



Borough of Telford and Wrekin

Environment Scrutiny Committee

Tuesday 22 November 2022

Active Travel & Electric Vehicles - Update

Cabinet Member:	Cllr Richard Overton, Deputy Leader and Cabinet Member: Housing, Enforcement and Transport	
Lead Director:	Dean Sargeant - Director: Neighbourhood & Enforcement Services	
Service Area:	Neighbourhood & Enforcement Services	
Report Author:	Matt Powell – Service Delivery Manager: Strategic Transport & Highway Network Management	
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Wards Affected:	All Wards	
Key Decision:	Not Key Decision	
Forward Plan:	Not Applicable	
Report considered by:	SMT - 1 November 2022	

1.0 Recommendations for decision/noting:

Committee is asked to:

- 1.1 endorse the approach to Active Travel and Electric Vehicles and the progress made to date as outlined in this report; and
- 1.2 support:
 - The adopted [Local Cycling & Walking Infrastructure Plan](#) and progression of the Silkin Way Investment Plan pending further funding allocations.
 - The adopted [Public Electric Vehicle Charging Infrastructure Strategy](#) and progression of the On-Street Residential Chargepoint Scheme (ORCS) funding bid and the associated procurement of EV chargepoints.

2.0 Purpose of Report

- 2.1 This report provides an update on our Active Travel and Electric Vehicle work both in terms of strategy development and ongoing projects.
- 2.2 The primary aim of our Active Travel work is to increase levels of walking and cycling in the borough. This will support our communities in a number of ways including improving health and wellbeing, supporting the decarbonisation of transport and connecting communities.
- 2.3 The primary aim of our Electric Vehicle Strategy is to support EV users with accessible chargepoints across the Borough and ensure EVs are a viable option for residents, visitors and businesses. This will support our climate change action plan by encouraging the adoption and roll out of electric vehicles, and improve the quality of life for residents through a reduction of noise and air quality impacts.
- 2.4 This update identifies the range of work that is ongoing including:

Active Travel

- Implementation of Telford and Wrekin's [Local Cycling & Walking Infrastructure Plan](#) (LCWIP) and related strategy updates
- Funding opportunities
- Silkin Way investment plan progress
- Other ongoing projects

Electric Vehicles

- Implementation of [T&W Public Electric Vehicle Charging Infrastructure Strategy](#)
- Monitoring of the installation of public EV chargepoints by the private sector across the borough
- Funding and procurement of public EV chargepoints across the Borough
- Transition of Council vehicles to electric equivalents

3.0 Background

Active Travel

- 3.1 An update on Active Travel was presented to the Communities Scrutiny Committee on 15 February 2022.
- 3.2 On 14 July 2022, the Local Cycling & Walking Infrastructure Plan (LCWIP) was presented to Cabinet and subsequently adopted. This document provides a long-term approach to developing and improving local cycling and walking networks, to increase the number of trips made on foot or by cycle. The plan is focussed on

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access to our local borough towns and the network that surrounds them as well as improvements to the Silkin Way.

- 3.3 The LCWIP has been published on the Council website and the focus of the work has now moved into delivery of the plan.

Electric Vehicles

- 3.4 An update on Electric Vehicles was presented to the Communities Scrutiny Committee on 12 April 2022.
- 3.5 On 14 July 2022, the Telford & Wrekin Public Electric Vehicle Charging Infrastructure Strategy was presented to Cabinet and subsequently adopted. This strategy provides a long-term approach to developing and improving the EV charging network to encourage the adoption and roll out of electric vehicles, and improve the quality of life for residents through a reduction of noise and air quality impacts.
- 3.6 The strategy has been published on the Council website and the focus of the work has now moved into delivery of the strategy.

4.0 Summary of main updates

Active Travel Update

Local Cycling & Walking Infrastructure Plan

- 4.1 A key action was to update our current strategies to ensure they are fit for purpose. Telford and Wrekin now has a Local Cycling & Walking Infrastructure Plan (LCWIP) which was adopted by cabinet in July 2022. This document provides a long-term approach to developing and improving local cycling and walking networks, to increase the number of trips made on foot or by cycle. The plan is focussed on access to our local borough towns and the network that surrounds them as well as improvements to the Silkin Way.
- 4.2 In developing and launching our LCWIP we:
- Considered intelligence from the 2020 consultation and route inspections
 - Used local and national data to determine potential trip generators and understand how our residents and visitors travel around the borough
 - Undertook internal stakeholder workshops
 - Shared publicly through via PR & social media to show our ambition.
 - The document is published on the Telford & Wrekin Council website.

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- 4.3 We also plan to refresh the Local Cycling & Walking Strategy to compliment the LCWIP and show we plan to get people using the new infrastructure
- 4.4 In August 2022 Active Travel England (ATE) asked all local authorities to complete a self-assessment to determine what level they were at in respect of active travel. Levels were allocated from 0 – 4. Telford & Wrekin Council achieved a level 2. The majority of LAs are level 1 with only a few achieving level 3; this demonstrates achievements to date and commitment to active travel locally.

The five levels are

- Level 0: No local leadership or support for active travel, no plans in place, delivered lower complexity schemes only
- Level 1: Some local leadership and support with basic plans and isolated interventions
- Level 2: Strong local leadership and support, with strong plans and emerging network
- Level 3: Very strong local leadership and support, comprehensive plans, and majority of network in place with increasing modal share
- Level 4: Established culture of active travel with successive increases in cycling and walking, underpinned by dense integrated network and highly supportive policies to reduce the need for car trips

Silkin Way Investment Plan

- 4.5 The Silkin Way is a key 14 mile walking/cycling route running north to south of the borough serving many of our communities, employment sites and local points of interest.
- 4.6 We have developed a comprehensive £8m investment plan to improve this leisure and commuter route to bring the whole route to a flagship standard. Such investment will encourage more people to use the route for both leisure and commuting.
- 4.7 Work has now started on the route to improve the following:
- General maintenance and surface repairs
 - Replacement and addition of new signage across the whole route including way markers to help with way finding
 - Lighting & CCTV – designs are currently being looked at some unlit sections with the addition of CCTV to help improve safety for users
 - Crossing points – investigation and design of priority crossing points where the route crosses the highway
 - Rest stops – installation of 50 new benches

Other Projects

- 4.8 To help encourage a promote cycle use we have successfully installed three cycle stations with another planned for the Town Park. We have also ordered four more with locations still to be determined. The current locations are Rampart Way, Oakengates Train Station and Wellington Civic & Leisure Centre.
- 4.9 Telford Bike Hub in Telford Town Park reopened in April 22 and has been a huge success. During this period the team has hired out bikes to over 1200 people and over 600 residents have been involved in other cycling activities including learn 2 rides, cycle maintenance sessions and led rides.
- 4.10 The Council has had a dedicated footway/cycleway sweeper since February 2022 to help keep our active travel routes in a usable condition. The routes taken vary and are dependent on season and need. Every other Wednesday a stretch of the Silkin Way is done. Up until the end of Oct 22 it has swept 3163km of pathway/ cycle paths removing 122.5 tonnes of debris. The sweeper is now on the leaf clearance programme for autumn/winter.

Electric Vehicle Update

Public EV chargepoints

- 4.11 The Department for Transport (DfT) currently measures the number of EV chargepoints per 100,000 population and publishes this figures every quarter.

As of the 1st October 2022, there were

- 37 public EV chargepoint devices within the Borough, which equates to a rate of 20.4 per 100,000 population in the Borough.
- 10 rapid EV chargepoint devices within the Borough, which equates to a rate of 5.5 per 100,000 population in the Borough

A copy of the DfT's EV charging device statistics for local authorities in the West Midlands is in Appendix A.

- 4.12 [Zap-Map](#) is a UK-wide map of electric car charging points that helps electric car drivers locate and navigate to their nearest EV charging point. The data is primarily sourced directly from the charge point operators plus via some desk research and external public sources and contributors.
- 4.13 The DFT use Zap-Map data to measure the number of EV chargepoints (as shown in 4.2).

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- 4.14 Recent analysis of Zap-Map shows the number of public EV chargepoints across the Borough has increased to 42 with 8 of these being customer only.
- 4.15 Additionally, we are aware of a further 24 devices, shown in Table 1, that could be installed over the next 12-18 months, that will be available for public use.

Site	Number of EV Chargepoints	Status
The Fallow Field Pub Hadley Park East	8 rapid	Planning permission submitted. Awaiting a decision.
Walkers Clock Service Station (Shell)	8 ultra-fast	Planning permission submitted. Awaiting a decision.
Stirchley Service Station (Shell)	2 ultra-fast	Planning permission granted
KFC Rampart Way, Telford Town Centre	2 rapid	Planning permission granted
McDonalds, Wrekin Retail Park	2 rapid	Planning permission granted
Park Lane Centre, Woodside	2 fast	Received Climate Change grant. In progress

Table 1 – Future EV chargepoint devices

- 4.16 Plus a further 3 organisations have applied for grant funding from the Council's Climate Change Fund which they will use to install EV chargepoints for public use.
- 4.17 Combined with the current figure of publically available EV chargepoints, the total could increase to 69 EV chargepoint devices over the next 12 to 24 months.
- 4.18 Since 2014, 761 EV chargepoint devices has been installed under the EV Homecharge Scheme (EVHS) and 55 sockets has been installed under the Workplace Charging Scheme (WCS). These schemes are operated by the Office for Zero Emission Vehicles (OZEV).
- 4.19 The EV Homecharge Scheme (EVHS) has now closed and has been replaced by the [Electric vehicle chargepoint and infrastructure grants for landlords](#). The new funding provides grant funding for EV chargepoints and for EV charging infrastructure.
- 4.20 The [Workplace Charging Scheme](#) (WCS) is still available and provides eligible applicants with support towards the upfront costs of the purchase and installation of electric vehicle (EV) chargepoints.

Electric Vehicles

- 4.21 By the end of 2021 there were 1,613 ultra-low emission vehicles registered in the Borough. Ultra-low emission vehicles includes plug in hybrid, self-charging hybrid and electric vehicles. Table 2 below shows the type of ultra-low emission vehicle registered in the Borough either as a company vehicle or a private vehicle.

Type	Number of company vehicles	Number of private vehicles	Total
Battery Electric	841	373	1214
Plug in hybrid	89	291	380
Other fuel type	0	19	19
TOTAL	930	683	1613

Table 2 – EV statistics (Data source DTF vehicle Statistics)

- 4.22 However, it is important to note that this currently only represents 1.6% of all cars and vans registered in the Borough. (As of the end of 2021, there are 102,799 cars and vans registered in the borough).
- 4.23 The Council has 6 electric vehicles with a further 6 on order and 15 EV chargepoints across a number of Council sites where these EV can be charged. Our next 6 electric vans have been significantly delayed by supply chain issues, and are now over a year behind the original scheduled delivery date.

Funding and procurement of public EV Chargepoints

- 4.24 Using the data from the demand analysis published in the Public EV Infrastructure Strategy, we are now in the process of applying to the Office for Zero Emission Vehicles (OZEV), On-Street Residential Chargepoint Scheme (ORCS).
- 4.25 ORCS is open to all local authorities and provides grant funding to install chargepoints for the benefit of residents either on-street or in Council owned car parks. The scheme provides up to a maximum of 60% of project eligible capital costs. The remaining costs can be met by the local authority or private sector (i.e. EV chargepoint operators)
- 4.26 We are in the process of finalising a bid for funding to potentially install up to 50 EV chargepoints in Council car parks across the borough aimed at providing EV charging facilities for residents without off street parking.
- 4.27 Alongside this, we have commenced procurement of an EV chargepoint operator, with a tender to be issued by the end of the year. We have already completed some soft marketing testing to see what is available.

5 Alternative Options

- 5.1 The LCWIP is required to support the Cycling and Walking Strategy as set out by the Department for Transport.
- 5.2 Government has made it clear that local authorities have a role to play in delivering EV chargepoints due to their understanding of the transport needs of their local population, their responsibility for planning policy, ownership of car parks, and management of the public highway.

6 Key Risks

- 6.1 Having ambitious plans in place may create an expectation of timely delivery that the Council will manage in relation to issues such as the life of the plan, securing finance to deliver schemes, and how schemes will develop through future stakeholder engagement

7.0 Council Priorities

- 7.1 The Active Travel and Electric Vehicle work supports the following priorities:
- Every child, young person and adult lives well in their community;
 - All neighbourhoods are a great place to live
 - Our natural environment is protected, and the Council has a leading role in addressing the climate emergency;

8.0 Financial Implications

Active Travel

- 8.1 In 2020, the Council committed to a four year investment in Active Travel schemes across the Borough.
- 8.2 The Council is awaiting confirmation from Government regarding funding proposals which total £20m from the Levelling Up bid submitted earlier this year.

Electric Vehicles

- 8.2 As reported in the Public Electric Vehicle Infrastructure Strategy Cabinet Report 14 July 2022, Capital funding of £100,000 in this financial year (2022/23) to support procurement of charging points is approved as part of the Highways capital programme within the Medium Term Financial Strategy 2022/23 to 2025/26.

9.0 Legal and HR Implications

Active Travel

- 9.1 The Government Cycling and Walking Investment Strategy set out the ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey.
- 9.2 In support of the government Cycling and Walking Investment Strategy (CWIS), the Department for Transport (DfT) has encouraged local authorities to prepare a Local Cycling and Walking Infrastructure Plan (LCWIP) in order to take a more strategic approach to planning for active travel, and in order for councils to be better placed when applying for funding opportunities. The Government released the 'Gear Change' vision document in July 2020 which sets out the national ambition to make walking and cycling Local Cycling & Walking Infrastructure Plan 6 the natural choice for journeys. The Borough has now adopted the new Local Cycling & Walking Infrastructure Plan (LCWIP).
- 9.3 The LCWIP is not a statutory document and there are no direct legal implications associated with this document. Any relevant legal implications will be fully considered when individual schemes are considered.

Electric Vehicles

- 9.4 Following the UK Government announcement of ambitious plans to achieve net zero by 2050 the Council has declared a climate emergency and committed to ensuring it is carbon neutral by 2030. The Council aims to invest in the adopted EV strategy. There are no immediate legal implications from this report but it is recognised that legal support may be needed going forward. Adopting the strategy will support the climate change action plan and help the Council monitor progress and manage expectations of stakeholders. The increasing use of and accessibility to EV vehicles will assist in ensuring the Council is able to meet its targets.

10.0 Ward Implications

- 10.1 The Active Travel and Electric Vehicle work is borough wide but planning infrastructure enhancements and developments are specific to certain areas/routes, and may be subject to change depending on future engagement and design stages.

11.0 Health, Social and Economic Implications

Active Travel

- 11.1 The LCWIP provides ideal opportunity to improve public health and economic growth of the borough; safe, well maintained infrastructure encourages both residents and visitors to travel in a more active and sustainable way.

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- 11.2 The Chief Medical Officer produced a set of Physical Activity Guidelines in 2019 and what we should be doing in order to benefit our health and reduce our risk of Type II Diabetes, Cardiovascular Disease, some types of Cancer, excess weight and obesity, fundamentally improving mental health and emotional wellbeing.
- 11.3 Cycling and walking improve personal health and fitness levels with the benefits widely accepted by health professionals. It offers an alternative mode of transport that the Council has taken a number of steps towards encouraging more people to use their bikes for both leisure and commuting to work.
- 11.4 The LCWIP will support creating a healthier local population; it has been proven that a brisk walk for 30 minutes a day can help reduce obesity levels and reduce disease. Adults should do some type of physical activity every day at a moderate intensity (breathe faster, feel warmer). Ideally 150 minutes of moderate intensity or 75 minutes of vigorous exercise per week. The easiest way to achieve this daily activity is through walking and cycling. The weight of evidence suggests that if walking and cycling can be increased, they have potential to lead to important health gains at the population level, and thus benefit the NHS and the wider health and care system.
- 11.5 The Active Lives Adult Survey is published twice a year and Active Lives Children and Young People is published annually. Both give a unique and comprehensive view of how people are getting active.
- 11.6 When looking at the latest data (Nov 20-21) from the Active Lives Adult Survey the number of people 'walking for leisure' is significantly higher (60.8%) than 'all cycling' (13.7%), 'active travel' (19.6%) and 'cycling for leisure' (10.9%) based on Participation in the last 28 days: At least twice in the last 28 days by activity.
- 11.7 Since Nov 17-18, there has been a steady decline in percentage of adults participating in 'active travel' from 29% to the latest results 19.6%. For 'all cycling' it still depicts a decreasing trend in participation from the highest participation ever achieved Nov 18 -19 18.3%. When looking at data around 'cycling for leisure' there has been a decrease from Nov 15-16 (14.2% and May 20 – 21 (14.8%) to Nov 20 – 21 (10.9%) based on Participation in the last 28 days: At least twice in the last 28 days by activity.
- 11.8 Sustrans and Arup provided a new report (July 2020) which showed large unmet demand for cycling from ethnic minority and disadvantaged groups. 'Cycling for Everyone', highlighted inequalities within cycling participation in urban areas between different demographics, including those from ethnic minority groups, women, disabled people, older people, and those at greater risk of deprivation.
- 11.9 The report told us that the Covid-19 pandemic has brought to light many disparities within society. Cycling has proved its worth during the pandemic, however, 74% of people from ethnic minority groups living in cities and towns do not currently cycle. Despite low participation levels, the report found 55% of people from ethnic minority groups who do not currently cycle would like to start. This compares to 37% of White people. In addition, 38% of people at risk of

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deprivation, 36% of women, and 31% of disabled people who do not cycle would like to give it a go.

- 11.10 Linked with areas of our most disadvantaged areas is the need for links with our major business sites and ensuring accessible and safe active travel infrastructure enabling people to be fit and well at work and boosting productivity and the economy as a result.
- 11.11 The LCWIP also supports a happier community; 'Walking for Health' states that 'physically active people have up to a 30% reduced risk of becoming depressed, and staying active helps those who are depressed recover.' Walking is an accessible exercise which can help prevent and treat certain mental health issues.
- 11.12 Active Travel benefits the environment and local people as a result of cleaner and greener air and reducing chances of some respiratory conditions.
- 11.13 The Local Cycling & Walking Strategy will be updated which will support the LCWIP. The objectives of the strategy will seek to increase the number of people cycling and walking, by making these viable and attractive alternative modes of transport for everyday journeys, including leisure trips. By encouraging greater levels of physical activity in the borough, the strategy will help contribute towards improving the health and wellbeing of residents.

Electric Vehicles

- 11.14 Poor air quality is the largest environmental risk to public health in the UK as it can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy. It particularly affects the most vulnerable in society: children, older people and those with pre-existing heart and lung conditions.
- 11.15 Road transport is the biggest source of nitrogen oxides (NO_x) in the UK, and is the main source of exposure at the roadside. It also produces particulate matter (PM_{2.5}), volatile organic compounds (VOCs) and sulphur dioxide (SO₂), all known to cause harm.
- 11.16 Road transport in the Borough accounts for 42% of the total NO_x emissions, and 13% / 15% of the total PM₁₀ and PM_{2.5} emissions respectively.
- 11.17 Supporting and facilitating the switch from petrol / diesel vehicles to electric vehicles will not only contribute to the reduction in nitrogen oxides emissions across the borough but also contribute towards the reduction in the amount of harmful air pollutants such as those listed above.
- 11.18 A further benefit from switch to EVs will be a reduction in noise pollution associated with petrol / diesel vehicles, as EVs are known to be quieter.
- 11.19 Reducing air pollution and noise pollution will benefit everyone but especially people who live close to or next to roads, and / or suffer from respiratory conditions.

11.20 Currently the cost of purchasing an EV is higher than a petrol/diesel equivalent vehicle, however as more EV enter the market place, it is expected that within a few years there will be price parity, and the second hand market for EVs will become even larger as more vehicles filter through.

12.0 Equality and Diversity Implications

Active Travel

- 12.1 The infrastructure delivered by these proposals is aimed to improve access to the borough by all, in turn promoting inclusivity. With regard to specific engineering interventions, the impact and accessibility of these would be considered in the associated design phase in line with national guidance and standards.
- 12.2 In terms of non-infrastructure interventions, the associated strategy that will be updated at a later date will consider in more depth issues around equalities and under-represented groups with regard to Active Travel. This will built on work already undertaken in conjunction with Public Health. The implications of the non-infrastructure elements of future work will there.
- 12.3 The proposals are not thought to have any specific impacts on our armed forces community, other than through access to any improved infrastructure that would be available to all.

Electric Vehicles

- 12.4 As highlighted in sections 11 and 13, the benefits of reduced air pollution and noise pollution brought about by switching to EVs will be felt by everyone but particularly those currently adversely affected: children, older people, those with pre-existing health conditions and disabilities.
- 12.5 For people with a disability, Motability offer a service which enables them to lease a vehicle including EVs.
- 12.6 Furthermore, in October the British Standards Institute announced Electric Vehicle Accessible Charging specification, [PAS 1899](#). The standards provide guidance on how to make individual chargepoints more accessible and consider all aspects such as kerb height, adequate space between bollards and chargepoints being of a height suitable for wheelchair users.
- 12.7 With regard to public EV chargepoints, the infrastructure delivered by these proposals is aimed to improve access to the borough by all, in turn promoting inclusivity.
- 12.8 However car ownership can be expensive and not everyone has the ability to own a car. Car ownership is lower for people who disabilities, those with sole caring responsibilities mainly women, and those less likely to be in employment. At present EVs cost more to purchase even though their running costs are cheaper

compared to a petrol / diesel vehicle. Over time the situation will change as price parity is achieved and the second hand car market grows. This strategy includes dynamic evidence gathering and analysis that allows emerging needs to be identified and met, including those where socio-economic considerations are a factor.

- 12.9 There are established alternatives to the car including cycling, walking and public transport. The Council has adopted strategies that aim to promote, improve and increase the number of journeys completed in the Borough by active sustainable modes of transport.
- 12.10 The EV strategy will ensure that proportionate engagement across all sections of the community continues to take place to make sure it matches the changing needs of those communities for an accessible and sustainable charging and low carbon travel network.
- 12.11 The proposals are not thought to have any specific impacts on our armed forces community, other than through access to any improved infrastructure that would be available to all.

13.0 Climate Change and Environmental Implications

Active Travel

- 13.1 Studies undertaken by the University of Oxford have found that those who switch just one trip per day from driving to cycling can reduce their carbon footprint by approximately 0.5 tonnes a year.
- 13.2 The LCWIP provides opportunity to enhance air quality, public health and economic growth of the borough through encouraging both residents and visitors to travel in a more active and sustainable way by providing a safe and appealing environment to do so. This will create access to more facilities including leisure and shopping and also connect more of our local green spaces.
- 13.3 Also by enabling and promoting the increased use of active modes, it is hoped that residents and visitors can be encouraged to use more sustainable modes of travel than the private motor car, further supporting our aim to reduce the environmental impact of our transport network.

Electric Vehicles

- 13.4 In June 2019, the UK parliament passed legislation requiring the government to reduce the UK's net emissions of greenhouse gases by 100% related to 1990 levels by 2050. Transport is the single largest contributor to the UK carbon dioxide emissions, representing around 35% of the total emissions.
- 13.5 Supporting and facilitating the switch from petrol / diesel vehicles to electric vehicles will contribute to the reduction in carbon dioxide emissions across the

borough and the UK. Currently road transport in the Borough is responsible for 42% of nitrogen oxides (NOx).

13.6 Currently Telford & Wrekin’s Air Quality Strategy is being reviewed. Part of the review work by consultants Atkins looked at traffic emissions using Telford & Wrekin Council Strategic Transport Model (TSTM) and national fleet composition data to obtain a detailed breakdown of the emissions within different vehicle categories.

13.7 The data shown in the table below indicates

- Diesel cars account for the highest component of NOx emissions (46%), followed by diesel Light Goods Vans (LGV) (33%)
- Sources of emissions of PM2.5, PM10 and CO2 are relatively similar with cars providing the highest emissions
- Private cars account for >50% of emissions of all considered pollutants
- Buses/Coaches account for a relatively small proportion (1%) of emissions of pollutants

Vehicle type	NOx (%)	PM _{2.5} (%)	PM ₁₀ (%)	CO ₂ (%)
Petrol Car	6%	29%	30%	28%
Diesel Car	46%	30%	29%	23%
Petrol LGVs	0%	0%	0%	0%
Diesel LGVs	33%	16%	15%	16%
Rigid HGVs	8%	11%	11%	12%
Artic HGVs	5%	11%	11%	18%
Buses/Coaches	1%	1%	1%	1%
Full Hybrid Petrol Cars	0%	1%	1%	1%
Plug-In Hybrid Petrol Cars	0%	0%	0%	0%
Full Hybrid Diesel Cars	0%	0%	0%	0%

Table 3 - Source Apportionment of Road Traffic Emissions in Telford and Wrekin in 2019 Base Scenario

13.8 Using the Defra Emission Factor Toolkit v1.0 (EFT), the total emissions for each pollutant from road traffic sources, based on the 2019 baseline scenario is shown in the table.

2019 Base	NO _x (kg/yr)	PM _{2.5} (kg/yr)	PM ₁₀ (kg/yr)	CO ₂ (tonnes/yr)
Total Emissions	688,271	39,162	65,350	369,366

Table 4 - 2019 Base Scenario Total Annual Emissions for Telford and Wrekin

13.9 As the tables demonstrate switching all private petrol and diesel cars in the Borough to electric equivalents, will bring about significant reductions in all

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pollutants, as they both currently account for >50%, and are known pollutants emitted from the tailpipe.

13.10 However it should be noted that there are other sources of particulate matter which include brake, tyre and road surface wear, and the switch to EVs won't remove these sources of the pollutant.

13.11 EVs are recognised as a tool to the Borough to become carbon neutral as set out in the [Becoming carbon neutral action plan](#).

14.0 Background Papers

- 1 Electric Vehicle Update, Communities Scrutiny Committee, 12 April 2022
- 2 Active Travel Update, Communities Scrutiny Committee, 15 February 2022
- 3 Telford & Wrekin Public Electric Vehicle Charging Infrastructure Strategy, July 2022
- 4 Local Cycling & Walking Infrastructure Strategy, July 2022

15.0 Appendices

- A Department for Transport EV charging device statistics for local authorities in the West Midlands

16.0 Report Sign Off

Signed off by	Date sent	Date signed off	Initials
Director	14/11/2022	17/11/2022	DRS
Finance	15/11/2022	17/11/2022	PT
Legal	15/11/2022	17/11/2022	SH

Appendix A - Department for Transport EV charging Device Statistics for West Midlands					
Electric Vehicle Charging Device Statistics (https://www.gov.uk/government/statistics/electric-vehicle-charging-device-statistics-october-2021)					
EVCD_01a & EVCD_01b					
Publicly available electric vehicle charging devices at all speeds by local authority, from October 2019 and Publicly available electric vehicle charging rapid devices by local authority, from October 2019					
LA / Region Code	Local Authority / Region Name	Oct-22			
		Total All devices	per 100,000 population	Total rapid devices	Per 100,000 population
K02000001	UNITED KINGDOM	34,637	51.6	6,395	9.5
K03000001	GREAT BRITAIN	34,295	52.6	6,373	9.8
E92000001	ENGLAND	29,774	52.7	5,325	9.4
E12000005	WEST MIDLANDS	2,516	42.2	633	10.6
E06000019	Herefordshire	75	38.7	13	6.7
E06000051	Shropshire	124	38.1	27	8.3
E06000021	Stoke-on-Trent	49	19.1	19	7.4
E06000020	Telford and Wrekin	37	20.4	10	5.5
E10000028	Staffordshire	300	34.0	137	15.5
E07000192	Cannock Chase	37	36.5	16	15.8
E07000193	East Staffordshire	46	38.0	18	14.9
E07000194	Lichfield	21	19.9	5	4.7
E07000195	Newcastle-under-Lyme	47	36.3	23	17.7
E07000196	South Staffordshire	54	48.1	31	27.6
E07000197	Stafford	71	51.5	38	27.6
E07000198	Staffordshire Moorlands	9	9.1	2	2.0
E07000199	Tamworth	15	19.5	4	5.2
E10000031	Warwickshire	342	58.6	107	18.3
E07000218	North Warwickshire	40	61.1	20	30.6
E07000219	Nuneaton and Bedworth	34	26.1	9	6.9
E07000220	Rugby	73	66.0	28	25.3
E07000221	Stratford-on-Avon	105	79.3	39	29.5
E07000222	Warwick	90	62.1	11	7.6
E11000005	West Midlands (Met County)	1,400	47.6	246	8.4
E08000025	Birmingham	389	34.1	96	8.4
E08000026	Coventry	695	183.2	51	13.4
E08000027	Dudley	50	15.5	16	5.0
E08000028	Sandwell	46	14.0	20	6.1
E08000029	Solihull	141	64.8	25	11.5
E08000030	Walsall	27	9.4	13	4.5
E08000031	Wolverhampton	52	19.7	25	9.5
E10000034	Worcestershire	189	31.6	74	12.4
E07000234	Bromsgrove	57	56.7	34	33.8
E07000235	Malvern Hills	12	15.1	4	5.0
E07000236	Redditch	19	22.2	5	5.8

Active Travel & Electric Vehicles – Workstream Update

E07000237	Worcester	29	28.9	13	13.0
E07000238	Wychavon	52	39.7	11	8.4
E07000239	Wyre Forest	20	19.8	7	6.9

Notes

Charging device location data is sourced from the electric vehicle charging platform Zap-map and represents devices reported as operational at midnight, 1 October 2021.

Tables EVCD_01a and EVCD_01b shows the total number of charging devices in each Local Authority.

A charging device may have a number of connectors of varying speeds, however not all can charge more than one vehicle at the same time. It is not possible to identify whether individual devices have this capability.

'Total devices' represent publicly available charging devices at all speeds. 'Rapid devices' are those whose fastest connector is rated at 25kW or above. A device can have a number of connectors of varying speeds.

The most recent population figures by Local Authority are sourced from the Office for National Statistics Population estimates for mid-year 2020. For quarters from July 2020 to April 2021, the population figures were sourced from 2019 estimates. For quarters from April 2020 previous, the population figures were sourced from the 2018 estimates. The Local Authority administrative geographies are used from April 2021.

Further Information

For further details alongside these tables, see the:

[Explore Interactive Data](#)