



Economy, Transport & Environment Select Committee

Update on Electric Vehicle Charging

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18 July 2022



Hampshire
County Council



Agenda Item 7

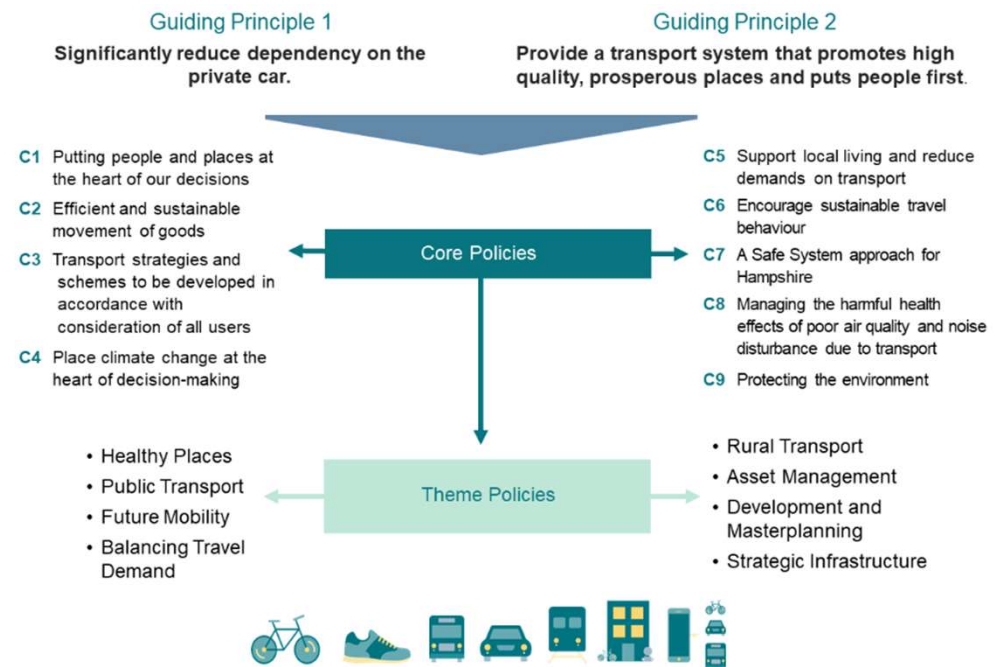
Introduction



- Local Transport Plan update
- Pilot scheme update
- Future electric vehicle chargepoint schemes
- HM Government: Taking Charge Report
- Introduction to LEVI Funding
- Discussion considerations

Local Transport Plan

- Consultation closed 26 June
- Analysis underway – to be reported after the Summer
- New Govt Guidance on LTPs due later this year may delay our local process for finalising/adopting LTP4
- Draft Policy FM2 of particular relevance
- Mobility Hubs (urban and rural locations – FM1, C5 and RT1)
- EVs (and ZEVs) are an essential part of the solution – but not the whole solution



Draft Policy FM2

Policy FM2 – Accelerate the transition to low and zero emission vehicle use

We will:

- a) **lead by example and adopt electric vehicle (EV) or other zero emission vehicle (ZEV) technology** to reduce the environmental impact of our day-to-day Council operations;
- b) act as lead coordinator for a strategic Hampshire-wide approach to **EV charging provision**, working closely with the district and borough councils;
- c) work with local authority partners, private enterprise and workplaces to encourage **third party provision of EV charge points**, including supporting access to Central Government grants;
- d) encourage residents, businesses and public transport operators to **transition to zero emission vehicles**, by providing information on the benefits and practicalities of EV/ZEV use, and by seeking funding and opportunities for public transport operators (see Section 7.2, Public Transport, Policy PT1) and the freight sector (see Chapter 6, Core Policy C2);
- e) **support residents without off-street parking** to charge EVs near to their home, in a safe manner which does not impede those walking or cycling in the vicinity.

Implementation of Policy FM2 will be supported by:

- continuing to expand **Hampshire County Council's fleet of electric vehicles**;
- continuing to expand the **provision of charging points** (including dedicated parking spaces) at Council-owned locations, using the Central Southern Regional Framework for Electric Vehicle Charging Infrastructure to roll out a uniform network of chargers across Hampshire and the southern region. In particular, we will review strategically located Council-owned **land adjacent to roads of importance** for potential installation of rapid EV charge points for public use;
- publishing and maintaining an **Electric Vehicle Chargepoint Strategy** to provide consistent and up to date guidance on our approach;
- gathering information directly from residents on the **preferred location for chargepoints**, to ensure that investment is targeted around local need;
- undertaking and monitoring/evaluating **pilot schemes** for on-street electric vehicle charging **for residents without off-street parking**. This will better inform the County Council's strategy for future schemes across the county, subject to funding;

- working in partnership with the district and borough councils to identify key locations where chargepoints can be installed to **facilitate the usage of EVs by taxi operators**;
- responding flexibly to **fast-paced developments** within the EV sector to ensure that charging infrastructure in Hampshire is of a high standard;
- encouraging the district and borough councils to provide **electric bike charging facilities** within their public car parks alongside their EV infrastructure. The County Council will explore installing electric bike charging facilities at appropriate locations on Council-owned land.

See also Public Transport, Policy PT1 (funding and opportunities for public transport operators to transition to zero emission vehicles) and Core Policy C2 (taking a leadership role in supporting research and trials to develop solutions for low carbon HGVs).



Mobility hubs

Mobility hub - A high quality, accessible space bringing together access to different modes of transport e.g. bus, walking, cycling and e-scooter rental and to other activities and services.



Example of a mobility hub (Mobility Hubs Guidance, Como UK)

Regional 'Decarbonisation'

EV Infrastructure Strategy – Work Packages

Work Package 1 – Stakeholder Engagement (Engage with key stakeholders to establish meaningful relationships to develop and implement the strategy)

Work Package 2 – Policy & Operational Context (Establish current policy, operational trends and challenges)

Work Package 3 – Establish Baseline (Establish current levels of EV vehicle uptake, chargepoint provision and electricity supply)

Work Package 4 – Forecasting (Forecast future levels of EV vehicle uptake, charge point provision and electricity supply under different future scenarios)

Work Package 5 – Vehicle Fleet Forecasting Methodology Development
(Production of a methodology to develop forecasts of EV infrastructure demand from vehicle fleets)

Work Package 6 – Strategy Development and Action Plan (Production of an EV Infrastructure Strategy document and associated Action Plan)

Drivers for change



- Government - mass electrification and increased EV charging provision
- Hampshire County Council – accelerate the transition to low and zero emission vehicles
- Residents - equality to achieve preference for home charging

How do we support policy drive to increase EV charging provision, especially for drivers without access to off-street parking?

On-street pilot schemes



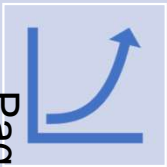
- 50 chargepoints have been installed in Eastleigh and Winchester supported by OZEV ORCS grant
- 22 streetlighting chargepoints in Hyde, Winchester (three contactless payment)
- 24 bollard chargepoints and 4 streetlighting chargepoints in Eastleigh
- Operated and maintained by Joju Solar
- In place since April 2021



On-street pilot scheme – first year findings



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Electricity supplied increased by 4.5x in the first year



Supplied approx. 45,000 miles, and reduced tailpipe emissions by 12.53 tonnes (CO₂e)



No difference in usage between bollard and column chargers



Installation had no impact on parking availability in the trial areas

Future EVCP schemes



- Clifton Terrace near Basingstoke Railway Station – 50kW Rapid charger. Installation date end July 2022
- Durngate Car Park, Winchester – two dual 22kW Fast chargers to be installed.
- Work is being undertaken with Winchester City Council to consult on EV only TRO bays in Winchester
- With help from Basingstoke and Deane Borough Council officers a bid is being prepared for ORCS funding for up to 78 on-street chargepoints in Basingstoke
- With help from Rushmoor Borough Council officers a bid is being prepared for ORCS funding for up to 40 on-street chargepoints in Rushmoor

HM Government: Taking charge report



- There are around 29,600 public chargepoints in the UK.
- By 2030, HMG expect there to be around 300,000 public chargepoints as a minimum.
- HMG's vision is that everyone can access reliable public chargepoints wherever they live. The expectation is that there will be a market-led rollout for the majority of CPs.
- HMG considers the pace of rollout is too slow. This is particularly true for local, low power, on-street charging which is crucial for drivers without driveways.
- Support will be provided to LAs to ensure they have the resource and expertise needed to address their specific local challenges and plan accordingly.
- On-street Residential Chargepoint Scheme (ORCS) £20m in 2022/23.
- Local EV Infrastructure Fund (LEVI Fund).
- Publish the response to the Future of Transport Regulatory Review proposals that were consulted on in 2021. Summer 2022



Taking charge: the electric vehicle infrastructure strategy



LEVI Funding



- £10m Local EV Infrastructure (LEVI) pilot project launched in Spring 2022.
- Invest at least a further £500m to support LAs to plan and deliver local public charging infrastructure. Includes up to £50m to fund the staff needed to do this work, and the supporting knowledge and tools to help them to work out their specific local challenges and plan accordingly timeframe - 2022-2025.

The aims of the LEVI fund are to:

- Help enable strategic local provision of public EV infrastructure ahead of need and promote an equitable EV charging experience for those without off-street parking.
- Leverage additional private sector investment and promote sustainable and innovative business models to enable the delivery of local chargepoint projects that would not occur in the near-term without public support.
- Councils will need to increase private investment in EV charging projects, in line with government vision.

Key points for discussion



- Do Members agree with the broad direction of LTP Draft Policy FM2 that aims to accelerate the transition to low and zero emission vehicle use?
- Do you agree with Government that the pace of EV chargepoint rollout is too slow?
- Is it important that Hampshire plays a key role in planning and facilitating EV chargepoints?
- If so, where does EV charging rank in the order of priorities for the County Council at a time of reducing resources and escalating costs across core service areas?