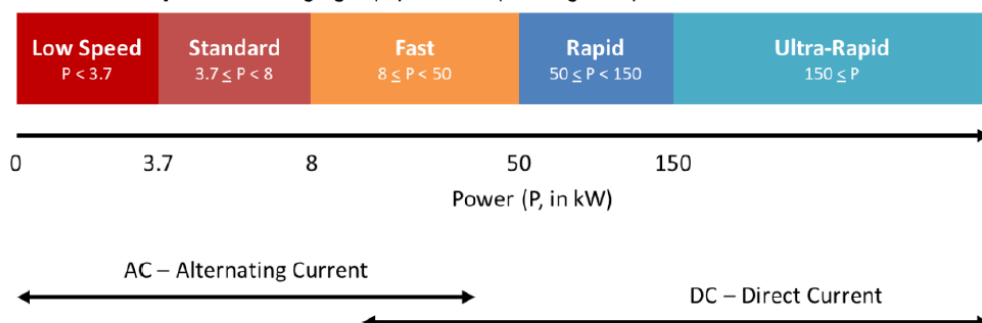


Report subject	<b>BCP Public Electric Vehicle Infrastructure Strategy (PEVIS) and Local Electric Vehicle Infrastructure (LEVI) grant</b>
Meeting date	13 December 2023
Status	Public Report
Executive summary	<p>The purpose of this report is to present the outputs from public engagement for a BCP Public Electric Vehicle Infrastructure Strategy (PEVIS) to 2030 and to seek approval to adopt it.</p> <p>The BCP PEVIS has been developed in line with the guidance for the Department for Transport (DfT) Office for Zero Emission Vehicles (OZEV) Local Electric Vehicle Infrastructure (LEVI) fund. The council has been indicatively allocated £1.447m of LEVI funding subject to successful submission of a full business case that should include a PEVIS.</p> <p>The report also seeks approval to accept the LEVI grant (subject to award) and to invest it in accordance with the BCP PEVIS which aims to increase accessibility to electric vehicle (EV) chargers in residential areas. The purpose of seeking approval to accept the grant before final award is to accelerate delivery if/when the LEVI award is confirmed which is expected to be in January 2024.</p> <p>The BCP PEVIS is aligned with the emerging new Corporate Strategy and the Council Climate Action Strategy 2023 to 2028.</p>
Recommendations	<p><b>That Cabinet recommends to Council that it:</b></p> <ul style="list-style-type: none"> <li><b>(a) adopts the BCP Public Electric Vehicle Infrastructure (PEVIS) Strategy to 2030</b></li> <li><b>(b) accepts the £1.447m Local Electric Vehicle Infrastructure (LEVI) capital funding from the Department for Transport Office for Zero Emission Vehicles (subject to confirmation of award)</b></li> <li><b>(c) delegates delivery of the LEVI programme to the Service Director for Infrastructure in consultation with the Portfolio Holder for Climate Response, Environment and Energy.</b></li> </ul>
Reason for recommendations	The investment of the LEVI funding (subject to confirmation) in accordance with the PEVIS Strategy would be aligned with the

	Council's emerging new Corporate Strategy and the Climate Action Strategy 2023 to 2028.
Portfolio Holder(s):	Councillor Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy
Corporate Director	Jess Gibbons, Chief Operations Officer
Report Authors	Julian McLaughlin, Service Director for Infrastructure Richard Pincroft, Head of Transport and Sustainable Travel John McVey, Sustainable Transport Policy Manager Richard Wintrip, Senior Transport Officer
Wards	Council-wide
Classification	For Decision

## Background

- In accordance with the UK government's Electric Vehicle (EV) charging strategy, '[Taking charge: the electric vehicle infrastructure strategy](#)', the Council has developed a BCP Council Public Electric Vehicle Infrastructure Strategy (PEVIS). This sets out the Council's vision and action plan for the rollout of public electric vehicle charging infrastructure within the conurbation up to 2030. The key objective of the strategy is to work towards decarbonising the transport sector. In BCP council area in 2020, Transport was responsible for 33 percent of carbon dioxide (CO<sub>2</sub>) emissions, an estimated 390 kilotons of CO<sub>2</sub> equivalent.
- EV Chargers are categorised as follows:
  - Low Speed** – for charging equipment dispensing at a maximum power of up to 3.7 kW.
  - Standard** – for charging equipment dispensing at a power of greater than or equal to 3.7 kW, but less than 8 kW.
  - Fast** – for charging equipment dispensing at a power of 8 kW and above, but less than 50 kW.
  - Rapid** – for charging equipment dispensing at a power of 50 kW and above, but less than 150 kW.
  - Ultra-Rapid** – for charging equipment dispensing at a power of 150 kW and above.



Charge times for vehicles (varies based on size and type of use of vehicle) using the respective charger types are broadly as follows:

Low Speed = 8 hours plus

Standard = 4 to 8 hours

Fast = up to 4 hours

Rapid = 40 minutes to 1 hour

Ultra-rapid = 30 minutes (200 miles)

### **Current public EV charging provision in the BCP Council area**

3. The council is currently undertaking an installation programme of supplier funded fast and rapid EV charge points (EVCPs) in its car parks (up to 65 sites). The delivery of the programme is progressing well, with 23 new sites delivered and operational. In addition, 12 legacy EV sites have been upgraded with new rapid charging units, through a contract with JoJu. This is in addition to publicly available charge points on private land e.g., supermarkets, public houses etc.
4. There are currently 53 operational EVCPs, providing 48 rapid sockets/bays and 54 fast sockets/bays within the area. The installation programme has expanded the network of publicly available EVCPs. Statistics from the DfT, show an increase from 88 units in April 2022 (at commencement of contract), to 133 units by July 2023. This is the equivalent of 33.2 charging devices per 100,000 population and compares favourably with other areas in the region e.g., City of Bristol has 31.6 charge points per 100,000 of population.
5. The remaining sites in the Phase 1 programme will continue to be delivered over the coming months and work on a contracted follow-on phase is also underway (all fast and rapid chargers). The experience of working with the current Service Provider has been positive. Customer experience has significantly improved due to better reliability as well as network growth. This has benefited both residents and visitors.

### **Local Electric Vehicle Infrastructure (LEVI) funding**

6. The government has launched the LEVI fund to support local authorities in England to work with the EVCP industry, to improve the roll out and commercialisation of primarily low-powered local charging infrastructure to support residents without off-street parking. It is estimated that between a quarter and a third of residential properties do not have off-street parking and need to access publicly available EVCPs to run an electric vehicle. The LEVI fund would subsidise the capital cost of the installation of EVCPs (fast and rapid) where they are not currently commercially viable due to grid connection costs for example. The Council is contacted approximately twice a month by residents without off-street parking requesting a charging facility.
7. BCP Council has been provisionally allocated LEVI funding of **£1.447m** capital and has a confirmed **£373k** of capability (revenue). The purpose of the LEVI Fund is to accelerate delivery of local charge points, to enable more residents to switch to EVs, and in particular to support those without off-street parking. The capability (revenue) element is to enable authorities to resource the planning and delivery of charging infrastructure and the capital funding is for EVCP purchase and installation.
8. While the LEVI grant provides an opportunity to significantly improve access to EVCPs, the Council will continue to work post LEVI project delivery, to fill remaining

gaps in the public EVCI network, focussing on areas with a high reliance on on-street parking.

### LEVI fund application timeline

9. The LEVI fund application is a 3-stage process as described in Table 1.

Table 1 – LEVI fund application stages and key dates

Stage	Objective	Deadline	Outcome
1. Expression of Interest (EOI)	To demonstrate ambition, the council requested funding in the 2023/24 financial year as a tranche one Local Authority.	26/05/2023	BCP Council was subsequently confirmed as a Tranche 1 authority in August 2023 by DfT OZEV and therefore eligible to proceed with the development of a full business case to secure the £1.447m allocated to it.
2. Submit full funding application	As a Tranche one authority the council must complete and submit a full LEVI Capital fund application and draft tender documentation.	30/11/2023	Pending review by DfT OZEV in January 2024 (if successful) then 90% of the funding would be released for the Council to deliver EV infrastructure in accordance with the BCP PEVIS.
3. Contract review	To assess whether the commercial arrangement between the local authority and private sector partner meets the fund criteria	30/09/2024	The final 10% of funding released upon confirmation of a satisfactory review by DfT OZEV

### Procurement

10. The DfT OZEV has advised that it would confirm the outcome of the LEVI stage two applications between December 2023 and March 2024 (it is aiming for January 2024). If successful, the council would receive 90% of the funding at this point. A competitive procurement exercise to appoint an EV Service Provider(s) through a concession contract model would follow in early in 2024.
11. The procurement strategy would see BCP Council use the LEVI funding as a capital investment to cover costs associated with providing site electrical connections and to provide and install EVCPs at locations which are not currently commercially viable/deliverable without subsidy support. This model will allow the Council to retain some control over the quality of service and/or location of the EVI by having an active role in contract management and performance monitoring of the service provider.
12. The risk and responsibility associated with installation, maintenance, operations, and asset utilisation lies with the service provider who finances the capital and replacement costs of the charging infrastructure. The DfT OZEV has provided a clear instruction to Local Authorities that it expects a competitive procurement

exercise to achieve a minimum 50% funding contribution from the appointed Service Provider(s).

13. The concession contract will include a profit share arrangement that will generate a revenue stream to the Council. This is estimated to be worth £10k per annum (based on the current Council EV concession contract with JoJu).

## **Project Delivery**

14. Subject to the successful award of a concession-based contract, the winning supplier will be expected to commence delivery of the council LEVI project in April 2024.

## **Draft Public Electric Vehicle Infrastructure Strategy**

15. There is an expectation for the council to either have an Electric Vehicle Infrastructure Strategy in place or be working towards one at the full business case submission stage (by end of November 2023). To ensure compliance with this requirement the Council has developed the BCP PEVIS (Appendix 1).
16. The BCP PEVIS can be summarised as follows:
  - A short-term strategy (2024 to 2030) which aims to improve public EV charge point consumer experience and to accelerate the roll out of public local charging infrastructure, with a target focus on residents without access to off-street parking.
  - A plan for how the Council can contribute to removing 'barriers' for the public to transition to EVs quicker, and to contribute to achieving local and national net-zero carbon targets by 2050.
  - Identifies the demand for public EVCI in the local area up to 2030.
  - Identifies the forecast provision of public EVCI required, in order to meet the demand up to 2030.
  - A focus on key delivery areas e.g., destination charging; residential charging; mobility hubs; opportunities related to upgrading the BCP Car Club to EV and expanding the network; and the promotion of community EV charging infrastructure (whereby electric car drivers can access EV charge points by borrowing them from others while they are not in use).
  - No charging infrastructure will be considered on residential streets, to avoid causing pavement obstructions that could discourage walking and cycling, as well as creating accessibility issues.
  - A moderate increase in the provision of other publicly available charge points, for example those provided by supermarkets is expected in the short term, this has been factored into the PEVIS when recommending locations that could be supported/delivered as part of the LEVI funded programme.
17. To inform the BCP PEVIS, a public consultation was undertaken for 6 weeks from Monday 21 August to Sunday 1 October 2023. A summary consultation report is attached (Appendix 2). The headline outcomes from the Consultation were as follows:

- **366** respondents completed the consultation questionnaire, with **192** suggested locations for Public EV charging points and **63** suggested locations for E-car club vehicles.
  - **51%** of responses confirmed their household had access to an EV (Electric Vehicle) or plug-in hybrid.
  - **32%** of those who had access to an EV, did not have access to EV charging point at home.
  - **15%** of respondents who did not currently have access to an EV, are planning to transition to an EV within the next two years. **35%** plan to transition between 2 and 5 years.
  - The second biggest 'barrier' to motorists transitioning to an EV is the lack of publicly available EV charge point infrastructure close to where they live. The greatest barrier is the cost of purchasing/leasing an EV.
  - **73%** of all respondents would be willing to walk up to 10 minutes to access a public charge point for an EV.
  - **37%** of respondents would consider booking and hiring a car club electric vehicle to replace some car journeys or the need for a personal vehicle entirely, if a vehicle was located close to their home.
  - Many respondents complained about having to pay for parking while charging.
  - Several respondents declared that EVCPs needed to be more accessible for disabled users.
  - A number of respondents expressed concerns about safety in poorly-lit and remote car parks, especially for the disabled.
18. A longer-term EV strategy will form part of the new Local Transport Plan (LTP4) expected during 2025. This will have a wider scope to include work place charging, EV for logistics, Public Transport etc.
19. It is recommended that Cabinet endorses the adoption of the BCP PEVIS and acceptance of the LEVI grant (subject to DfT award) to Council.

### Options Appraisal

20. The options are as follows:
- a) Approve acceptance of the £1.447m LEVI funding; delegate the delivery of the LEVI funding in line with the adopted BCP PEVIS to the Service Director for Infrastructure in consultation with the Portfolio Holder for Climate Response, Environment and Energy. (**Recommended**).
  - b) Decline the funding and not adopt the BCP PEVIS to 2030 (**Not Recommended**).

### Summary of financial implications

21. The Council has been awarded an indicative capital funding allocation up to £1.447m and a confirmed Capability Fund (revenue) allocation of £373k (£1.820m total) to deliver the LEVI programme subject to full business case approval.

22. Any fees, charges or officer time spent on delivery of the LEVI programme is fully rechargeable to the £373k Capability Fund (revenue) allocation. If/when the £1.447m capital allocation is confirmed then any fees and charges that directly contribute to the delivery of the EVCPs assets would rechargeable against the award.
23. The contract for the delivery of the LEVI funded infrastructure will include a profit share element to BCP Council in line with the current arrangements (10% of the price of the electricity supplied to each EVCP). This is expected to be approximately £10,000 per annum.
24. The EVCPs and associate infrastructure will remain the property of the supplier who will be responsible for the cost of maintenance of the equipment and future upgrades for the term of the contract.

#### **Summary of legal implications**

25. There is no statutory requirement for local authorities to install Electric Vehicle Charging Infrastructure, although the technical and operational arrangements are regulated through the Electric Vehicles (Smart Charge Points) Regulations 2021 and the Public Charge Point Regulations 2023.
26. A robust procurement process would be developed and followed in accordance with advice from the Council procurement team and financial regulations.



#### **Summary of human resources implications**

27. LEVI Capability (revenue) funding has been made available to recruit 2 x temporary Senior EV Project Officers (in progress). Electric Vehicle charging infrastructure also forms part of the work undertaken by members of the Sustainable Travel (Operations) Team and the Sustainable Transport Policy Manager.
28. The programme has and will continue to need support by some Corporate Services and revenue funding has been made available for this through the aforementioned Capability Fund (revenue).

#### **Summary of sustainability impact**

29. A Decision Impact Assessment DIA Proposal ID 590 has been created for this decision.

## **Impact Summary**

Climate Change & Energy	Green - Only positive impacts identified	
Communities & Culture	Green - Only positive impacts identified	

Waste & Resource Use	Green - Only positive impacts identified	
Economy	Green - Only positive impacts identified	
Health & Wellbeing	Green - Only positive impacts identified	
Learning & Skills	Green - Only positive impacts identified	
Natural Environment	Green - Only positive impacts identified	
Sustainable Procurement	Green - Only positive impacts identified	
Transport & Accessibility	Green - Only positive impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is: **0.5**

Answers provided indicate that the carbon footprint of the proposal is:	<b>Low</b>	
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### Summary of public health implications

30. Urban traffic speeds are falling by on average 2% every year, causing NOx emissions to rise. Diesel cars are the single biggest contributor to NOx levels, responsible for 41% of all NOx emissions from road transport. Installing EVCPs contributes to the BCP Council priority of developing an eco-friendly and active transport network with positive implications for public health.

### Summary of equality implications

31. An Equalities Impact Assessment screening has been undertaken and can be read in Appendix 3.

### Summary of risk assessment

32. The following risks have been identified:



- (a) Risk of accident/injury during the installation of Electric Vehicle Charging Infrastructure.
  - Agreed Method Statements with supplier setting out health and safety precautions to be taken during installation.
- (b) Risk of accident/injury to the public whilst using Electric Vehicle Charging Infrastructure.
  - Equipment and installations to be in accordance with the Electric Vehicles (Smart Charge Points) Regulations 2021 and the Public Charge Point Regulations 2023.

## **Background papers**

33. [Taking charge: the electric vehicle infrastructure strategy](#)

## **Appendices**

Appendix 1 – PEVIS Strategy

Appendix 2 – PEVIS Consultation (Summary)

Appendix 3 – EIA Screening