

<b>Bath &amp; North East Somerset Council</b>		
<b>DECISION MAKER:</b>	<b>Cllr Mark Shelford, Cabinet Member for Transport</b> <b>Cllr Charles Gerrish, Cabinet Member for Finance &amp; Efficiency</b>	
<b>DECISION DATE:</b>	<b>On or after 21st July 2018 (for single Member decision)</b>	<b>EXECUTIVE FORWARD PLAN REFERENCE:</b>
		E 3059
<b>TITLE:</b>	<b>Go Ultra Low West (GULW) OLEV Work Package 11 Implementation and Communications</b>	
<b>WARD:</b>	All	
<b>AN OPEN PUBLIC ITEM</b>		
<b>List of attachments to this report:</b> Appendix A Go Ultra Low West Bid		

## **1 THE ISSUE**

- 1.1 This report seeks full approval of £80,000 of provisional budget for Go Ultra Low West (GULW) funded by Office for Low Emission Vehicles (OLEV) grant for Implementation and Communications. OLEV is part of the Department for Transport (DfT).

## **2 RECOMMENDATION**

- 2.1 The Member is asked to;
- 2.2 Fully approve £80,000 of the £967,000 provisionally approved GULW Office of Low Emission Vehicles (OLEV) scheme, currently within the 2018/19 Capital Programme for the period of the project to March 2021. (To be re-profiled to: 2018/19: £40,000 2019/20: £20,000 & 2020/21 £20,000).
- 2.3 The remainder of the £967,000 noted in paragraph 2.2 above has already been subject to the Single Member Decision process through reports E3026 Go Ultra Low West (GULW) OLEV Fleet Electrification and E3029 Go Ultra Low West Charging Hub, Last Mile Delivery, Electric Cycle Hire & Business Charge Points.

## **3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)**

- 3.1 GULW (OLEV) is a WoE project which has recently been awarded £7m of capital funding approximately £1.6m of which is for expenditure within B&NES. Of this £1.6m, £136k is aligned for BANES fleet. This work package is one of a number of measures within the GULW project which are funded by the £1.6m.

- 3.2 The GULW OLEV programme and funding runs until 31<sup>st</sup> March 2021. The funding identified in this report covers this period. Any work beyond March 2021 on these projects would be the subject of further funding from OLEV, or agreement of funding carry-forward. To be successful in obtaining further funding a competitive bid process is likely to be undertaken.
- 3.3 This works package (WP11 - Implementation and Communications) will support staff resource for delivery including: expansion of the public charge point network, Source West Renewal, provision of e-vehicle bays for car clubs and an e-vehicle demonstration hub.

#### **4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL**

- 4.1 The government's aspiration is that, by 2040, every new car in the UK will be an ultra-low emission vehicle and the OLEV works are aimed at encouraging the uptake of ULEVs through: -
- Demonstration charging hubs
  - ULEV car club bays
  - Community engagement
  - Match funding business charge points
  - Conversion of fleet vehicles to ULEVs
- 4.2 This work package seeks to deliver a joined up approach to communications and marketing to increase e-vehicle usage across the West of England in conjunction with all partner authorities and other project partners.
- 4.3 This will support the overall programme, which will increase the number of electric vehicles within district B&NES by investing in and installing charging infrastructure giving more opportunities for people to use electric vehicles and to allow this emerging market to develop more widely.
- 4.4 The Getting Around Bath Transport Strategy (GABTS) demonstrated through its public consultation that around three quarters of respondents (74%) supported proposals to increase facilities for electric vehicles within the city.
- 4.5 The GABTS objectives include 'improving air quality & health, reducing vehicle carbon emissions'. The Keynsham Transport Strategy also supports this objective through its inclusion within this strategy as well. These will contribute towards the management of improved air quality within the AQMA areas in the authority.
- 4.6 This will support the Bath Air Quality Action Plan and Feasibility Study work that the Joint Air Quality Unit has directed the Council to undertake as part of the National Air Quality Plan in order to reduce nitrogen dioxide concentrations to below 40 micrograms per cubic metre by 2021.

#### **5 THE REPORT**

- 5.1 Work Package (WP) 11 will involve carrying out the co-ordination and implementation of sub-regional and B&NES based GULW projects as well as

liaison with West of England (WoE) colleagues for marketing and communications activities. This includes supporting promotional campaigns across the WoE in addition to B&NES local marketing which will be ongoing and support all GULW Work Packages. The production of press releases and public relations management will be part of this.

5.2 This will support the Council's work in improving our local transport and air quality by enabling schemes supporting low emission, electric vehicle use across West of England, including within B&NES. It enables the Council to lead from the front in meeting government targets to remove petrol fuelled vehicles from our roads by 2040 along with the other authorities in the West of England Area.

5.3 It will support improving the local environment by targeting a 10% higher take up of ULEV (Ultra Low Emission Vehicles) than the national average.

5.4 Other main objectives of the GULW project are: -

- Double the existing provision of charge points to 400 in total (strategic commercial decision to be taken on how many points to go in each UA)
- Match funded business charge points and business demonstrator cars
- 4 exemplar demonstration charging hubs (1 delivered by B&NES)
- ULEV car club bays
- The commitment to convert 20% of the Council fleets across the West of England to ULEVs.
- Improving air quality.
- This campaign fits on the wider strategy and track record of improving sustainable, integrated transport across the West of England.
- Targeting a 10% higher take up of ULEV (Ultra Low Emission Vehicles) than the national average.

5.5 This will support the Council's work in improving our local transport by doubling the number of electric vehicle charging points across the West of England, including within B&NES.

## **6 RATIONALE**

6.1 Option 1 (the preferred option) is to approve the provisional capital programme entry for the work package, thereby delivering on the council commitment to reducing emissions, and leads from the front in meeting government targets to remove petrol fuelled vehicles from our roads by 2040.

## **7 OTHER OPTIONS CONSIDERED**

7.1 The options considered for this work package were as follows: -

- Option 2 - Return this funding to the sub-region or to OLEV.

- Option 3 - Continue funding work on electric vehicle schemes from revenue budget or reserves

7.2 Option 2 was rejected on the grounds that it will not satisfy the Council's commitments to reducing emissions, improving air quality, or meeting the government target to remove petrol fuelled vehicles from our roads by 2040.

7.3 Option 3 was rejected as it would have long term financial implications for the Council.

## 8 CONSULTATION

8.1 Consultation has been undertaken with Finance, Fleet Managers as well as the Air Quality Team. Teams such as Transport Development and Highways will continue to be key consultees throughout wider GULW programme delivery.

8.2 Ward members will be consulted as and when infrastructure is planned for delivery in their ward.

8.3 The Getting Around Bath Transport Strategy demonstrated through its public consultation that around three quarters of respondents (74%) supported proposals to increase facilities for electric vehicles within the city.

8.4 The s151 & Monitoring Officers have had opportunity to review & input into this report.

## 9 RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

<b>Contact person</b>	<i>Jessica Fox-Taylor 01225 394257 / Joanna Sammons 01225 477608</i>
<b>Background papers</b>	<i>List here any background papers not included with this report, and where/how they are available for inspection.</i>
<b>Please contact the report author if you need to access this report in an alternative format</b>	