



Dear Jesse Norman MP

REQUEST TO MEET FOLLOWING ROUNDTABLE

Charging Up the East of England: towards a Road Map for Electronic Vehicle Charge Points (EVCPs)
Held Tuesday 8th November,

Following the meeting last week, which, unfortunately, your diary did not permit you to attend but which did benefit from an address from Joint Head of OZEV, Nick Shaw, I am writing to request a meeting with yourself as the Transport Minister with responsibility for electric vehicles policy to discuss how together – central and local government working with the private sector – we can best remove the barriers to accelerating the charging up of the East of England.

At the meeting Andrew Summers and Naomi Green, the Directors of Transport East and of England's Economic Heartland, delivered a presentation as did Neil Isaacson, the Chief Executive of Liberty Charge – both of these are attached [here](#) and [here](#). MPs Jonathan Djanogly, Gill Furniss and Rachel Hopkins all joined the meeting as did Hertfordshire Council Leader and EELGA Climate Change Forum Chair, Cllr Richard Roberts, and Essex Climate Czar, Cllr Peter Schwier, as well as various local authority officers.

The SIX key points made at the meeting were:

- Transport causes 42% of carbon emissions across the East of England - far more than the national average of 28% - due to our higher dependency on cars with 96% of the region's transport emissions from road vehicles.
- This infrastructure is critically important if the region is to de-carbonise and make its full contribution to the Government's statutory net zero targets.
- The UK is being slow at adopting EV technology - France and Germany are both at more than 20%, Norway is at 86%. The UK is not even 7%.
- The South East, South West, North West and London are all further ahead with EV infrastructure adoption than the East of England where there are currently only 36 EVCPs (EV Charge Points) for every 100,000 people, well below the England average of 49.
- Local authorities have a major task ahead: identifying and then delivering the East of England's local EV infrastructure needs is a major undertaking which requires dedicated officer capacity as well as the commitment of elected leaders and numerous teams (such as legal, procurement and highways)
- Other constraints include: funding pot parameters and the risk that investment will flow to the same locations due to expertise and capacity in bid writing, and that grid infrastructure will not keep pace

The SIX conclusions that flowed from these were:

- A huge increase of EVCPs is urgently needed to meet demand – at least five times current EVCPs by 2025 and at least 27 times more by 2040. 25% of these need to be publicly funded and need to be in the right place, at the right time to reduce unnecessary cost for both the public & private sectors.
- The East of England is very positive about stepping up the delivery of Electric Vehicle Charge Points to the numbers required by 2030 (in the order of 233 EVCPs per 100,000). In order to deliver an acceleration in activity to meet the Government's aspiration barriers need to be minimised or removed.



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- EV adoption has major implications for energy generation, the energy network and land-use planning all of which require a regional systems approach to integrate properly. Government will need to engage with energy and grid infrastructure sector, and National Infrastructure Commission, on challenges
- There are gaps within local transport authority (LTA) capacity & capability especially in best-value procurement – Government therefore needs to make a bigger investment in councils ability to get on a deliver EVCPs. This will necessitate clarity on Local Transport Plan guidance on integrating EV with other modes and the “front loading” of funding so capacity can be installed now.
- A region-wide agreed approach or template for local authority procurement of EV infrastructure would be extremely beneficial in terms of speeding up delivery
- The Government could do more to bring together the key stakeholders– national and local government, STBs (which should have a stronger role in roll-out) and the private sector – to help the process of working in partnership to resolve issues and make progress towards the adoption of a clear EVCP road map.

I would add that on this issue, central and local government are in the advantageous position of the private sector willing to spend large sums – for example Liberty Charge indicated they could invest £200 million in the East of England tomorrow – without Government subsidy. At this time of near recession, and indeed climate emergency, it does therefore seem beholden on us to work together and remove all obstacles so that investment can take place and the accelerated delivery of Electric Vehicle Charging Points can take place.

I therefore very much hope you would be willing to meet not only with myself and Co-Chair Daniel Zeichner MP but also Andrew Summers, Naomi Green, Neil Isaacson and Cllr Richard Roberts in order to discuss these issues.

Please do ask your officials to liaise with Steve Barwick, who has sent this email on my behalf, regarding a suitable date and time or if you or they have any questions.

Yours sincerely

Peter Aldous MP
Co-Chair
East of England APPG

C.C. Nick Shaw and Jonathan Green, OZEV

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