



# Economy, Transport & Environment Select Committee

## Item 6 – DfT Future of transport regulatory review consultation



18 November 2021



# Introduction



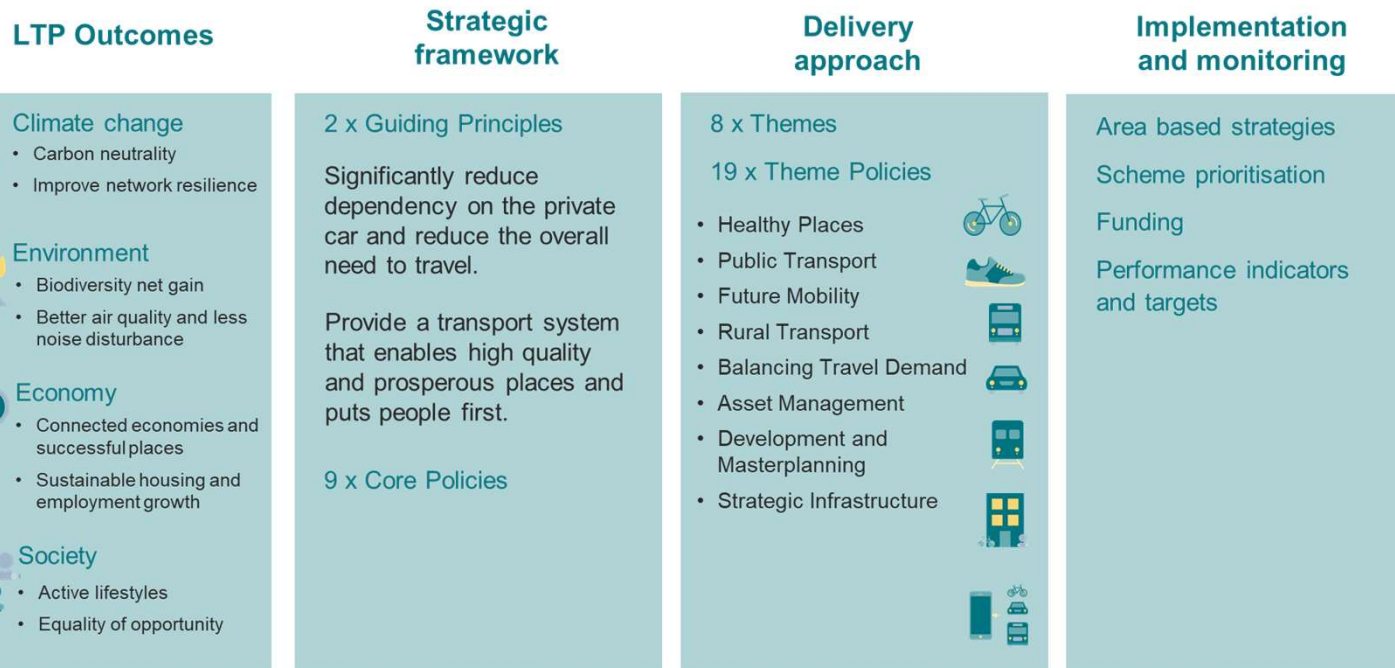
- Emerging Local Transport Plan 4
- Electric vehicle (EV) charging in Hampshire
- What the County Council has achieved to date
- Regulatory review consultation on Zero Emission Vehicles
- Discussion



# 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



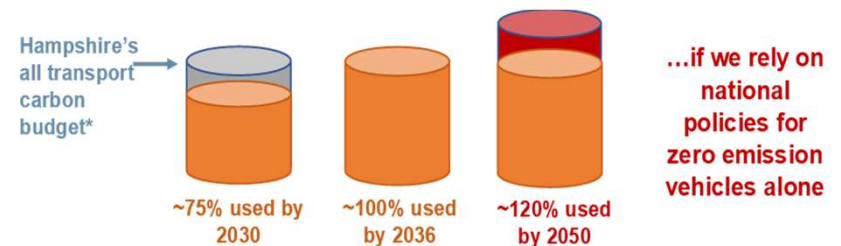
## Climate change

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

- 37% of CO<sub>2</sub> 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 CO<sub>2</sub> 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.**



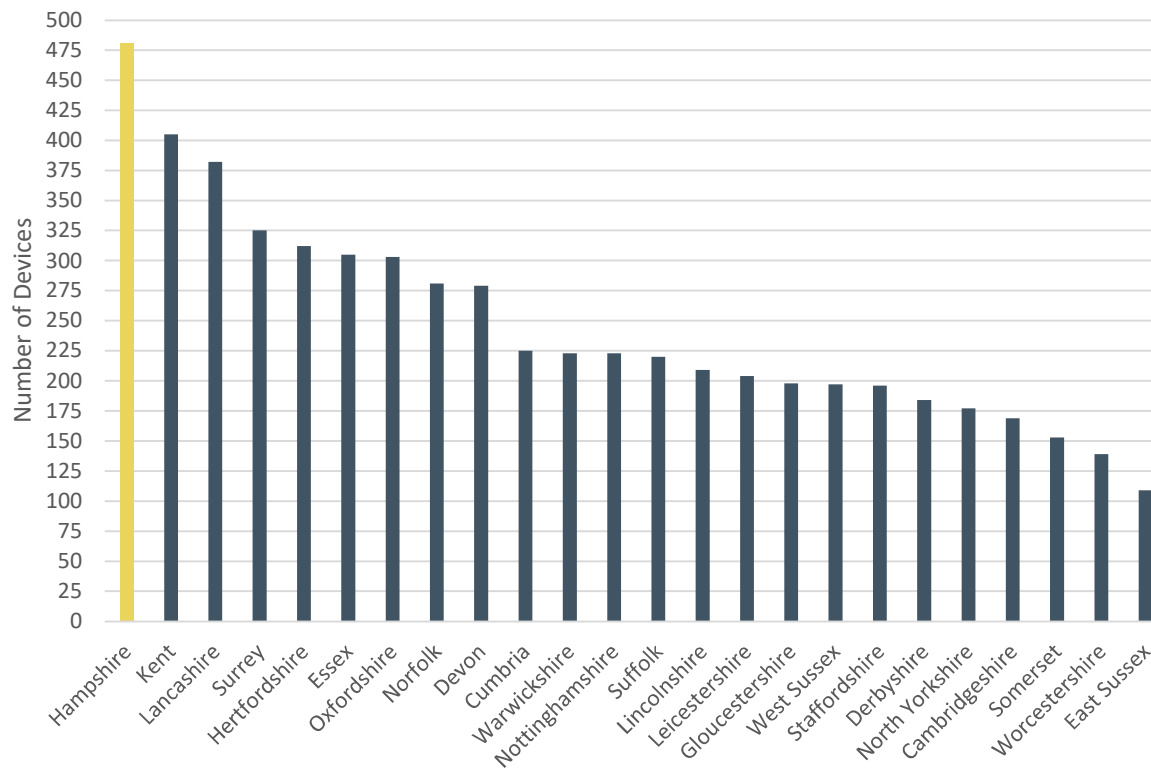
# EV charging



## EV charging in Hampshire

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# Hampshire chargepoint statistics



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

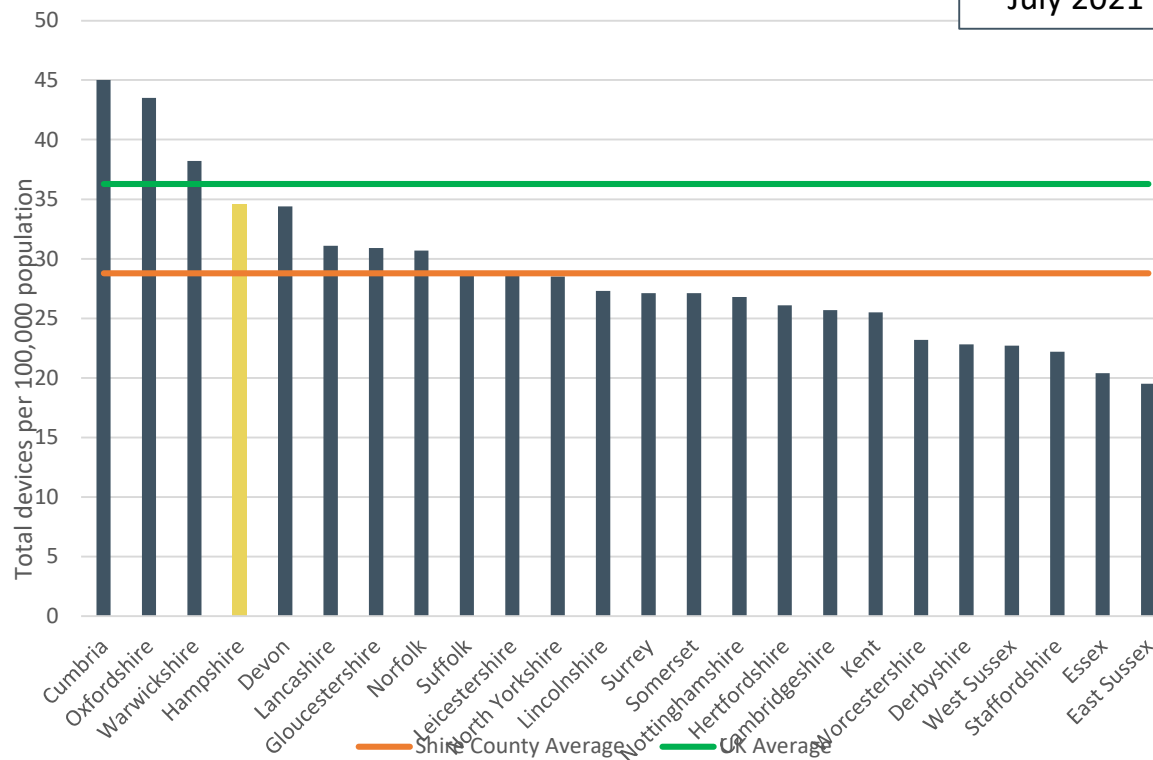
Department for Transport. Vehicle Licensing statistics.

[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.

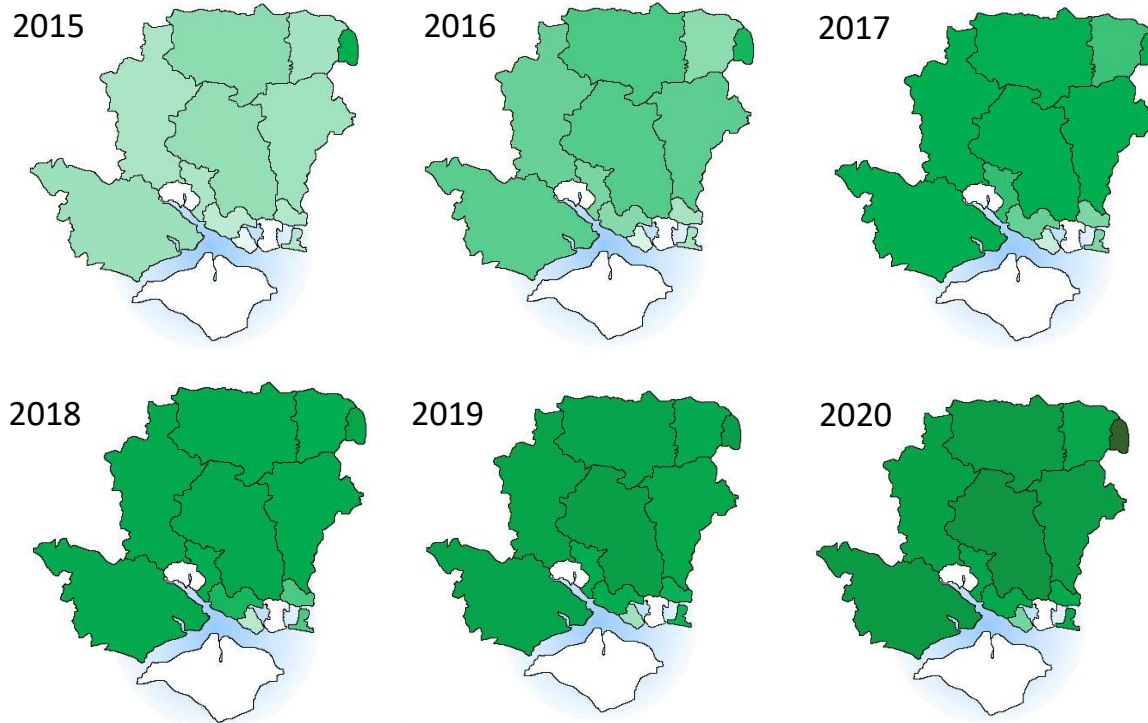
[Table EVCD\\_01a July 2021](#)



# 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        |
| <b>Total</b>           | <b>1,203</b> | <b>1,697</b> | <b>2,547</b> | <b>3,948</b> | <b>5,577</b> | <b>9,551</b> |

# 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.)

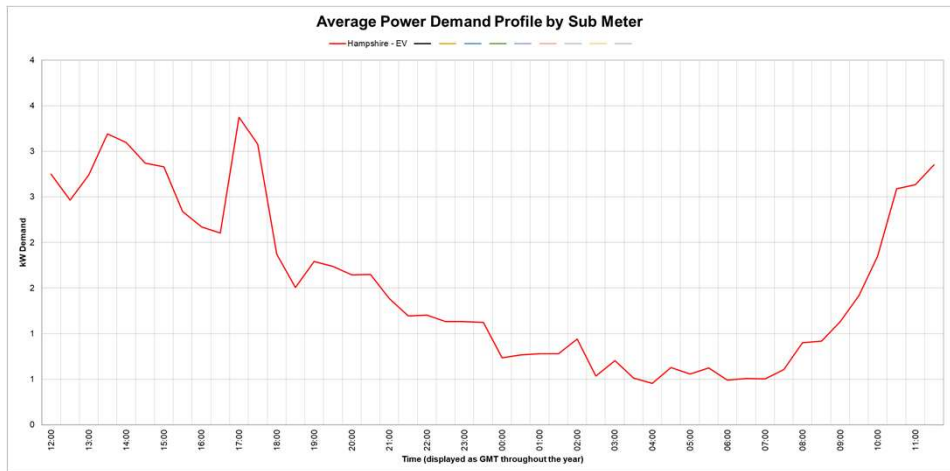
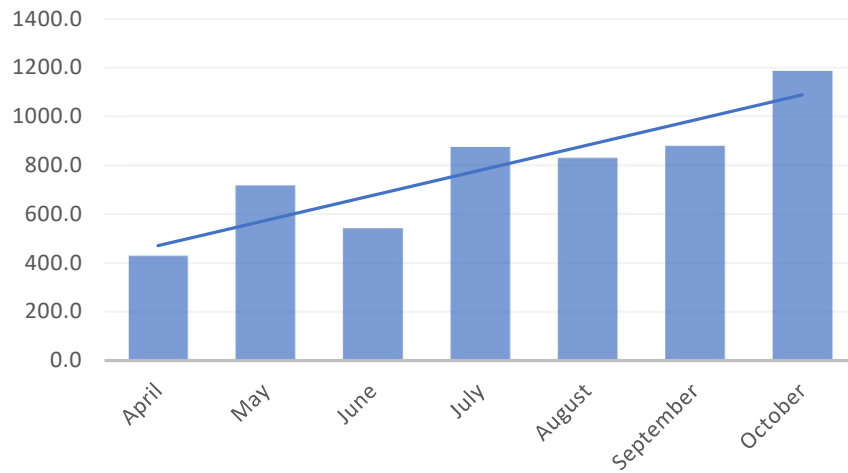


# On-street pilot scheme - usage



| 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



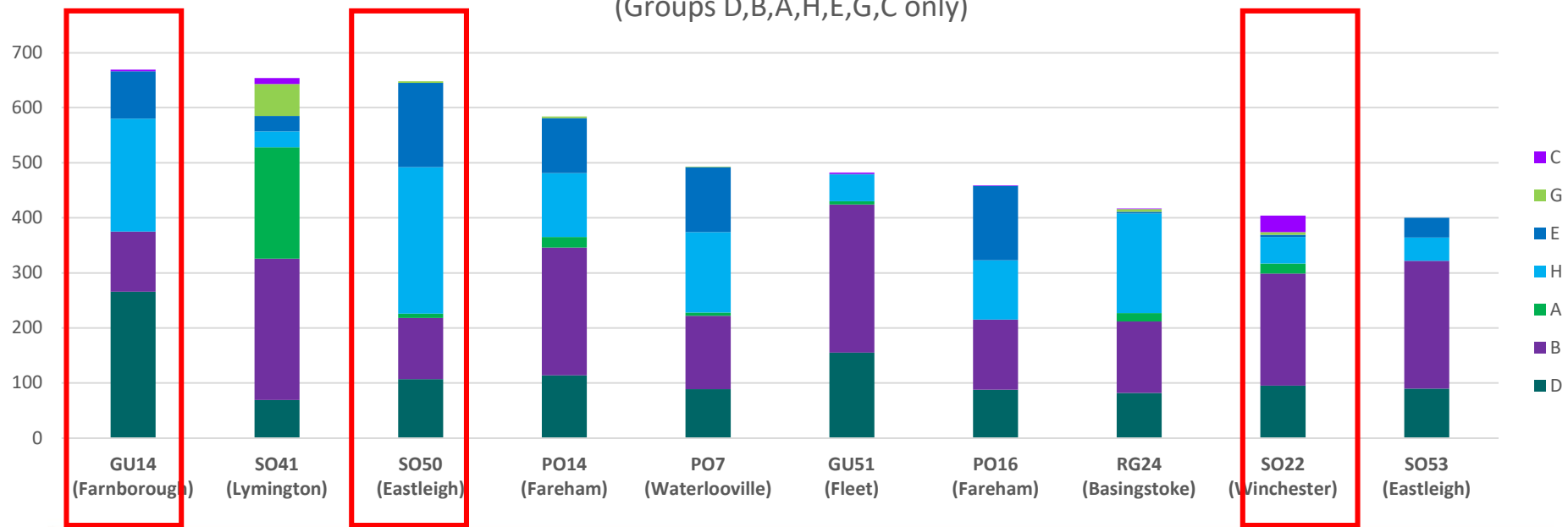
# On-street pilot scheme



## Mosaic – Top 10 urban centres

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

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# EV website




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.



Settings icon

# On-street demand Survey



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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.

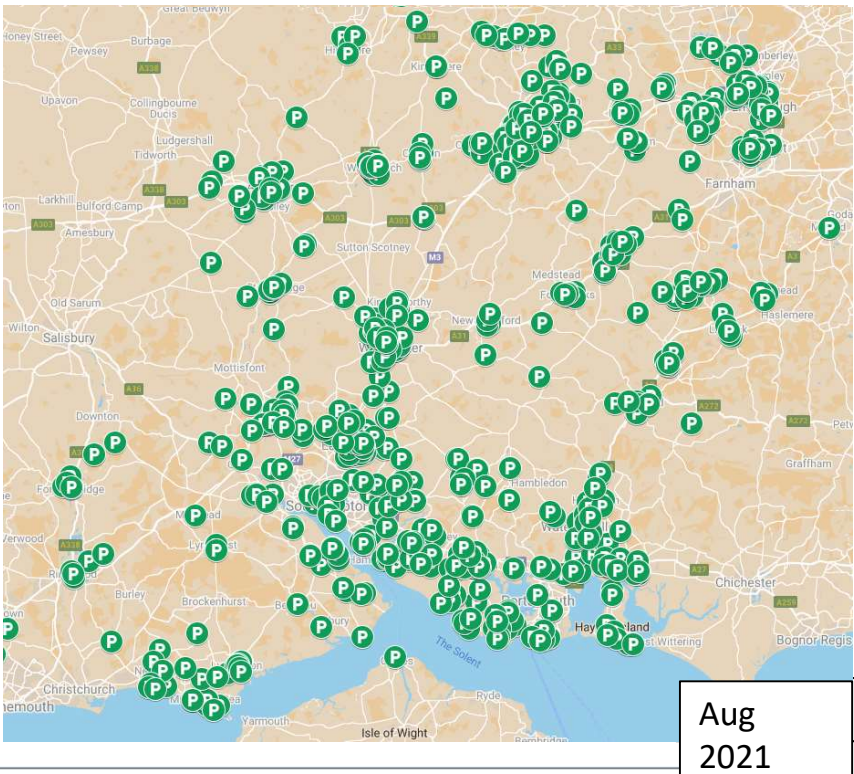
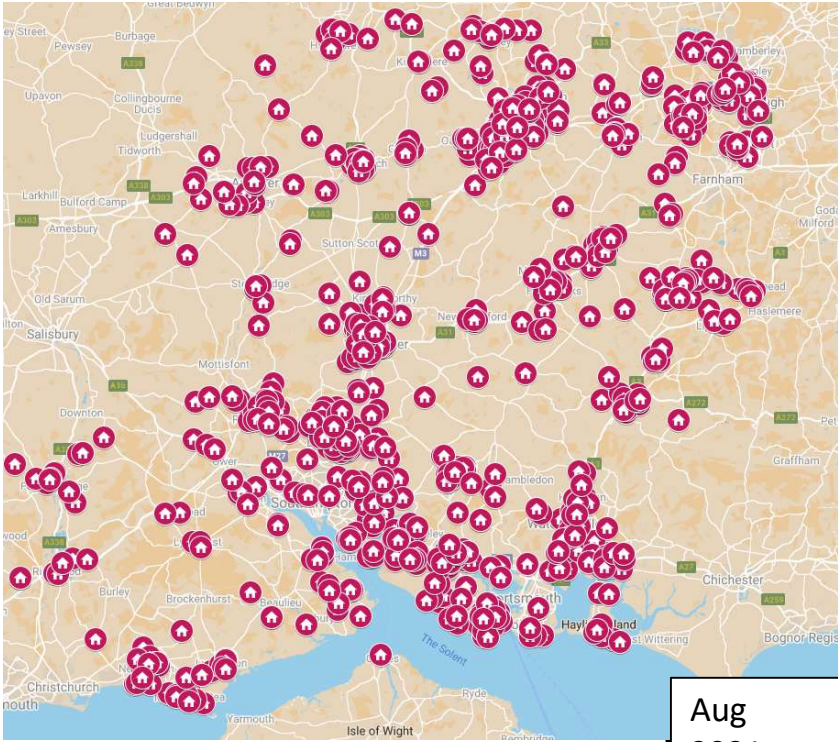
2 people liked this 3 Comments 168 Views Save for later



# On-street demand Survey



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# Regulatory review



## The regulatory review consultation

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## 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

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**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.