

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Hampshire 2050 and Corporate Services
Date:	24 October 2024
Title:	Electric Vehicle Charging Infrastructure Strategy
Report From:	Director of Hampshire 2050

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Purpose of this Report

1. The purpose of this report is to provide an overview of the current status of electric vehicle charging infrastructure in Hampshire, and the need for an Electric Vehicle Charging Infrastructure Strategy to support the use of electric vehicles across the county.

Recommendation

2. That the Executive Member for Hampshire 2050 and Corporate Services approves the draft Electric Vehicle Charging Infrastructure Strategy.

Executive Summary

3. This paper seeks to provide an update on the need for Hampshire County Council to implement an electric vehicle charging infrastructure (EVCI) strategy to support the county's carbon reduction targets and to align with the requirements of central government guidance and Hampshire's own Local Transport Plan 4.
4. Achieving carbon reduction targets in Hampshire will require residents, visitors and businesses to consider how they make everyday journeys, selecting the most appropriate mode of travel for each trip. To enable this modal shift, Hampshire County Council has an important role in coordinating the delivery of infrastructure, such as safe and direct cycling infrastructure, reliable public transport services and electric vehicle charging infrastructure (EVCI) that is well located and easy to use.
5. The development of an Electric Vehicle Infrastructure Charging Strategy will support the latter, ensuring that Hampshire County Council's strategic approach to EVCI is understood by developers, private sector suppliers and funding bodies. The County Council's role is not to provide charge point infrastructure. It is simply to create the right enabling local framework to facilitate the private sector to invest in infrastructure. The allocated LEVI funding of £6.662M from government will enable Hampshire to pump prime private investment and

stimulate the private sector to invest. Beyond this Hampshire's role will be to ensure that the deployment of electric vehicle charging infrastructure complements the objectives in our local transport plan, and meets the criteria set out by the Department for Transport. To that end the County is also developing technical standards to guide the implementation of electric vehicle charge points.

6. The EVCI strategy supports the application Hampshire has made for its £6.662M allocation of Local Electric Vehicle Infrastructure (LEVI) funding, which is administered by central government's Office for Zero Emission Vehicles (OZEV). This funding seeks to deliver against the following objectives:
 - deliver a step-change in the deployment of local, primarily low power, on-street charging infrastructure across England
 - accelerate the commercialisation of, and investment in, the local charging infrastructure sector
7. A dedicated team has been established within the Universal Services directorate who were responsible for the development and submission of the application for the County's allocation of the LEVI fund and will be coordinating the delivery of on-street EVCI. The application was submitted on 19 July 2024. The work of this team is supported by the EVCI strategy and their role in enabling the concessionaires to deliver EVCI across the county.

Contextual information

National Policy and Strategy

8. In July 2021 the Government published its transport decarbonisation plan "Decarbonising transport; a better, greener Britain" (Department for Transport, 2021). This guidance establishes the strategic objectives and commitments the government of the time considered should be undertaken to cut carbon emissions from transport. The guidance stressed the importance of accelerating modal shift to public transport and active travel as being a top priority, with increased EV use as a smaller part of the carbon reduction picture.
9. In November 2020, then Prime Minister Boris Johnson announced the phasing out of new fully petrol or diesel car and vans by 2030. as outlined in "Taking Charge: the electric vehicle infrastructure strategy" (Department for Transport, 2022). This policy paper sets out how the sale of new petrol and diesel car and vans would be phased out by 2030, with all new cars and vans being required to be fully zero emission at the tailpipe by 2035. In September 2023, the Prime Minister revised the date for phasing out the sale of petrol and diesel cars and vans to 2035.
10. To support the transition to Electric Vehicles EVs, local councils have been asked to develop EV charging strategies and scale up the rollout of publicly accessible charging points on local streets. The strategies developed by councils will be supported by regulation and guidance from national government, and the work of the private sector in delivering charging infrastructure.

11. Since the new Government was formed in July 2024 there have been no new policy or strategies relating to EVs produced. However, the 2024 Labour party manifesto pledged to restore the phase-out date to 2030 “for new cars with internal combustion engines”.
12. Shortly after the new Government was formed the Transport Secretary set out five strategic priorities, as set out below:
 - improving performance on the railways and driving forward rail reform
 - improving bus services and growing usage across the country
 - transforming infrastructure to work for the whole country, promoting social mobility and tackling regional inequality
 - delivering greener transport
 - better integrating transport networks

Hampshire County Council Climate Change Strategy 2020-2025

13. In summer 2019 Hampshire County Council declared a Climate Emergency. In line with National Government, Hampshire County Council set a target to be carbon neutral by 2050. The County Council also set a target to build resilience to the impacts of a two-degree Celsius rise in temperature. These targets recognise Hampshire County Council’s role in ensuring that it can deliver its services in the future, but also that the county’s infrastructure, environment and communities are prepared for climate change too.
14. Hampshire County Council’s Climate Change Strategy 2020-2025 sets out how the Carbon Management Hierarchy will be applied by the County Council’s approach to meeting its emissions targets. Emissions from transport (excluding rail and domestic aviation) were responsible for around 37% of Hampshire’s carbon emissions in 2019, therefore reducing emissions from transport is highlighted as a priority in the strategy. The strategy supports working with partners and communities to ultimately reduce the need to travel, increase the use of active travel modes and public transport, alongside supporting and promoting the electrification of the vehicle fleet.

Hampshire Economic Strategy

15. The Hampshire Economic Strategy was approved in January 2023 and sets the overarching framework for economic development in Hampshire, led by the County Council and its partners. The strategy considers the levers that can be used to ensure the future economic prosperity of the county, looking broadly at sustainable development outcomes.
16. The strategy uses a six capital model to measure wealth across the county that goes beyond traditional measures such as GDP. The six capitals are: institutional, social, knowledge, natural, human and physical. The EVCI strategy will support the Hampshire Economic Strategy in strengthening the county’s physical capital by enabling opportunities for provision of new and innovative infrastructure.
17. The Economic Strategy also discusses the levers that are available to support growing the six areas of capital, these are: assets, policies, programmes and

funding and partnerships. The EVCI strategy makes use of the policy lever to direct investment in EVCI across the county under its function as Highways Authority. The County Council has also made use of the programmes and funding lever through the submission of the application for its £6.662m allocation of the LEVI fund, which will stimulate economic activity in the county in relation to EVCI provision. The partnerships lever will also be important for delivery of Hampshire's EVCI Strategy, given that the County Council's role is one of coordination and enabling, and is not responsible directly for delivery of infrastructure or ongoing operation of EVCI assets.

Hampshire Public Health Strategy 2023-2026

18. The Public Health Strategy provides direction on the County Council's role in improving health and tackling health inequalities. The strategy has two ambitions at its core:
- To increase the number of years Hampshire residents can expect to live in good health
 - To reduce the unfair gap in healthy life years between the most and least healthy
19. The EVCI Strategy will support the achievement of these ambitions by supporting the uptake in use of zero emission vehicles in the county, and the reduction in traditionally fuelled vehicles. Zero Emission Vehicles (ZEVs) produce fewer pollutants that are harmful to human health, such as oxides of nitrogen and particulate matter. This is identified within the Transport and Climate Change area of focus of the Public Health Strategy which notes that a good transport system is essential for good health, noting that a shared health, environment and transport agenda should be delivered, focusing on air quality.

Hampshire Local Transport Plan 4

20. In February 2024 Hampshire County Council approved its new transport strategy; Local Transport Plan 4 (LTP4). This strategy represented a step-change in the way transport in the county is considered, with a move away from planning for vehicles and instead planning for people. LTP4 is underpinned by an overarching vision to deliver a carbon neutral, resilient and inclusive transport system designed around and with people.
21. Hampshire's Local Transport Plan 4 (LTP4) sets the vision for the future of transport and travel for 2050:
22. "A carbon neutral, resilient and inclusive transport system designed around people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique environment"
23. The vision for LTP4 is supported by eight outcomes, grouped into eight themes that define what Hampshire County Council is seeking to achieve and providing a focus for progressing the right transport and travel solutions for the county. Under the theme of "a carbon neutral, resilient Hampshire" the county

council is seeking to reduce transport related carbon emission to net zero (neutrality) by 2050.

24. To reduce Hampshire's carbon emissions from transport to 'net-zero' by 2050 there will need to be a rapid increase in the uptake of electric vehicles, coupled with a reduction in total vehicle kilometres travelled. The development of an Electric Vehicle Charging Infrastructure strategy will assist in facilitating the former. However, the evidence supporting LTP4 is clear that the uptake of electric vehicles and other alternative fuelled vehicles will not be sufficient in achieving the carbon reduction challenge without a significant reduction in journeys made by car. There needs to be around a 10% reduction in car use (vehicle kilometres) in Hampshire by 2030, from 2019 levels, to stay on-track for meeting climate change targets.

Proposed LEVCI Strategy

Current Availability of EVCI in Hampshire

25. As of July 2024 there were 903 publicly available EV charging points (all speeds) in Hampshire (Office for National Statistics, 2024). Winchester district has the highest number of charging points (169) and Fareham has the lowest (31). The availability of EV charging points in Hampshire equates to 63.7 charging points per 100,000 population as an average across the county, which is much lower than the England average of 97.4. The availability of EV charging points does however vary significantly across the county. In Fareham there are just 27.1 charging points per 100,00 of population, whereas in Winchester there are 129.7 (ONS, 2024).

Current Ownership of EVs in Hampshire

26. As of March 2023, there were 887,700 cars registered to owners in Hampshire, of these around 26,000 or 2.9% were electric vehicles. The number of EVs owned in Hampshire has continued to rise in recent years, from around 5,000 vehicles registered in the county in 2020. As is the case for EVCI, ownership of EVs varies across the county, with 2023 data showing the highest number of privately owned licensed battery electric cars in Basingstoke & Deane Borough (1,256), followed by Winchester District (1,250). The areas of Hampshire with the lowest number of battery electric cars were Gosport Borough (235), followed by Rushmoor Borough (310) (ONS, 2023).

Projected Future Demand in Hampshire

27. According to the National EV Insight Strategy (NEVIS), under a "medium uptake" scenario there are expected to be 389,100 battery EVs registered in Hampshire by 2030, rising to 732,800 by 2035. Based on this scenario there would need to be a large increase in the number of EV charging points available in Hampshire by 2030; NEVIS projects around 14,500 (Insights Toolkit, NEVIS, 2023).

Hampshire County Council's Role

28. As the Local Highway Authority, Hampshire County Council has an important role in setting the strategic direction in relation to EVCI and how this can support the County Council's wider strategic aims. It is recognised that delivery of EVCI in the county will be reliant on the private sector, however without strategic

oversight from the County Council, infrastructure may not be delivered in the right place, where our communities need it. The County Council's role is also limited to coordination and guidance, given that it is not a local Planning Authority and is not responsible for the distribution or supply of electricity to power the EVCI.

Vision for the EVCI Strategy

29. To support the LTP4 vision and enable everyone in Hampshire have choices for their journey an EV strategy is needed to set out what we would like the charging network to look like in the future and how the infrastructure needed could support delivery the following vision:

“Enabling everyone in Hampshire to use the right mode of travel for their journey, by supporting development of an accessible, appropriate and resilient network of EV charging infrastructure to meet the expected demand in EV usage across the county”

Supporting Principles for the EVCI Strategy

30. Given the scale of EVCI that will be required by 2030 it is important that charging infrastructure does not negatively impact on the county council's wider strategic objectives and the quality of the environment in Hampshire. Therefore, the following general principles will guide the way that EVCI provision will be approached in Hampshire:

- we want to enable charging points in the places that people need them, but not in locations that encourage additional car use, in line with the policies set out within the Hampshire Local Transport Plan 4
- we will focus on areas where residents cannot make the switch to EV without access to a public charging network, but we want to ensure a good geographical spread across the county
- we are committed to ensuring that funding from central government is used appropriately to meet the EVCI needs of Hampshire residents, where costs to Hampshire County Council can be fully recovered
- we will ensure any charging points we enable are easily accessible and, where the primary user will be the general public, these will be available 24 hours a day. They should be complementary to, and not in direct competition to others already operating in the area
- we will look to engage with private charging point network providers to encourage them to invest in charging infrastructure within the County and to ensure any additional publicly accessible charging infrastructure is complimentary to existing privately owned charging points, and accessible to all
- our initial efforts will focus in areas where we predict there will be more charging points required, as set out in the deployment plan supporting the LEVI application. The initial priority areas will be along strategic road networks and those suburban areas where there is no access to off road parking, where uptake trends are fastest and where there are more

commuter journeys happening. (Any individual sites will be subject to feasibility investigations)

- Hampshire residents will have the opportunity to suggest suitable specific sites for charging points to be installed, that will then be considered and prioritised by the County Council
- individual sites will be subject to feasibility investigations including an assessment of local grid capacity.

31. Given the unique geography of Hampshire and the mixture of urban and rural settlements, the EVCI strategy acknowledges that there is not a one size fits all approach to mobility for the county's residents, visitors and businesses, and nor is there a single approach to the provision of EVCI for the county. Instead, the strategy proposes a number of approaches to EVCI provision, as set out below:

- residential charging - serving residents primarily for overnight charging. Addresses lack of public charging concerns. In areas where parking is already restricted for residents only, these parking restrictions will apply equally to the EV bays. On-street charging points should not be considered the personal charging point of any individual but will be an asset for the community to access. To support this, where practical the bay will not be located outside one particular property, but in the best location to serve an entire street
- community hub charging – located in off-street car parks in urban/suburban areas and in village hall car parks in village and rural areas to provide mid-journey charging opportunities, or in rural areas, where it is not practicable to provide on-street charge points due to the lack of suitable street lighting infrastructure. These would serve all EV users, providing a suitable mix of slow, fast and rapid chargers as appropriate to demand to meet different needs. These would be convenient to as many users as possible. This approach addresses a lack of public charging and range anxiety concerns. It might also sit well with new model of vehicle ownership such as shared ownership or rental which support the LTP requirement to encourage alternative modes whilst recognising the car will always be the best mode for some journeys
- destination (top up) charging – which would be in locations such as central car parks, visitor attractions, railway stations, leisure centres and shopping centres, serving all EV users, providing top up charging over a few hours. This would address a lack of public charging and range anxiety concerns. There would also be a need for charging points at hotels and overnight accommodation locations where guests will want to charge overnight ready to continue their journeys or to make their return journey.

Next Steps

32. If approved, the EVCI will be used as the basis for guiding the approach to the delivery of EV charging infrastructure in Hampshire.

Finance

33. Development of the Electric Vehicle Charging Infrastructure Strategy has been funded through Integrated Transport's core revenue budget as part of our function as a Highway Authority.
34. Hampshire's allocation from the LEVI fund is a subsidy that will pump prime the rollout, and that capital investment from the concessionaire will deliver the numbers of EVCP detailed in the contract. For on-street EVCP, the ongoing operational and maintenance costs of the EVCP infrastructure will be covered by the concessionaire.
35. The EVCI Strategy also encourages working with partners and third parties to support them in delivery and running EVCI, at their own cost, in line with Hampshire's strategy.

Performance

36. The update of EVs across Hampshire and the delivery of EVCI will be monitored as part of the monitoring framework outlined in Chapter 8 of LTP4.
37. Monitoring activity will also be undertaken as part of the governance arrangements for the LEVI fund, assuming that the application for funding is successful.

Consultation and Equalities

38. This decision seeks approval for a strategy document and does not have a direct impact on residents at this stage. Therefore, it has been assessed as having a neutral impact on groups with protected characteristics.
39. However, as the strategy is delivered the roll out of infrastructure will deliver positive benefits for residents and road users, including those with protected characteristics. The Strategy will support a wider range of mobility options for those from all protected groups, and provisions within the strategy relating to the siting of infrastructure ensures that it will not be located in a way that causes an obstruction to those with physical or visual impairments or temporary incumbrance such as a buggy or push chair. The issue of rurality is addressed in the strategy, with a specific approach outlined for enabling access to EVCI for residents and businesses in rural parts of Hampshire.
40. The future charging infrastructure will target areas where off-street parking (and therefore the scope for off-street charging) is not available, which will improve access overall.

Climate Change Impact Assessments

41. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by

2050. This process ensures that climate change considerations are built into everything the Authority does.

42. The preparation and approval of the Electric Vehicle Charging Infrastructure Strategy will not, in itself, have any discernible impact on climate change until any scheme are delivered. The climate change impacts of these schemes will be assessed at the appropriate time in the scheme development process. In due course the delivery of EVCI will contribute to achieving carbon reduction targets.

Climate Change Adaptation

43. The climate change adaptation tool was not applicable to this report because the decision relates to a number of possible individual projects, which are subject to assessment individually at the point at which they come forward. The document itself is strategic in nature and therefore doesn't have a direct impact on climate change.

Carbon Mitigation

44. The climate change impact of this strategy is considered in detail in the Carbon Evidence Base that supports LTP4. This can be found at: <https://www.hants.gov.uk/transport/localtransportplan/supportingdocumentation>
45. This evidence base summarises that introduction of charging supports the roll out of electric vehicles, and therefore potentially supports the overall aim of carbon reduction. However, it is not possible to quantify the impact, in large part because the means of power production significantly impacts on the level of carbon reduction (i.e. how much of the power production is carbon generating, where it is generated using fossil fuels). It is also important to recognise that the production process for electric vehicles and their batteries has a negative up front carbon impact, which will only be offset during the lifetime of the vehicle.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment

This decision seeks approval for a strategy document and does not have a direct impact on residents at this stage. Therefore, it has been assessed as having a neutral impact on groups with protected characteristics.

However, as the strategy is delivered the roll out of infrastructure will deliver positive benefits for residents and road users, including those with protected characteristics. The Strategy will support a wider range of mobility options for those from all protected groups, and provisions within the strategy relating to the siting of infrastructure ensures that it will not be located in a way that causes an obstruction to those with physical or visual impairments or temporary incumbrance such as a buggy or push chair. The issue of rurality is addressed in the strategy, with a specific approach outlined for enabling access to EVCI for residents and businesses in rural parts of Hampshire.

The future charging infrastructure will target areas where off-street parking (and therefore the scope for off-street charging) is not available, which will improve access overall.