



# Committee report

Committee	<b>POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION</b>
Date	<b>7 JULY 2023</b>
Title	<b>ELECTRIC VEHICLE CHARGE-POINT INFRASTRUCTURE (EVCI) STRATEGY</b>
Report of	<b>CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE, HIGHWAYS PFI AND TRANSPORT STRATEGY</b>

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## SUMMARY

The cabinet will consider an Electric Vehicle Charge-point Infrastructure (EVCI) Strategy in September 2023. This will detail how the council will support the development of a network of public chargepoints to assist with the conversion to electric vehicles.

A draft strategy was published in February 2023 and has completed an 8-week public consultation period. This report outlines the results of the consultation and the key themes that are likely to be taken forward into an adopted strategy.

## BACKGROUND

National government has tasked councils with producing EV charging infrastructure strategies. These will respond to local need and ensure that charging infrastructure does not become a barrier to the adoption of electric vehicles by residents. The council's strategy will also consider the needs of tourists and local businesses which might need to recharge on the move.

Through an existing arrangement with Joju / Mer, a total of 32 chargepoints, each with 2 charging sockets. 18 of these sockets are on-street and 46 are in council car parks. The majority of the chargepoints are rapid (50kW) or fast (22kW) with a few standard (7kW) chargers. Joju/Mer can continue to increase the number of chargers in the 13 in car parks in which it operates with the council's permission.

The draft Electric Vehicle Charging Infrastructure (EVCI) Strategy highlighted some key principles by which the council will proceed with the further roll out of public chargepoints. These are designed to minimise cost and risk for the council, to provide convenience for users and to integrate EVs with other sustainable forms of transport:

- The council will contract with third party chargepoint operators (CPOs) to fund and manage the public chargepoint infrastructure on its land;
- The council will seek providers who will install and run charging hubs;
- For those without driveways, the council will provide charging in council car parks in the first instance;
- The council will focus on high-powered chargepoints to minimise the amount of infrastructure required;
- The council will adopt new standards for on-street charging bays to ensure safety and accessibility;
- The council will investigate the procedures and legal agreements required to permit cable gullies in streets which are not in close proximity to existing or planned chargepoints;
- The council will allow car club operators to install EV chargepoints at dedicated car club bays;
- The council will not apply a parking charge to vehicles that are using the chargepoints in council car parks until 1<sup>st</sup> January 2025;
- The council will ensure that future chargepoints installed on its land have an instant contactless card payment option.

Whilst a number of respondents to the consultation were against EVs in principle, the majority of the 68 respondents were in favour of more charging infrastructure and generally agreed with the principles outlined above. These will therefore be refined and taken forward into the final strategy.

The consultation responses did raise some interesting and important issues which will be considered further before the Strategy is finalised.

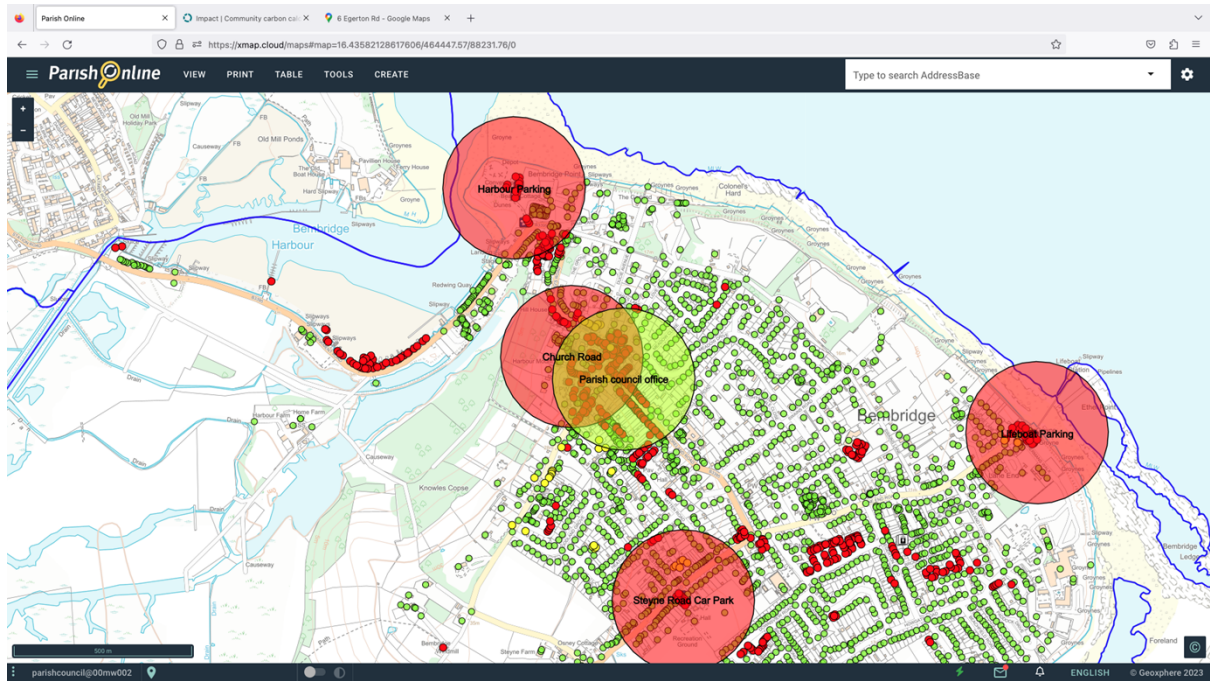
Topic	Issues
Location of on-street chargepoints	Public chargepoints are essential for those who do not have driveways and are not able, therefore, to charge at home. The council's approach is to provide residential charging in council car parks in the first instance. Those properties which are not within a radius of 200m of a car park will require on-street chargepoints and the council has commissioned a bespoke mapping system to plan this network. We will aim to locate these on quieter residential streets where they do not interfere with walking and cycling. Standards will be adopted to ensure these locations are safe and accessible. There is likely to be some resistance to the designation of dedicated charging bays, especially where parking pressure is severe; however, without charging bays residents will be reluctant to switch to an electric vehicle and unable to do so when they become mandatory. The council will dedicate one charging bay at each site initially and increase this to two only when there is demand.
Chargepoints in lighting columns	There was support for chargepoints fitted to existing lighting columns. This is most easily achieved when the lighting columns are at the front edge of the footway i.e. kerbside. The council will conduct an audit of lighting columns to see how many are in suitable locations to be retrofitted with EV charging hardware. If a sufficient number of locations can be identified that do not create the risk of additional hazards for pedestrians, the council will include the option for lighting column chargers in its next procurement
Cable gullies	In some locations, it will not be possible to provide either off-street or on-street chargepoints within a reasonable distance of people's homes. In these areas the viability of cable gullies will be considered, with a view to allowing residents to install a chargepoint at their property and run a cable safely to the vehicle. Without a solution such as this, the council is likely to face many more requests for dropped kerbs and the conversion of front gardens to driveways. In approving cable gullies, the council must consider the lifecycle of the gully, ensuring it is properly maintained and, if necessary, decommissioned, with liability being passed from one property owner to the next. If this process is not managed properly, the council could be exposed to significant financial risk. The council will explore the viability of conducting a trial of 6-10 cable gullies over the next 2 years.

Parking charges	<p>Whilst most vehicle owners would prefer there to be no parking charges, some respondents suggested there would be inequity if wealthier EV owners were not charged for parking. There will also be a tendency for EV owners to use charging bays as a means of getting free parking even when they do not need to charge their vehicle. As more parking bays are dedicated for EV charging, there is also a risk of reducing the council's income. This can be compensated for if funding is secured from the Chargepoint Operator (CPO) through a lease fee and/or revenue share. The council will guarantee not to introduce a parking fee for EV charging bays until 2025 and will monitor the situation up to then to see if the revenue received from the chargepoints is sufficient. Alternative solutions, such as free parking with a greater emphasis on penalties for overstays, can also be considered. Therefore, a clear policy will not be adopted at this time but will be in place before the end of the free parking period.</p>
Gaps in the network	<p>Respondents pointed out a number of gaps in EV provision, particularly the number planned for rural areas, in the provision for tourists and the availability of ultra-rapid charging. The Joju/Mer network had not been completed at the time of the consultation and this may have eased the situation, especially in the near term. The council will aim to tender over the next 12 months for additional chargepoint provision in up to 30 of its car parks and a similar number of on-street locations. It will also consider locations for dedicated charging hubs which can provide ultra-rapid (150kW+) charging. The total network will be a combination of chargepoints provided by the council, by private site owners (pubs, restaurants, visitor attractions etc) and by individual residents who make their home chargers available for others to use. The council will support this network development by liaising with private site owners (including filling stations) and other organisations on the long list of priority sites, understanding the needs of taxi drivers, continuing to monitor requests for on-street chargepoints and providing up to date information on grants and technological developments. It will seek to maintain dialogue with those that can provide charging facilities for visitors.</p>

The council car parks that will be put forward for the next phase of chargepoint installations are shown below:

<b>Location</b>	<b>Town</b>
Carisbrooke High Street Car Park	Newport
Appley Car Park	Ryde
Vernon Meadow Car Park	Shanklin
Lugley Street Car Park	Newport
Lind Place Car Park	Ryde
Fort Street Car Park	Sandown
Avenue Road Car Park	Freshwater
St. Martin's Car Park	Wroxall
Totland Broadway Car Park	Totland
Wheeler's Bay Car Park	Ventnor
Esplanade Gardens Car Park	Shanklin
Pier Road Car Park	Seaview
The Grove Car Park	Ventnor
Warnes Lane Car Park	Brighstone
Puckpool Park Car Park	Ryde
La Falaise Car Park	Ventnor
Yaverland Car Park	Sandown
The Heights Car Park	Sandown
Medina Campus Car Park	Newport
County Hall	Newport
Victoria Street Car Park	Ryde
Lane End Car Park	Bembridge
Landguard Road Car Park	Shanklin
Medina Avenue Car Park	Newport
Coppins Bridge Car Park (freeholder permission required)	Newport
Westridge Centre Car Park (freeholder permission required)	Ryde

Both before and during the consultation period, there has been engagement from a number of Town & Parish Councils that are interested in EVCI provision in their areas. Bembridge Parish Council, Chale Parish Council, Brighstone Parish Council, Wroxall Parish Council, Yarmouth Town Council and Wootton Bridge Parish Council have been noticeably active. Special thanks are extended to Bembridge Parish Council and Chale Parish Council which have both audited local properties to identify those that do not have off-street parking, with Bembridge PC using the Parish Online mapping system to digitally store the information and help with the planning of chargepoint locations, as shown below:



Separately from the consultation, the council has an online form for residents to request an on-street chargepoint on their street. To date, there have been 46 requests, with the location of these shown in the table below:

Town	Number of requests
Cowes	8
Ryde	5
Sandown	5
East Cowes	4
Yarmouth	4
Bembridge	3
Brading	3
Lake	3
Newport	2
Seaview	2
Freshwater	1
Havenstreet	1
Rookley	1
Shanklin	1
Shorwell	1
Ventnor	1
Wroxall	1

These requests will be used to prioritise the locations of the next phase of on-street chargers.

Delivery of the EVCI Strategy will be supported by Local Electric Vehicle Infrastructure (LEVI) grants from the government. The council has been indicatively allocated £1.6m of capital funding to support the installation of charging infrastructure and £315,000 of revenue funding for the staff team and external support required. This is ringfenced funding designed to ensure that the council can both extend the public charging network ahead of demand and build the internal capability to oversee the delivery of the infrastructure and manage the network development. The council has provided spending plans for the revenue funding and awaits approval from the Department for Transport. This funding will enable the council to develop a bid for the capital funds.

#### APPENDICES ATTACHED

1. Electric Vehicle Charging Infrastructure Strategy, draft for consultation, February 2023.
2. Consultation Report

#### BACKGROUND PAPERS

HM Government – “Taking Charge: The electric vehicle infrastructure strategy (March 2022) - [Taking charge: the electric vehicle infrastructure strategy \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/111422/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf)

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