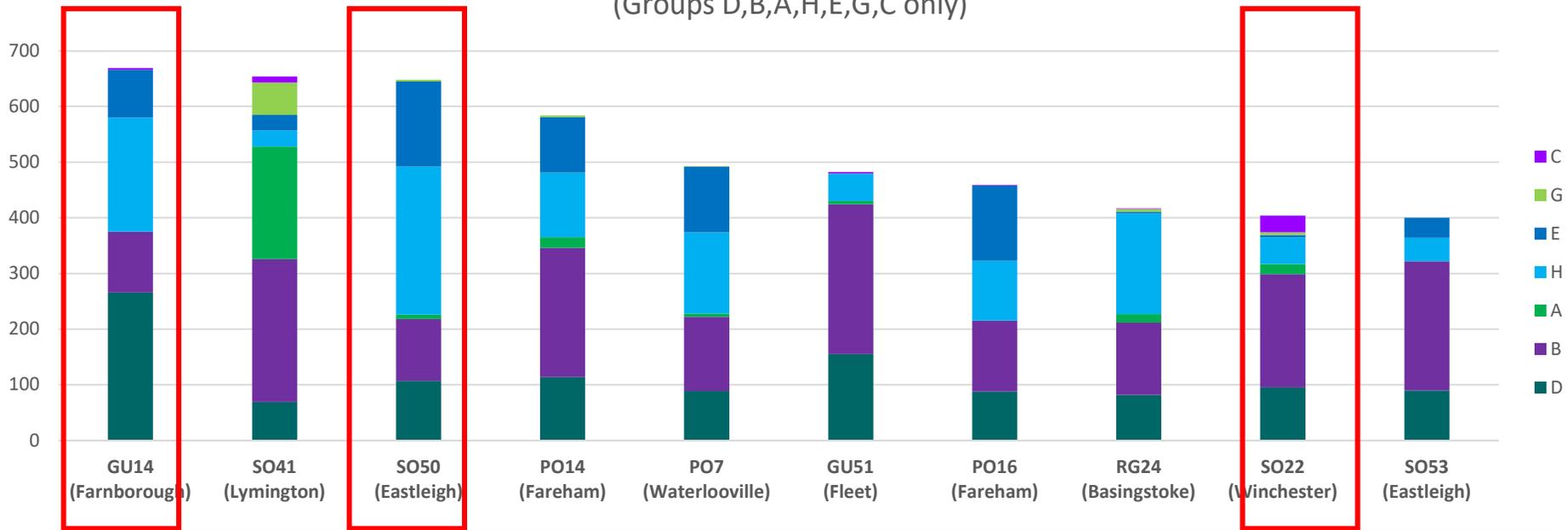
On-street pilot scheme



Mosaic – Top 10 urban centres

Mosaic City Comparison – Ordered results
(Groups D,B,A,H,E,G,C only)

Page 12



EV website

A screenshot of the Hampshire County Council website's EV page. The page has a dark blue header with the council logo, a search bar, and 'Sign in' and 'Register' links. Below the header, there is a breadcrumb trail 'Home > Transport and roads', followed by the title 'Electric vehicles' and a sub-headline 'Encouraging our residents to use electric vehicles as an environmentally friendly alternative'. A yellow callout box contains text about the council's climate change strategy. The background features a photograph of an electric car at a 'FAST AC CHARGE POINT' station. A gear icon is visible in the bottom left corner of the page content area.

Hampshire County Council Services Sign in Register

Home > Transport and roads

Electric vehicles

Encouraging our residents to use electric vehicles as an environmentally friendly alternative

Our Climate Change Strategy has targets to reduce carbon emissions. In 2030 there will be a national ban on the sale of new petrol and diesel vehicles. So, we are keen to help residents who choose to use Electric Vehicles (EVs) as a more environmentally friendly alternative to traditional petrol and diesel cars.

FAST AC CHARGE POINT

ID 08106

On-street demand Survey



Page 14

Departments ▾ Staff Services ▾ Hantsweb Members Portal Help Welcome everyone to Office 365 and SharePoint



Encouraging people living and working in Hampshire to use electric vehicles as an environmentally friendly alternative to those powered by petrol or diesel is just one of the areas of work the County Council is undertaking as part of the Authority's [Climate Change Strategy](#) – a strategy that sets out how the Council will meet the two targets of becoming carbon neutral by 2050 and to build resilience to a two-degree rise in temperature.

We are investigating the possibility of installing publicly available charging points for electric vehicles in locations across Hampshire – to increase the numbers and improve connectivity across the county. In order to get a picture of where there is most demand, we would be grateful if you could take the time to complete our survey (by 5 August): [Complete the survey](#)

In 2030 there will be a national ban on the sale of new petrol and diesel vehicles. So, we are keen to help residents who choose to use Electric Vehicles (EVs) as a more environmentally friendly alternative to traditional petrol and diesel cars.

[Find out more about Electric Vehicles](#) and the County Council's work in this area.

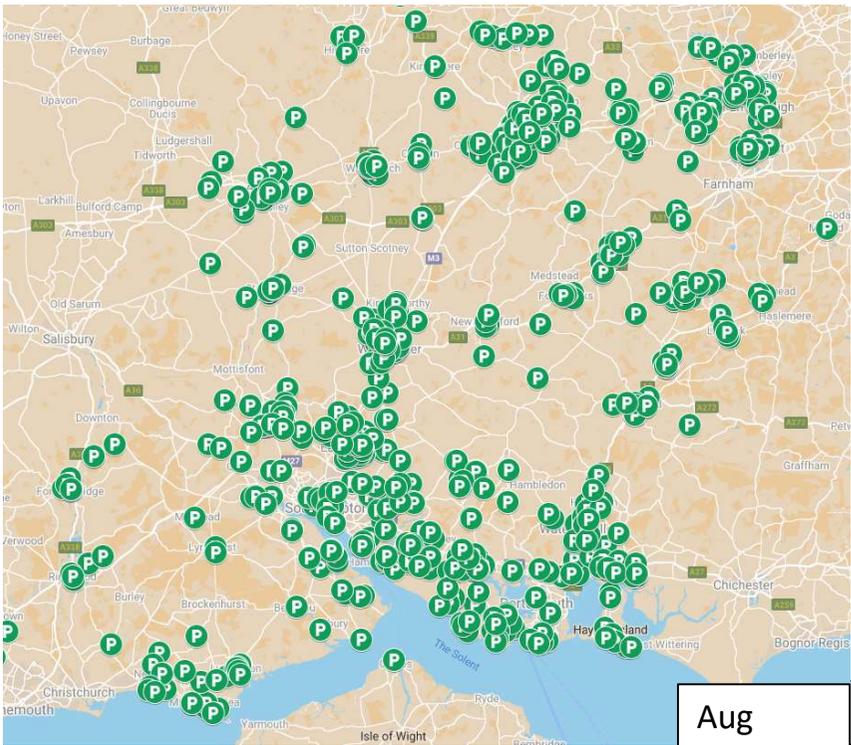
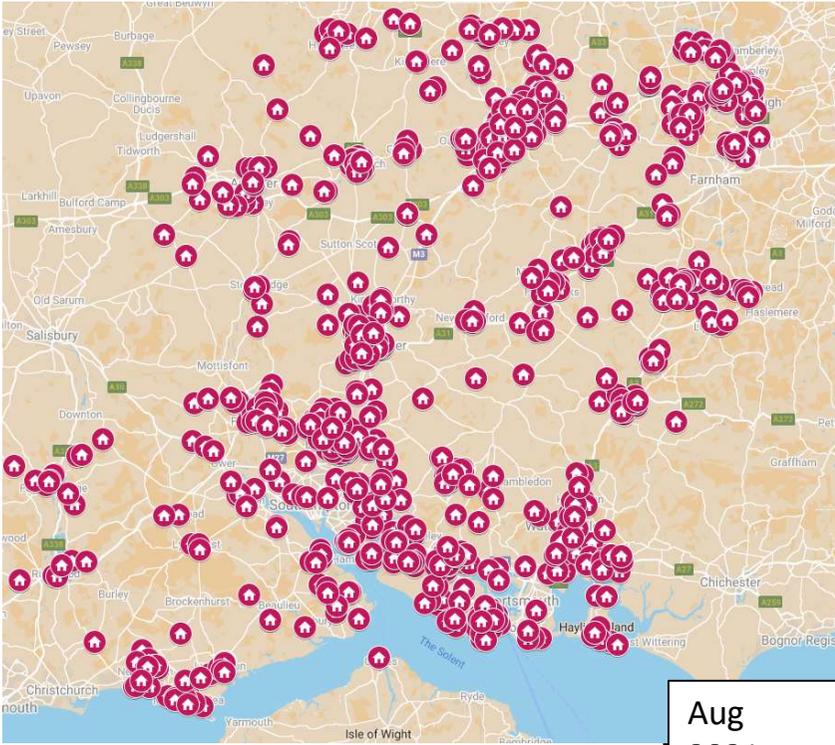
2 people liked this 3 Comments 168 Views Save for later

A screenshot of a Facebook post from Hampshire County Council. The post features a profile picture of the council, 25,835 followers, and a timestamp of "1 mo". The text of the post reads: "We're keen to help Hampshire residents who choose to use Electric Vehicles (EVs) as a more environmentally friendly alternative to traditional petrol and diesel cars. We're currently investigating the possibility of installing publicly available ...see more". Below the text is a photograph of an electric car's charging port with a white charging cable plugged in. The image is credited to "Adobe Stock". At the bottom of the post, there are interaction icons for "Like", "Comment", "Share", and "Send", along with a notification that "20 · 4 comments".

On-street demand Survey



Page 15



Regulatory review



The regulatory review consultation

Regulatory review - background



OZEV are seeking views on four areas:

1. A statutory duty to plan and provide charging infrastructure
2. Requirements to install chargepoints in non-residential car parks
3. New powers to support the delivery of the Rapid Charging Fund
4. Requirements to improve the experience for EV consumers

1. Statutory duties



Two questions:

1. Statutory obligation to plan
2. Statutory obligation to plan and deliver

Both:

- Require secondary legislation
- Government will consult on the duties
- Option, for England and Wales only
- Other options include placing the duty on:
 - Chargepoint operators, or
 - Energy companies

2. Chargepoints in non-residential car parks



Option to intervene

- No immediate plans to use the powers
- Requires secondary legislation
- Further consultation would be carried out
 - Minimum levels to be considered later
 - Seeking to identify an enforcement body

Duty could apply to:

- Existing non-residential and new non-residential car parks
- Publicly accessible car parks
- Restricted access car parks, such as workplaces
- Landowners to be responsible
 - Possibly in collaboration with others

3. Making the Rapid Charging Fund



- £950 million fund for upgrading electrical connections
 - Applies to Motorway and major A road service areas only, in England
 - To be administered by a delivery body
- New powers to make existing chargepoints service arrangements void and unenforceable
 - Aim is to create more competition
 - Considering mandating a minimum number of chargepoints in a service area

4. Improving the experience for EV consumers



New primary powers are proposed

- Inclusively designed public chargepoints available for all
- Consumers feel safe when charging on-route
- Consumers have rights to redress if something goes wrong
 - Ensuring adequate customer protections
 - Set accessibility and safety standards
 - Mandate aspects of chargepoint design



- Before introducing secondary legislation, consultation on any proposed approaches, including provisions relating to:
 - Standard definitions and specifications
 - Exemptions to be identified

Regulatory review



Discussion

**Draft Hampshire County Council Position Statement on OZEV Consultation:
*Future of Transport Regulatory Review – Zero Emission Vehicles***

Hampshire County Council welcomes the review and the government's commitment to phase out the sale of new petrol and diesel cars and vans on the way to zero emission vehicles. The County Council declared a climate emergency in June 2019, and we have set out a pathway to be carbon neutral by 2050. Transitioning to electric vehicles (EV) forms part of our strategy, and we are therefore keen to ensure there is sufficient charging infrastructure and consumer protections in place to make this happen in a fair, efficient and equitable way. We look forward to the publication of a national charge point strategy in due course.

Trends in electric vehicle range, battery capacity, and charging infrastructure will continue to evolve. This makes it difficult to forecast future requirements for electric vehicle charging, but clearly there are insufficient places to charge to keep pace with predicted demand currently, and this is likely to be a factor in decisions people are making now about purchasing an electric vehicle.

It is anticipated that away from private driveways, private sector charge point operators (CPOs) will provide much of the charging infrastructure needed, where commercially viable, and where there is demand. It is therefore probably not appropriate for local authorities to intervene in this area, but instead to focus efforts and resources as necessary to support residents where the market fails to deliver.

The duty to plan EV charge points will enable a coordinated approach with local authorities, CPOs, and the energy supply sector working together to identify the best locations while allowing integration with the County Council's increasing emphasis on strategies to tackle climate change and promote reductions in carbon emissions in Hampshire. This 'new burden' will require additional financial support from Government, and co-operation from the electricity supply industry. A duty to deliver charging infrastructure involving local authorities will need to be accompanied with sufficient additional funding to implement the planned rollout in less commercially attractive areas such as urban on-street and in some rural areas. Additional revenue support would also be required if charge points are to be operated and maintained by the public sector.

Providing sufficient charging infrastructure in non-residential car parks is an essential part of the charging mix that will allow those without the ability to charge at home a place to recharge their electric vehicle batteries. Workplace and other car park charging capacity will reduce the need to provide more challenging on-street alternatives generally, but on current technological parameters some on street charging is still required in areas such as housing without off road parking. The County Council owns several types of car parks from small offices and depots for its own operational uses, to country parks and large park and ride sites used by the public. As the landowner, a duty to provide EV charge points could prove a significant burden on the authority and therefore achieving a balanced approach will be important. Competition and open access charging, regardless of membership or

vehicle type, should become the standard in motorway and major A road service areas.

Improved customer experience in terms of consumer protections, accessibility, and safety standards for public charge points, are essential for the wider take-up of electric vehicles, as are aspects of inclusive design using standardised plugs and sockets. If additional infrastructure, such as street lighting and weather proofing, were to be mandated, the extra cost of provision and running costs would need to be supported through specific funding in addition to the revenue support required if charge points are to be operated and maintained by the public sector in less commercially attractive areas.

Thank you for the opportunity to comment on the initial thinking behind the proposals for expanding EV charging points provision. Hampshire County Council welcomes the initiative, and we remain keen to participate in further work on developing the overall strategy and approach, and in further consultations on this subject. In addition to this letter, the County Council has also submitted comments through the consultation response process on line.