

# ESSEX'S DRAFT EV & CHARGING STRATEGY: PHASE 1 2023-2025



May 2023

# EXECUTIVE SUMMARY

- **Phase 1 short term strategy** up to 2025 to help plan for rapidly evolving EV landscape
- Bottom-line is '**Right Charger, Right place**' focusing on 6 objectives:
  - Residents, businesses, and visitors will be able to use electric vehicles and be assured there is an accessible, reliable, easy-to-use, safe, and fairly-priced charging network
  - Supporting communities with the socio-economic inequalities of using and charging an EV
  - Tackling the environmental priorities of reducing car travel and decarbonising vehicle emissions across the county
- Strategy won't install multitude of charging points by itself
- Subsequent strategy phases will focus on other vehicles (buses etc) and fuels (hydrogen)
- Electrifying the ECC employee and commercial fleet are separate projects



Figure 1: Strategy Objectives

# UNDERLYING PRINCIPLES

- EVs are **part of the solution** for transport decarbonization and **must not** be seen as the panacea – can't make it too easy for people to use EVs for trips that can be made more sustainably
- ECCs role is to **enable** a transition to EVs, **leading by example**, applying best practice and ensure there are no gaps in the charging network
- The private sector will play a pivotal role in infrastructure roll out – but likely to focus on profitable sites only
- Only 300+ public EV charge points (EVCPs) in Essex – behind national average
- Thirty-fifty percent of Essex households do not have off-street parking and no current (legal) means of charging their car using their electricity supply
- In 2021 Essex had **18.5k** registered zero emission Battery Electric Vehicles (BEVs) – estimated by 2025 there could be **30k-55k** and **120k-220k** by 2030.
- Greatest demand is likely to be in **Basildon, Chelmsford, Colchester & Epping Forest**



# FUNDING SITUATION AND FINANCIAL IMPLICATIONS

Strategy is a framework to access funding - currently 3 different funding avenues:

## 1. Internal ECC

- EV strategy and fleet allocated £400,000 from the climate reserve - £100K spent so far developing the strategy, writing the ORCS bid and, on the MITIE, (property) project
- Further expenditure is expected on the strategy consultation, action plan implementation, telematics within the commercial fleet and installation of charging points at ECC offices. Full cost implications will become clearer as work is developed.

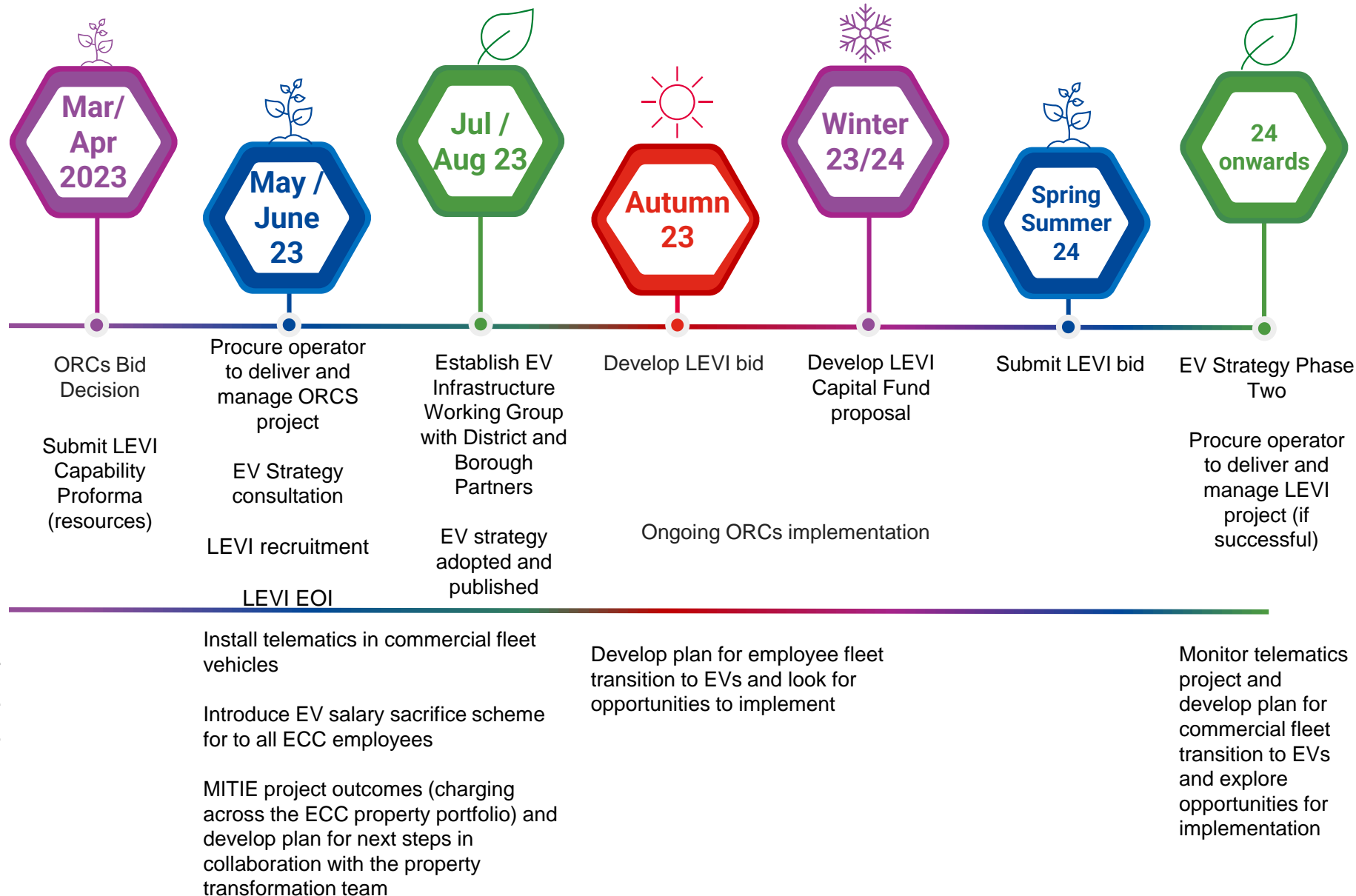
## 2. External Central Government e.g., Office of Zero Emission Vehicles, ORCs, LEVI

- There is no limit on how many ORCS bids ECC can submit
- March 2023: Successful ORCS bid of £236,210 covering 60% of the costs to install 66 EVCPs in 30 locations across Essex. The remaining 40% and any additional costs will be paid for by a Charge Point Operator (8–12-year contract).
- LEVI capability fund: Secured a further £129,600 for resource funding (2023/24)
- LEVI capital fund: Indicative allocation of £8,382m (capital) and £590,400 (revenue) (2024/25)

## 3. External Commercial funding e.g. chargepoint operators, developers, OEM's



# TIMELINE



# SCRUTINY REQUESTS

We ask Scrutiny to:

- 1. Note and comment on the objectives and timeframes for the draft EV Strategy**
- 2. Note and comment on the priorities for the next 12 months – strategy consultation and adoption, recruitment, ORCS, LEVI, telematics, On-street charging trials, EV charging points at ECC offices**

