



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.3

East Anglian Alternative Fuels Strategy (EAAFS)

To:	Transport and Infrastructure Committee
Meeting Date:	13 July 2022
Public report:	Public Report
Lead Member:	Mayor Dr Nik Johnson
From:	Emma White, Transport Programme Manager
Key decision:	No
Forward Plan ref:	Not applicable
Recommendations:	The Transport and Infrastructure Committee is recommended to: a) Note the progress on the EAAFS; and b) Recommend that the Combined Authority Board approve a six-week public consultation on the EAAFS.
Voting arrangements:	Recommendation a): no vote is required as this item is for noting only. Recommendation b): A simple majority of all Members present and voting

1. Purpose

- 1.1 This report provides an update on the East Anglian Alternative Fuels Strategy (EAAFS). This was undertaken by Element Energy, in partnership with the Norfolk & Suffolk LEP. The paper seeks the Member feedback on the Strategy and approval for the Combined Authority to go out for public consultation.

2. Background

- 2.1 The transport sector accounts for the highest share of national CO2 emissions (~25%), and therefore, will need to undergo deep transformation to meet the UK's 2050 net zero target. To successfully reduce transport emissions a two-fold approach is needed; switching to Alternative Fuels Vehicles (AFVs) and changing consumers' transport behaviour through incentivising modal shift.
- 2.2 The government have set three key objects to support transport decarbonisation which include:
- Accelerating the shift to AFVs by funding charging infrastructure and trialling zero emission Heavy Commercial Vehicles (HCVs);
 - Investing in green public transport, including the electrification of railways and bus routes; and
 - 'Phase out' of internal combustion engine (ICE) vehicles through possible sales bans. These include the phase out of ICE cars and vans by 2030, diesel buses by 2030 and diesel HCVs by 2035-2040.
- 2.3 Government have confirmed in a letter to the mayor that they have now published their Electric Vehicle Infrastructure Strategy. This sets out our vision for charging infrastructure in this country and defines the roles for key stakeholders, in delivering this vision. Government will also publish its response to the Future of Transport Regulatory Review consultation later this year, including measures on zero emission vehicles that are relevant to the roles of Local Authorities, and fuel retailers. The Combined Authority will respond to this consultation and the draft submissions will be subjected to a future Leaders Strategy Meeting, Transport Infrastructure Committee and Board.
- 2.4 The Combined Authority will be meeting with central government officials in the Office for Zero Emission Vehicles to discuss our emerging strategy (EAAFS) and plans for reducing carbon emissions from transport and the private car. These discussions will include the potential for the mayor to enact the powers outlined within the Automated and Electric Vehicles Act 2018. This Act allows for the mayor to designate places where large fuel retailers and service area operators must provide public charging points.
- 2.5 The CPCA and New Anglia LEP have undertaken the work to allow for a framework to be established through which informed action can be made to mitigate and adapt to climate change. A key component of this is to establish an integrated and sustainable transport network that supports local growth. Therefore, the CPCA and the New Anglia LEP require an Alternative Fuel Strategy (AFS) for East Anglia.

2.6 The EAAFS aimed to:

- Support clean growth by providing the necessary infrastructure for businesses, residents, and commuters;
- Support the decarbonisation aims of Local Authorities that have declared climate emergencies;
- Accelerate the uptake of EVs and hydrogen vehicles in the region which has historically been behind the national average;
- Improve air quality through uptake of zero emissions vehicles;
- Provide a combined vision across the region to result in greater impact; and
- Support the creation of commercial opportunities and develop an innovative supply chain.

2.7 The key objectives of the EAAFS and accompanying action plan are to provide:

- An understanding of the current policy and funding landscape for alternative fuels at local and national level;
- An evidence base of likely alternative fuel uptake and best practice policy for supporting this uptake; and
- A costed and deliverable programme of measures to address barriers to uptake, which reflects the specific challenges and opportunities of the region.

2.8 The area covered by the EAAFS includes the 18 Local Authorities that together comprise Norfolk, Suffolk, Peterborough, and Cambridgeshire.

3. Summary of EAAFS

Phase 1 – Work Package 1 Review of current situation

- 3.1 Transport policy is set at national, regional, and local level. Nationally, Net Zero by 2050 details the transport decarbonisation that has been set out in the 10-Point Plan, Energy White Paper, and Transport Decarbonisation Plan.
- 3.2 Regionally, two subnational transport bodies are active in East Anglia. Both of which have developed strategies that provide a good basis for transport decarbonisation. In addition, the Combined Authority's Independent Commission on Climate set targets for decarbonising regional transport.
- 3.3 All County Councils and most Local Authorities have set net zero dates by 2050 at the latest, with many being as soon as 2030. Subnational transport bodies have set out strategies for decarbonising transport in their respective areas, with England's Economic Heartland aspiration to reach net zero carbon by 2040 using a five-point action plan. The Cambridgeshire and Peterborough Independent Commission on Climate made specific recommendations that can lead to a sustainable transport system. Below is a summary of the targets within the constituent Council in relation to transport associated indicators.

Council	Active travel targets	Public transport targets	Freight targets	Decarbonisation targets	EV charging targets/strategy
<i>County/Unitary Authority level</i>					
Cambridgeshire	Targeted increase in walking and cycling routes (specified routes)	Improving links between rural towns and large urban centres	Shift towards rail freight; re-routing of road freight to minimise traffic	Net zero 2050	Supporting EVCP roll out but with unquantified targets
Peterborough	Use of AT to alleviate City Centre and linkage with villages	Improve PT; new developments must prioritise bus access		Net zero 2030	Encourage incorporation of charge points at car parks
Norfolk	Dedicated cycling lanes in urban areas; prioritising funding for cycle and walking route upkeep	Dedicated bus lanes; improvements of specific rail links e.g. Kings Lynn to Cambridge		Net zero 2030	Have proposed a county wide EV strategy which includes specific EVCP deployment targets
Suffolk	Targeted improvements in walking and cycling infrastructure	Targeted improvements in bus and rail infrastructure	Expansion of rail freight capacity	Net zero 2030	Plug in Suffolk project to create charging network throughout Suffolk

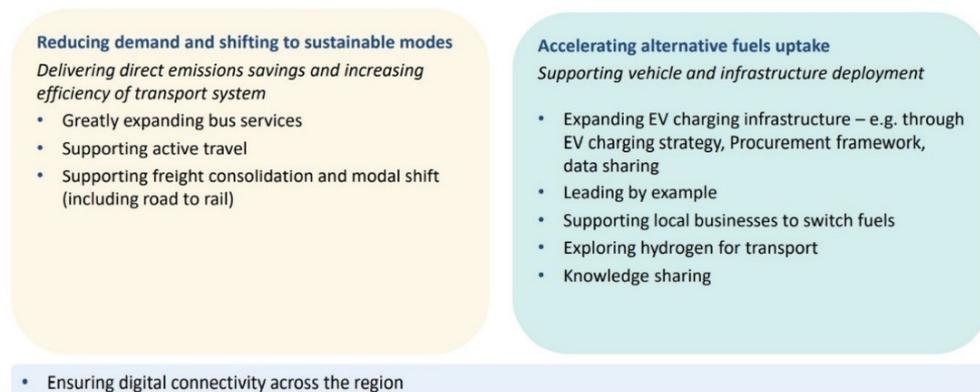
= specific targets backed with actions
 = unspecific targets/no supporting actions
 = no targets or actions

Phase 1 – Work Package 2 Alternative Fuels Uptake

- 3.4 Transport contributes towards 33% of emissions in the region. 95% of transport emissions are due to road transport, with a 76% of road transport emissions due to cars and vans; more than 99% of vehicles have conventional fossil fuel engines (less than 0.5% of cars and vans are plug-in hybrids or battery electric). Although active travel (walking and cycling) makes up 30% of all trips, it accounts for only 3% of the average distance travelled per passenger
- 3.5 Currently the uptake in electric cars in the region is below the national average (uptake of electric cars and vans in Cambridgeshire and Peterborough region is mostly above average for the UK). There is also limited EV charging infrastructure in East Anglia outside of the major towns and local variation with charging infrastructure. There is limited uptake of alternative fuel vehicles among buses and HCVs, but upcoming opportunities will improve this.
- 3.6 With regards green gas infrastructure, there are very limited existing refuelling options for (bio)methane in the region and no current hydrogen refuelling stations.

Phase 1 – Work Package 3 Opportunities and Actions

- 3.7 The diagram below outlines the opportunities and actions required to decarbonise the transport network.



Phase 1 – Work Package 4 Stakeholder Engagement

3.8 A number of stakeholder engagement exercises have been undertaken, including with the private and public sector throughout the development of this Strategy.

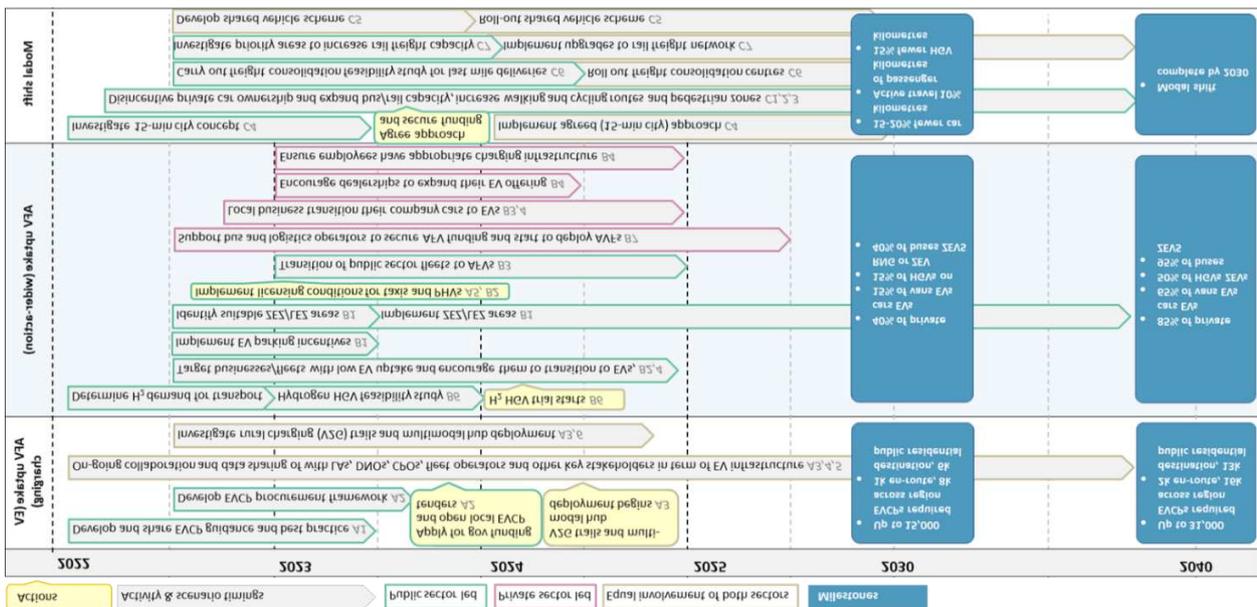
Phase 2 – Work Package 1 Action Plan

3.9 Phase 2 of the study built on the evidence base, with a focus on developing and refining the recommended actions. Utilising the input from local stakeholders, the evidence from the modelling and policy reviews was used to generate a preliminary long list of actions that need to be taken to boost AFV uptake. The long list was refined based on cost, deliverability, co-benefits, and CO₂ impact, with further input from local stakeholders, and has consequently been developed into the action plan and summarised in the roadmap for action.

3.10 The actions are split into the three broad categories below, which are explained in more detail in the ensuing sections:

1. Actions to expand electric vehicle charging infrastructure;
2. Actions to encourage AFV uptake; and
3. Actions to deliver a modal shift and encourage behavioural change.

3.11 The roadmap for action is shown below.



4. Next Steps

4.1 The key next step is to socialise the EAAFS more widely through a public consultation. This needs to be carried out across the whole of the East Anglia region (inclusive of Norfolk and Suffolk). This engagement will provide essential feedback on the overarching direction of travel, the Strategy itself, and what stakeholders and the public wish to see within its associated action plan. Following the public consultation, the Strategy will be subjected to due governance and will form a key component of the Local Transport and Connectivity Plan’s policy documentation suite.

4.2 It is essential that the Strategy is implemented in a timely and effective manner, utilising the expertise of the public and private sector and maximising the funding available to deliver. In

order to maintain momentum and take the strategy forward, the Combined Authority will continue to actively be engage with interested parties to continue to develop and refine an associated action/implementation plan for Cambridgeshire and Peterborough. This plan will be directly influenced by the feedback received from the public consultation.

- 4.3 Finally, the Combined Authority are establishing an Electric Vehicle Steering Group to develop a way forward from the EAAFS to gear up for funding of the government's Local Electric Vehicle Infrastructure (LEVI) scheme which is due later in the year 2022.

5. Significant Implications

- 5.1 None.

6. Financial Implications

- 6.1 The cost of the consultation will be £1000 to cover all costs.

7. Legal Implications

- 7.1 None.

8. Public Health Implications

- 8.1 The implementation of the EAAFS will result in an improvement in public health through better air quality in the medium-longer term.

9. Environmental and Climate Change Implications

- 9.1 The implementation of the EAAFS will result in an improvement in the quality of the environment and have a positive effect on climate change in the medium-longer term.

10. Other Significant Implications

- 10.1 None

11. Background Papers

Appendix A – East Anglian Alternative Fuels Strategy