



Approval of Somerset Electric Vehicle (EV) Strategy

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Purpose of Report

1. As part of the Somerset Climate Emergency Strategy a county wide Electric Vehicle (EV) Strategy was produced. This report is to seek agreement from the District Executive to approve this Strategy

Forward Plan

2. This report appeared on the District Executive Forward Plan with an anticipated Committee date of 13th May 2021

Public Interest

3. The Somerset Climate Emergency Strategy recognised there is a need for an urgent and radical shift away from conventional petrol and diesel vehicles to electric and low emission vehicles to cut emissions and air pollution from transport. Under this Strategy a team was therefore set up to develop a specific County wide EV Strategy. The Strategy was produced and published in November 2020 and we are now seeking the agreement of the District Executive to formally approve this publication. The Strategy sets out an approach for the Somerset local authorities to help effectively deliver an electric vehicle charging network for Somerset, which will enable its community and visitors to shift towards EV use.
4. South Somerset also has its own Environment Strategy which includes ambitious targets to help the district move towards carbon neutrality. Part of that work is also very focused around facilitating a move away from fossil fuelled vehicles. This county EV Strategy aligns well and compliments work already underway within the district.

Recommendations

5. That the District Executive recommend that the Chief Executive agrees the approval of the Somerset Electric Vehicle Strategy and the commitments contained therein.

Background

6. During 2019 and 2020 the County and District Councils in Somerset produced and published a Climate Emergency Strategy. This was formally adopted by South Somerset District Council in November 2020.
7. Alongside the development of the main Strategy a number of workstreams were setup to progress specific elements. One such work stream focused on transport looking at when and where we travel, and the means we choose to make these journey
8. In 2018, transport was responsible for 46% of carbon emissions within Somerset, significantly higher than the total UK emissions from transport (28%). The main source of emissions within this sector is the use of petrol and diesel fuel in cars, van and lorries. At the same time, it was recognised that Somerset is a very rural county with lots of small dispersed settlements, resulting in people being dependent on cars for travel.
9. One action arising from this work stream was the need to help facilitate an urgent, radical shift away from conventional petrol and diesel vehicles to electric and low emission vehicles.
10. A team was therefore set up to produce an Electric Vehicle Charging Strategy for the County and this was completed in October 2020. All partner authorities are now being asked to formally approve this document. It can be viewed at this link: [Somerset's Climate Emergency Strategy documents](#)

Report Detail

11. The EV Charging Strategy sets out in detail the existing charge point provision and importantly considers grid capacity. It looks at opportunities and risks relating to transport and its impact on the climate. It explains that the aim is to help Somerset County Council and the District Authorities reduce transport related emissions and make sure that transport is sustainable in the long-term. It also includes a summary of the relevant national and local policies, plans, strategies and legislation undertaken with regards to Ultra Low Emission Vehicles (ULEVs).
12. The Strategy sets out 24 recommendations which are summarized on pages 3 and 4 of the document. A full action plan is contained in table 14 on page 92.
13. South Somerset produced and adopted its own Environment strategy in October 2019. Within that Strategy part of the Councils commitment is to achieve a significant reduction in emissions and improve carbon offset rates across the geography of South Somerset. To do this the Council has recognised a need to facilitate the growth of electric vehicles for both personal and operational use.
14. The delivery plan for the Environment Strategy includes an action to 'develop an electric vehicle infrastructure plan'. The Environment team have been working with partners to progress this action over the last 12 to 18 months. We have already



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seen the installation of 3 rapid charging points at Wincanton, Ilchester and Ilminster.

15. We are also continuing to work with the Devon Low carbon Energy and Transport Technology Innovator (DELETTI) EV charging project to deliver the 25 charging sites for electric vehicles across our district. This work has unfortunately suffered delays due to covid but the tender process has now been completed and the main contractor has been appointed. Works are due to start in May and be complete by the end of the year.
16. In association with Co-Cars we have issued a short online survey to gauge interest on establishing a community-led electric car club for South Somerset. The survey closed at the end of April and the results are now being analysed. Further work will take place to assess the viability and feasibility if there is sufficient interest in such a scheme.
17. Many of the actions set out within the County EV Strategy we are therefore already well underway with. Other actions within the County Strategy are to encourage or enable others to make changes. This can often be more effective when a consistent and collective message is set out.
18. One of the recommendations of the County Strategy is the submission of a bid to the OLEV On-Street Residential Charge Point Scheme. On street parking is a necessary part of any EV infrastructure as many residents do not have the ability to install charging points at their own properties. This would make EV ownership and use extremely difficult for those residents. As the highway authority any on-street charge point scheme would need to be led by the County Council and through this Strategy that would be a collective piece of work. This would ensure full engagement and careful consideration to take place of any on-street scheme to ensure it meets and addresses all the needs of our residents.
19. The proposed governance approach to deliver the recommendations of this strategy was discussed at a stakeholder workshop. While the final governance arrangements are to be confirmed, the intention is for an EV working group to be established within the wider Somerset Climate Emergency response governance structure, and reporting to a transport working group. It is recommended the EV working group is formed from an EV lead from each authority, bringing in wider officer support and expertise where needed. Officers from South Somerset would therefore be fully engaged with this work.

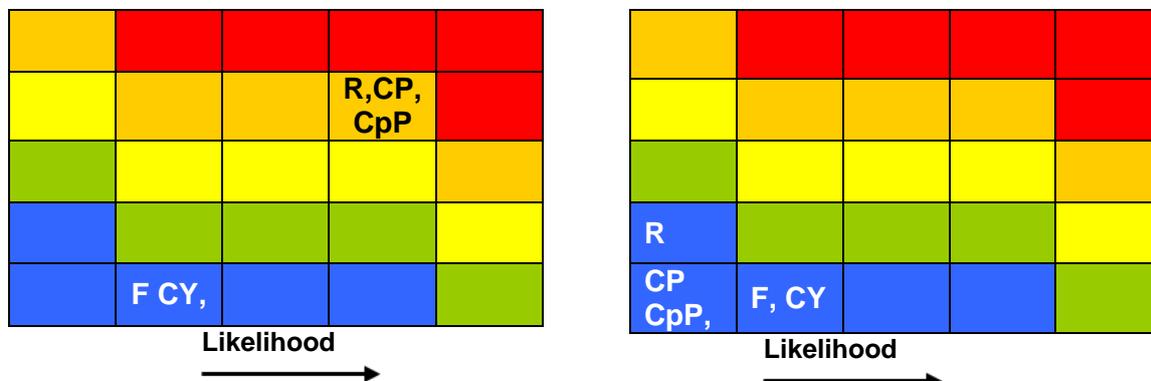
Financial Implications

20. There are no specific financial implications in adopting this Strategy. Officers are already engaged in this work and no additional resource is required.

Legal implications (if any) and details of Statutory Powers

21. There are no legal implications of this report

Risk Profile before officer recommendations Risk Profile after officer recommendations



Key

Categories	Colours (for further detail please refer to Risk management strategy)
R - Reputation	High impact and high probability
CpP - Corporate Plan Priorities	Major impact and major probability
CP - Community Priorities	Moderate impact and moderate probability
CY - Capacity	Minor impact and minor probability
F - Financial	Insignificant impact and insignificant probability

Council Plan Implications

22. This report supports the Environment Area of Focus in the Council Plan 2020 – 2024. Specifically, it helps meet the following actions:

- Continue the delivery of the Environment Strategy action plan, reducing our carbon emissions by 10% every year, to reach carbon neutrality by 2030
- Initiate and support actions and infrastructure to encourage a shift to low carbon transport options including walking, cycling and electric mobility

Carbon Emissions and Climate Change Implications

23. An environmental assessment has taken place and this report supports the Councils Environment Strategy and Corporate Area of Focus to reduce its own carbon and those of its community by facilitating a move towards low carbon EVs. This will also support the work to provide more charging points on our own estate and sites.

Equality and Diversity Implications

24. An Equality Impact Relevance Check form has been completed and whilst this indicates that a full Equality Impact Assessment is not required, please note that the needs of disabled drivers, carer and parents of young children will be taken



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into consideration when selecting type and location of EV charging points. This form is attached at Appendix 1.

Privacy Impact Assessment

25. The policy which is the subject of this report does not in itself involve the processing or handing of personal data. The provision of specific grants and loans in accordance with this policy would involve the handling of personal data a privacy impact assessment is being carried out on the procedures and service design of this service.

Background Papers

- Somerset EV Charging Strategy [Somerset's Climate Emergency Strategy documents](#)
- South Somerset Environment Strategy
- Somerset Climate Emergency Strategy