

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**17 SEPTEMBER 2019****REGIONAL ELECTRIC VEHICLE STRATEGY****REPORT BY SENIOR PARTNERSHIP MANAGER**

This report seeks the Partnership's approval of the Tactran Regional Electric Vehicle Strategy and Action Plan and seeks agreement to develop a delivery plan through a Regional EV Forum.

1 RECOMMENDATIONS

1.1 That the Partnership :-

- (i) approves the Tactran Regional Electric Vehicle Strategy and Action Plan; and
- (ii) agrees to develop a detailed delivery plan through a Regional EV Forum.

2 BACKGROUND

- 2.1 Following discussions with the four constituent Local Authorities during autumn of 2018 it was agreed that a Regional Electric Vehicle Strategy would be beneficial to Tactran and the 4 Local Authorities.
- 2.2 At its meeting on 18 December 2018 the Partnership delegated authority to the Director and Treasurer to procure suitably qualified and experienced consultants to develop a Regional Electric Vehicle Strategy, in partnership with our constituent Councils (Report RTP/18/45 refers). Consultants Urban Foresight was subsequently procured to undertake this work which commenced in February 2019.

3 DISCUSSION**The Need for a Regional EV Strategy**

- 3.1 The Tactran RTS 2015-2036 Refresh sets out detailed strategies and frameworks required to implement the RTS Refresh over the 21 years between 2015 and 2036, including Climate Change Duties.
- 3.2 The RTS Delivery Plan outlines key priority mitigation measures where the Partnership has significant potential to contribute to or support reduction in transport carbon emissions, including the policy/proposal CC1: supporting low carbon vehicles and infrastructure.

- 3.3 The Scottish Government has set out two main targets for decarbonising transport in Scotland:
- By 2050, Scottish towns, cities and communities will be free from the damaging emissions of petrol and diesel fuelled vehicles
 - To phase out new petrol and diesel cars and vans across Scotland by 2032
- 3.4 Following consultation with our 4 Local Authorities, it was recognised that to maximise the roll out of Electric Vehicles and supporting charging infrastructure within the Tactran region there is a need for an overarching strategy and action plan and that this should build on the excellent work already undertaken by partners.
- 3.5 The EV Strategy developed for the Tactran region sets out to not only strengthen the region's collective progress in delivering EV growth to suit the area's unique circumstances, but also set out a strategy and action plan that will enable the region to be well positioned for the transition for EVs to become main stream.
- 3.6 The Strategy aims to assist the Scottish Government in achieving the target of removing the need for new petrol and diesel vehicles by 2032.

Developing the Strategy

- 3.7 Specialist consultants Urban Foresight were procured to develop the Regional EV Strategy and were guided by a Steering Group consisting of officers from Tactran and the 4 constituent Local Authorities. The development work included:
- Establishing a baseline position for EVs in the Tactran Region;
 - Estimating Forecast Growth of EVs; and
 - Developing an EV Strategy and Action Plan to cater for predicted growth and all transport users.
- 3.8 In developing the strategy consideration was taken of best practice in Scotland, UK and internationally, with over 40 separate interviews undertaken including Local Authorities, Transport Scotland, SEPA, Scottish Enterprise, Electric Vehicle providers, Distribution Network Operators, Electric Vehicle Charging Infrastructure Providers, Electric Vehicle Association Scotland, including taxi, car clubs, car hire, freight, logistics, bus as well as private use.
- 3.9 A workshop with a number of these organisations was held in June 2019 to develop the vision, objectives, strategy and action plan.

Tactran Regional EV Strategy

- 3.10 The Strategy outlines progress to date in EV uptake and charging infrastructure, the need for action and sets out a vision by 2032 for the Tactran Region:

'To be Scotland's exemplar region for enabling the electrification of transport in the context of a smart, integrated, sustainable mobility system.'

- 3.11 The vision is supported by thirteen objectives that set out an approach to electrification of transport in the region that supports the regional economy, shaped for the people and place and utilises a holistic and integrated approach, as follows:

Economy

1. To establish a financially sustainable public charging network, scalable to growth in demand and flexible to changes in types of demand.
2. To attract private sector investment in charging infrastructure and manage a smooth transition from public management of infrastructure, capturing revenue generating opportunities for local government.
3. To achieve notable increase in economic activity in the region directly attributable to electric mobility.
4. To be an internationally recognised e-tourism destination.

People and Place

5. To ensure that electric mobility services are equitably accessible across urban and rural geographies in the region, and those with and without access to off-street parking.
6. To ensure that electric mobility services are equitably accessible across the full range of demographic groups and income levels present in the region.
7. To ensure the citizens and businesses of the region are engaged and appropriately educated in regard to the benefits and use of electric mobility.
8. To support public health outcomes through improving air quality in the region.

Holistic and Integrated

9. To support the uptake of EV's across all vehicle types and uses – from private cars to buses.
10. To ensure EVs are supported by – and contribute to – a resilient and decarbonised energy network.
11. To normalise the provision of EV infrastructure and electric mobility services within new or developed property.

12. To support the convenient and reliable journey planning, booking, payment and access of shared and public electric mobility services as part of multimodal journeys in the region
 13. To direct the development of connectivity and automation of EVs in the region towards the aims of a smart, integrated, low carbon mobility system.
- 3.12 The Strategy and actions required to meet the objectives are set out under three strands:
- Supporting Vehicle Uptake (26 Actions)
 - Developing Infrastructure (18 Actions)
 - Promoting Electric Mobility (15 Actions)
- 3.13 It is proposed to set up a Regional EV Forum to drive forward the strategy and action plan, including identifying lead and partner organisations for each action and developing a more detailed delivery plan.
- 3.14 The Executive Summary of the Tactran Regional EV Strategy is included at Appendix A and the full strategy and supporting documents are available on the [member's area](#) of the Tactran website. A paper copy of the Tactran Regional EV Strategy will be provided to members at the Partnership meeting.
- 3.15 It is intended that once approved the Regional EV Strategy will become one of the detailed strategies and frameworks supporting the Regional Transport Strategy.
- 3.16 The Partnership is asked to approve the Tactran Regional Electric Vehicle Strategy and Action Plan and agree to set up a Regional EV Forum to develop and implement a detailed delivery plan.

4 CONSULTATIONS

- 4.1 The strategy was developed by a Steering Group involving Tactran and officers from all 4 constituent Local Authorities and involved consultation with over 40 individuals and organisations as set out in paragraph 3.8 above. This report has been developed in consultation with the Transport Officers Liaison Group and Public Transport Officers Liaison Group, who are in agreement with the proposals.

5 RESOURCE IMPLICATIONS

- 5.1 The development of the Regional EV Strategy has been met from the RTS revenue budget allocation for Climate Change utilising £20,000 in 2018/19 and £10,000 in 2019/20.

6 EQUALITIES IMPLICATIONS

- 6.1 An Equalities Impact Assessment has been undertaken and any issues identified have been addressed and contributed to the development of the Regional Electric Vehicle Strategy.

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NOTE

Background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) which were relied on to a material extent in preparing the above Report :-

Report to Partnership RTP/18/45 Budget and Monitoring, 18 December 2018

Executive Summary

A significant amount of work has already been undertaken in recent years across the region placing it at the forefront of the switch to electric vehicles (EVs), particularly in Dundee which was named Europe's Most Visionary EV City in 2018 at the World Electric Vehicle Association. The region is currently recognised for having some of the most innovative and extensive infrastructure in the UK.

However, there is still a significant amount of work to be undertaken in the next few years to meet both the ambitious objectives of this strategy and the national government's target of removing the need for petrol and diesel car and vans by 2032. Following consultation with its four local authorities, Tactran recognised that to maximise the roll out of Electric Vehicles and supporting charging infrastructure within the region there is a need for an overarching strategy and action plan. Urban Foresight were commissioned by Tactran to undertake this in partnerships with the local authorities and other relevant stakeholders, with the aim being to strengthen the region's collective progress in delivering EV growth.

This process has resulted in a 2032 vision, objectives and action plan which are summarised below. These focus on areas in which the Tactran region can implement meaningful change in light of the national and international context.

The main areas to be developed in relation to vehicles are to align the incentives offered to EV users across the Tactran region to create a simple and consistent set of offerings, this will include areas such as tariffs for both charging vehicles and parking of electric vehicles. The region will also require to expand on the work to electrify the local authority fleets to set an example. This example should then be used to support local partners and businesses to make that switch as well.

The development of guidelines and toolkits to assist local authorities, partners and businesses with the installation of charging infrastructure is seen as key to ensure that the installation continues at the rate required to meet the future demand scenarios. A significant action is to deliver a feasibility strategy on the long term management of the infrastructure across the region that works for the region and ensures that the investment to date is used to deliver best value to the partners

The final group of actions are around the promotion of the electrification of vehicles in a consistent approach that allows for some flexibility within each area, building on the work completed to date in each area and also national campaigns.

To ensure that the strategy delivers its vision and objectives, it is key that a Regional EV Forum representing the 4 local authorities and other significant partners is created and takes full ownership of the action plan to co-ordinate local and regional activities in this space. This body will not only ensure that a holistic and regional approach is taken across the Tactran region but will also be able to support significant funding bids and will be able to pool resources to provide all the factors required to promote the region as an exemplar in the electrification of transport.

Vision

To be Scotland's exemplar region for enabling the electrification of transport in the context of a smart, integrated, sustainable mobility system.

Objectives

 <p>Economy</p> <ol style="list-style-type: none"> 1. To establish a financially sustainable public charging network, scalable to growth in demand and flexible to changes in type of demand 2. To attract private sector investment in charging infrastructure and manage a smooth transition from public management of infrastructure, capturing revenue generating opportunities for local government. 3. To achieve a notable increase in economic activity in the region directly attributable to electric mobility 4. To be an internationally recognised e-tourism destination 	 <p>People & Place</p> <ol style="list-style-type: none"> 5. To ensure that electric mobility services are equitably accessible across urban and rural geographies in the region, and those with and without access to off-street parking 6. To ensure that electric mobility services are equitably accessible across the full range of demographic groups and income levels present in the region 7. To ensure the citizens and businesses of the region are engaged and appropriately educated in regard to the benefits and use of electric mobility 8. To support public health outcomes through improving air quality in the region 	 <p>Holistic & Integrated</p> <ol style="list-style-type: none"> 9. To support the uptake of EVs across all vehicle types and uses from private cars to buses 10. To ensure EVs are supported by – and contribute to - a resilient and decarbonised energy network 11. To normalise the provision of EV infrastructure and electric mobility services within new or developed property 12. To support the convenient and reliable journey planning, booking, payment and access of shared and public electric mobility services as part of multimodal journeys in the region 13. To direct the development of connectivity and automation of EVs in the region towards the aims of a smart, integrated, low carbon mobility system
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Strategy and Actions

<ul style="list-style-type: none"> • Private cars • Shared mobility • Local authority fleets • Taxi & private hire • Business fleets • HGVs • Buses & coaches  <p>Supporting Vehicle Uptake</p>	<ul style="list-style-type: none"> • Key challenges • Charging hubs • On-street charging • Managing assets • Home charging • Emerging technology  <p>Developing Infrastructure</p>	<ul style="list-style-type: none"> • Short-term • Long-terms • Promotion for business • Second hand market • An exemplar region  <p>Promoting Electric Mobility</p>
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