

Wiltshire Council

Cabinet

12 October 2021

Subject: The Electric Vehicle Charging Infrastructure Plan 2021/ 24

Cabinet Member: Cllr Dr Mark McClelland Cabinet Member for Transport, Waste, Street Scene and Flooding

Key Decision: Key

Executive Summary

Historically, the provision of Electric Vehicle Charging Points (EVCPs) on Wiltshire Council land has been funded through grants with the maintenance managed and funded by the commercial provider. Due to the EVCPs being old technology the parts are no longer available and the commercial provider is unable to facilitate their repair.

The current infrastructure is therefore in need of replacement, and there are requests from the community for additional EVCPs. There is an opportunity to renew the current infrastructure in the short term and set the foundations for a long term strategy which will be developed as part of the new Local Transport Plan in 2023. In doing so, the Council needs to set the charging rate for providing electric at a level that funds the initial investment.

The proposed Electric Vehicle Charging Infrastructure Plan detailed in this report for 2021 – 24 endeavours to address the current challenges, seeks to realise present opportunities and sets the foundations to meet the longer term demand.

The current destination (car park) EVCP infrastructure should be improved and the network enlarged. It is recommended that the Council recovers the costs of provision by charging for the use of its EVCPs. A charge of £0.35 per kWh has been identified as an appropriate rate.

Residential Electric Vehicle charging should be expanded by using government grants to increase home charging and charging on council land.

The Council should empower city, town and parish councils through a grant scheme (up to £2,500 per site, total funding available £70,000, this will be increased if usage is greater than projections) to provide EVCPs on Wiltshire Council responsible land. The Council would then operate and maintain those EVCPs under the conditions stated in its Plan. The Council also needs to seek opportunities for home to street charging.

It is recommended that the Council invests in its workplace charging infrastructure to facilitate the move of its fleet to electric vehicles. These will be delivered through programmes outside this Plan.

All the electric supplied will be from sustainable sources.

Proposal

This report recommends the adoption of the Electric Vehicle Charging Infrastructure Plan 2021/24 and the allocation of £0.275 million in the capital programme to deliver the outcomes.

Reason for Proposal

The Council has the opportunity to upgrade, improve and expand the EVCPs available to residents and for use by its own fleet. This report offers a fully funded plan to deliver the new infrastructure over the next three years.

Terence Herbert
Chief Executive

Wiltshire Council

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Cabinet Member: Cllr Dr Mark McClelland, Cabinet Member for Transport, Waste, Street Scene and Flooding

Key Decision: Key

Purpose of Report

1. The Electric Vehicle Charging Infrastructure Plan 2021/24 states how the Council will enable the provision of electric charging across the county.
2. With the Council's commitment to be carbon neutral by 2030 this Plan sets the foundation for the charging infrastructure to commence the support for the move to electric vehicles.

Relevance to the Council's Business Plan

3. This plan supports the Thriving Economy priority (we have vibrant, well connected communities) and Sustainable Environment priority (we are on the path to carbon neutral) in the Business Plan.
4. The Council is committed to the reduction of carbon. Currently, travel is a major producer of carbon and changing the way we travel to improve environmental outcomes will have a major impact on council services, the community and the delivery of the Business Plan.

Background

5. The UK Government has a legal target (incorporated in the Climate Change Act 2008) to become carbon neutral by 2050, with a pledge to reduce national emissions by 68% by 2030, working towards being carbon neutral by 2050.
6. Wiltshire Council has made a firm commitment to becoming a carbon neutral council by 2030; there is a focus on reducing carbon emissions from its operations and property. The Council has an ambition for the county of Wiltshire to become carbon neutral. This would require coordinated action by the public sector, businesses and residents working together towards a shared goal.
7. The Council's draft climate strategy 2022-27 commits the Council to 'Explore how the Council can best support charging infrastructure to encourage the

uptake of electric vehicles by Wiltshire residents and businesses' and sets out the following relevant objectives which this plan will help to deliver:

- (i) To achieve a transport system in Wiltshire that has zero carbon emissions, acknowledging the different solutions for our towns and city versus rural villages.
 - (ii) Creating the infrastructure for increased walking, cycling, shared and public transport and use of alternative fuels, including electric vehicle charging points.
8. Wiltshire Council recognises that the dependency on fossil fuels for transportation is a major contribution to the production of carbon. If Wiltshire Council is to meet its pledges and ambitions, changing the way we travel is vital. Government figures estimate that by 2030 thirty percent of all cars in the UK will be electric (in Wiltshire this means 58,200 vehicles based on the 2011 Census). With the ban on the sale of fossil fuel vehicles from 2030 this will only accelerate the move to alternative fuels and electric vehicles.
9. To support and facilitate the move to lower emission travel it is vital the Council has a plan that details its proposed actions for electric vehicle charging.

Main Considerations for the Council

10. National guidance and funding is evolving and subject to considerable development over the next few years as the government provides further details on its plans and intentions. The electric vehicle charging infrastructure market is currently subject to considerable change as innovation and technology is rapidly developing with a vast number of service providers offering various options for delivery. There are numerous charging options for customers depending on which provider is being used or which part of the country they are in.
11. The Council is planning to review its Wiltshire Local Transport Plan in the period to 2023 with an associated updated Electric Vehicle Charging Infrastructure Plan being issued at that time.
12. The Council's current electric vehicle charging infrastructure is operated by a commercial provider. The infrastructure is in need of replacement with the commercial provider unprepared to undertake this without a new long term agreement. The Council is not bound to any provider and has the opportunity to seek a different provision option.
13. Historically, the provision of EVCPs has been through grants with the maintenance funded by the commercial provider, as they recoup a charge from their customers to belong to their scheme. The Council has no historic maintenance budget as this has been managed through the commercial provider.
14. The Council makes no charge for electric issued to the commercial provider's customers and no direct charge for electric is made for the supply. However,

the Council does pay for any electric used and this is funded from the Council's Property Section electric budget. The spend is circa £25,000 per annum. The majority of councils in the UK charge for the provision of electric supplied and use this to fund charging infrastructure direct or through a commercial provision.

15. There are government grants available for residents to install chargers at home or grants available to councils for the provision of charging points for residents who do not have access to off road charging. The grants for the provision of residential charging on or off street are available to any local authority, so applications can be made by town, city, parish, district, county or unitary councils.
16. There are a number of government workplace grants available to businesses to encourage the move to electric vehicle charging.
17. The commercial and private provision of EVCPs offers opportunities to businesses to provide this service to attract customers and visitors.
18. A number of electric vehicle charging suppliers will provide charge points in exchange for long term agreements in commercially attractive areas.

Plan Proposed Outcomes

19. To allow the fluctuations with the current government position, the market conditions, supplier options and customer charging to settle, the Plan proposed in this report is time limited for three years (2021 – 2024).
20. This short term Plan will allow the Council to adopt an agile approach to respond quickly to technological, market and socio-economic changes.
21. The time period of the Plan also permits the Council to identify and adopt innovative approaches to ensure that delivery is effective, and the infrastructure meets the needs of Wiltshire's residents, businesses, and visitors.
22. The Council will seek to engage local communities to identify new electric vehicle charging points within the period of this Plan. It will seek to support city, town and parish councils with funding wherever possible through a grant system for the provision of electric vehicle chargers on land for which Wiltshire Council is responsible (total funding available is £70,000, but will be subject to increase if usage is greater than projections, for the three year period).
23. The commercial provision of electric vehicle charging points will continue to play a vital role in supporting the move to electric vehicles. The Council will work with partners to seek greater opportunities for private provision on non-council responsible land. The Council's Electric Vehicle Charging Point Infrastructure Plan seeks to support private provision through offering advice, support and setting the Council's charges so not to be a barrier to new entrants and partner provision.

24. To allow the Council to make a clear statement on its intent the various vehicle charging segments have been identified with the three-year Plan priorities stated.

| Priorities for 2021-24 | By implementing this Plan, the Council will: |
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| Destination Charging (Charging for destination travel – car parks etc.) | |
| <p>To increase the charging network coverage so every urban community area with a population over 10,000 in Wiltshire has at least one Council sponsored public electric vehicle chargepoint.</p> <p>To replace the Council's current electric vehicle chargepoint infrastructure where there is a proven need to ensure all electric vehicle chargers are fit for purpose.</p> <p>To set customer charges at a rate to ensure there is not a cost barrier to access.</p> <p>To support tourist, commercial and other destination providers with introducing privately operated electric vehicle chargers.</p> | <p>Enable a phased roll-out of destination chargepoints. Locations will be selected to ensure they are fit for purpose, meet current and future demand from residents, businesses, and visitors, fill in gaps in the charging network, and have good access from the strategic road network. Individual sites will be subject to a feasibility study including an assessment of local grid capacity. The initial phases to commence in 2021-22 will include:</p> <ul style="list-style-type: none"> • Phase one - installation or replacement of more than 8 fast chargepoints in identified public car parks. • Phase two - installation of more than 7 fast chargepoints either new or replacement in public car parks and at other public locations including at leisure centres and tourist destinations. <p>Monitor chargepoint use and other market trends to inform future provision of fast and rapid chargepoints.</p> <p>Publish an online map of planned or provided chargepoint locations.</p> <p>Ensure the power output of the chargepoints supports the local business economy by encouraging visiting to their area by allowing easy access to charging facilities.</p> <p>Use capital and revenue funding generated from the introduction of charges to replace the priority public electric vehicle chargers and undertake their ongoing maintenance.</p> <p>Ensure a customer focussed support function is provided.</p> <p>Share experience and knowledge with other public bodies to help them expand the public charging network. Wiltshire's town and parish councils play a key role in identifying local electric vehicle charging needs and could help expand the community charging network by installing chargepoints on community spaces such as village halls and parking areas.</p> <p>Engage with neighbouring local authorities, landowners, other local chargepoint stakeholders, and commercial network operators to ensure coordination of chargepoint delivery. This approach will ensure that resources are maximised and the networks that develop are complementary to one another.</p> <p>Investigate further capital funding opportunities to enable Wiltshire Council to fund chargepoints partially (concession model) or fully (external supply and maintenance model) in locations less attractive to the private sector. This will ensure a wider spread of chargepoints to encourage electric vehicle ownership in smaller towns and rural areas. The Council will monitor government programmes and other sources of funding and submit bids to eligible funding programmes.</p> |

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| | <p>Ensure that all charging bays meet all equalities legislative requirements and access for disabled people.</p> <p>Enforce parking regulations in line with local restrictions. Enforcement will ensure the use of electric vehicle designated parking bays are restricted to electric vehicle use and that electric vehicles are connected and charging. Parking fees will continue to apply at the times stipulated at the car park.</p> <p>Commit to public chargepoints on Wiltshire Council owned land being supplied with electric from green energy suppliers who produce 100% of their electric from zero-carbon sources.</p> |
| Priorities for 2021-24 | By implementing this Plan, the Council will: |
| Residential Charging (Resident Charging) | |
| <p>Consider the opportunity to allow on-street charging from private properties.</p> <p>Support city, town and parish councils with securing Office for Zero Emission Vehicle (OZEV) On-street Residential Chargepoint Scheme (ORCS) funding for residential chargepoints on Wiltshire Council land through providing a council grant of up to £2,500 per proposed site per local council per annum.</p> <p>All EV charger points provided on Wiltshire Council responsible land will be maintained and operated by Wiltshire Council.</p> <p>For all EV charger points provided on Wiltshire Council responsible land to set customer charges at a rate to ensure there is no cost barrier to access and that are competitive with the private sector.</p> <p>Encourage community charging by signposting the services available from chargepoint providers.</p> | <p>Consider the location of residential chargepoints in partnership with local councils. Locations will be identified where there is a high proportion of properties lacking off-street parking and the area demonstrates high demand for chargepoints for grants to be made.</p> <p>Consider all available residential charging options, with solutions designed to balance the needs of residents, businesses, and visitors, while keeping a safe and accessible network of footways, and minimising the amount of street furniture and clutter. This may include off-street and on-street charging infrastructure.</p> <p>Chargepoints will not be installed in locations where they would restrict footway access. Individual site surveys will be required to assess potential on-street locations; this will be part of any grant funding application.</p> <p>In partnership with local councils undertake engagement with residential communities, including through a survey, to understand their needs and determine which locations would be best suited for charging infrastructure. Engage with local stakeholders in locations where the potential location of chargepoints could be deemed unwelcome or controversial such as areas where parking is already at a premium.</p> <p>Support city, town and parish councils with the submission of OZEV ORCS grant application and additional Wiltshire Council funding of up to £2,500 per site where on Wiltshire Council responsible land.</p> <p>Undertake a feasibility study with a chargepoint supplier into installing, maintaining, and operating chargepoints in Council owned public car parks that are located within a 5-minute walk (400m) of a residential area with a high proportion of households without off-street parking. Chargepoints at these locations may be eligible for ORCS funding.</p> <p>Enforce Traffic Regulation Orders (TROs) for chargepoints to restrict petrol or diesel vehicles parking in electric vehicle charging bays and limit the length of stay for an electric vehicle to parking only whilst charging. These offences will be enforced through Penalty Charge Notices (PCNs).</p> <p>Ensure all Council residential chargepoints, both off-street and on-street, will allow public access. Chargepoints will not be considered personal to any individual or business if deemed a residential chargepoint.</p> |

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| | <p>Commit to residential chargepoints on Wiltshire Council owned land being supplied with electric from green energy suppliers who produce 100% of their electric from zero-carbon sources.</p> <p>Encourage community charging facilities by signposting the services available from chargepoint sharing providers. Sharing or renting out of home chargers by electric vehicle owners could significantly increase community access to chargepoints and remove the barriers to owning an electric vehicle in residential areas without off-street parking.</p> <p>Have a webpage on the Council website for residents to suggest locations for electric vehicle chargingpoints.</p> <p>Provide guidance to residents where off-street charging is not available on methods to allow on-street charging in a safe and convenient manner.</p> <p>Develop guidance to define where support for residential EV chargingpoints will be given by the council.</p> |
| Priorities for 2021-24 | By implementing this Plan, the Council will: |
| <p>Charging Hubs (Hub-based charging (a group of chargepoints) at a central location in or out-of-town)</p> | |
| <p>Seeking suitable site(s), defining scope and identifying development opportunities.</p> | <p>On the Council's Webpage seek stakeholders' suggestions for possible site locations and solutions.</p> <p>Explore opportunities to co-locate charging hub facilities.</p> <p>Engage landowners, stakeholders, and operators to identify delivery model(s) and the role of the Council. Licencing and concession delivery models will be considered.</p> <p>Commit to public chargepoints on Wiltshire Council owned land being supplied with electric from green energy suppliers who produce 100% of their electric from zero-carbon sources. This will include maximising opportunities for on-site renewable energy generation and energy storage.</p> |
| Priorities for 2021-24 | By implementing this Plan, the Council will: |
| <p>Charging at Wiltshire Council sites</p> | |
| <p>Charging infrastructure located on the Council estate to enable Wiltshire Council to begin converting its fleet to zero emission vehicles.</p> <p>Seek opportunities to partner with other businesses to support their move to electric vehicles where capacity and access to the Council's workplace charging points allows.</p> | <p>Carry out a feasibility study across the Council's estate to identify charging capacity and need.</p> <p>Secure available capital funding from internal and external sources for EVCPs and select an appropriate delivery model upon completion of the feasibility study. Make OZEV residential and workplace charging grant applications to support the capital investment of installing chargepoints. The delivery options being considered are licence, concession or council funded external supply and maintenance contract.</p> <p>Install chargepoints in at least two depots and the three main Council offices for use by the operational fleet. Approximately 12 additional chargepoints could support up to 50 cars and car derived vans within the operational fleet by 2023.</p> |

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| | <p>Install 10 additional chargepoints at Monkton Park for the use by the Council's electric pool cars and vans.</p> <p>Install home charging infrastructure for Council standby electric vehicles where they are taken to staff homes. Installing home chargepoints at Council staff homes have been trialled by other local authorities and shown to be an effective approach for meeting fleet charging needs.</p> <p>Aim to use electric supplied from green energy suppliers who produce 100% of their electric from zero-carbon sources. This will include maximising opportunities for on-site renewable energy generation and energy storage.</p> <p>Seek agreements with partners to facilitate them using Council workplace chargers to support their move to electric vehicles.</p> |
| Priorities for 2021-24 | By implementing this Plan, the Council will: |
| Workplace charging (Private Workplaces) | |
| <p>Encourage businesses to install workplace chargepoints for fleet charging, staff use and community charging.</p> <p>Seek opportunities to partner with other businesses to support their move to electric vehicles where capacity allows.</p> | <p>Support Community Area Boards to host workshops targeting businesses looking to install chargepoints, convert their fleet to electric vehicles, and encourage their staff to use electric vehicles for personal use.</p> <p>Support Community Area Boards to signpost relevant workplace electric vehicle funding opportunities.</p> <p>Support Community Area Boards to signpost information sources that enable businesses to develop their business case to invest in electric vehicle infrastructure.</p> <p>Encourage businesses to make their chargepoints available for community charging shared with their local community. This would help people who are not able to charge at home transition to electric cars and could greatly increase the availability of chargepoints across Wiltshire.</p> <p>Seek agreements with partners to facilitate them using Council workplace chargers to support their move to electric vehicles.</p> |
| Priorities for 2021-24 | By implementing this Plan, the Council will: |
| Development and transport policies | |
| <p>Include relevant electric vehicle charging policies within the Wiltshire Local Plan (currently being reviewed).</p> | <p>Include an electric vehicle policy within the new local plan for new developments which sets out standards for chargepoint provision (if not already required by other legislation, regulations, etc).</p> <p>Development proposals which include parking facilities or which will be likely to generate vehicle movements will be expected to integrate the provision of infrastructure to enable the charging of electric vehicles into the design and layout of the development.</p> <p>Strengthen policies (or equivalent) within the Wiltshire Local Transport Plan that supports the decarbonisation of the transport sector, alongside mode shift and behaviour change initiatives.</p> |
| Priorities for 2021-24 | By implementing this Plan, the Council will: |
| Bus and taxi charging | |

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| Identify charging infrastructure needs of the bus and taxi sectors operating within the Wiltshire Council area. | Engage with the bus and taxi sectors to understand how the Council can support the transition to electric vehicles. Investigate potential locations for bus recharging hubs. Consider the location of destination chargepoints and charging hubs within close proximity to key taxi ranks and drivers' break locations. |
| Priorities for 2021-24 | By implementing this Plan, the Council will: |
| Renewable energy generation and supply for electric vehicle charging | |
| All chargepoints on Wiltshire Council owned land and chargepoints installed on the Wiltshire Council estate to be supplied with electric from green energy suppliers who produce 100% of their electric from zero-carbon sources. | Insist on all chargepoints on Wiltshire Council owned land to be supplied with electric from green energy suppliers who produce 100% of their electric from zero-carbon sources. The Council will stipulate that all chargepoints should be supplied with electric from renewable sources as a requirement when engaging with any chargepoint operator. Maximise opportunities to produce renewable energy on Wiltshire Council owned land and the Council estate. |

Overview and Scrutiny Engagement

25. The Electric Vehicle Charging Infrastructure Plan has been shared with the Environment Select Committee and the full Plan presented to the Global Warming & Climate Change Task Group on 8 October 2021.

Safeguarding Implications

26. None.

Public Health Implications

27. The central purpose of this Plan is to support the Council's Air Quality Action Plan, Carbon Neutral pledge and to demonstrate a leadership role in facilitating behavioural change and to support the central government's objective of the complete electrification of the UK's vehicle fleet by 2050 for the benefit of all.

Procurement Implications

28. It is proposed to tender the supply of the machines, with a repair, billing and maintenance requirement. With a clause for additional chargers to be provided as and when needed. The term of the contract will be five years, with yearly break clauses. This is to allow any new Electric Vehicle Charging Infrastructure Plan post 2024 implementation time.
29. Due to the value of the service provision, the Council is required to procure these contracts in accordance with the Public Contracts Regulations 2015 and also to comply with the Council's Contract Procurement Rules. The Council's Strategic Procurement Unit has been consulted on the requirements.

Equalities Impact of the Proposal

30. The contract would deliver electric vehicle charging infrastructure across the whole county providing our communities with improved opportunities to more sustainable modes of travel. An Equality Impact Assessment will be carried out to identify specific actions to include in the specification so to ensure the needs of target areas and groups of people with protected characteristics are met, as well as ensuring ease of access to services. Bidders' achievement of similar outcomes for a range of target groups and areas will be tested as part of the tender process.

Environmental and Climate Change Considerations

31. Electric vehicles are responsible for considerably lower emissions over their lifetime than conventional (internal combustion engine) vehicles across Europe as a whole.
32. Carbon brief found that in the UK in 2019, the lifetime emissions per kilometre of driving a Nissan Leaf electric vehicle were about three times lower than for the average conventional car, even before accounting for the falling carbon intensity of electric generation during the car's lifetime.
33. Wiltshire Council recognises that the dependency on fossil fuels for transportation is a major contribution to the production of carbon. If Wiltshire Council is to meet its pledge to be carbon neutral by 2030, changing the way we travel is vital.
34. Government figures estimate that by 2030 thirty percent of all cars in the UK will be electric (in Wiltshire this means 58,200 vehicles based on the 2011 Census). With the ban on the sale of fossil fuel vehicles from 2030 this will only accelerate the move to alternative fuels and electric vehicles.
35. To support and facilitate the move to lower emission travel it is vital the Council has a Plan that details its proposed actions.
36. The Plan aims to support the move to electric vehicles and their associated reduction in emissions across the spectrum of travel users and the move to sustainable energy supply.

Risks that may arise if the proposed decision and related work is not taken

37. The current EVCP infrastructure is on the point of failure with no provision for replacement. Access to EVCPs is already limited and the loss of further charging points will cause significant disruption to our customers and will be a barrier to the adoption of electric vehicles and the Council's desire to move to a carbon neutral county.
38. The provision of EVCPs will continue to be ad-hoc limiting grant applications and relying on the commercial sector to provide EVCPs only where there is a financial return.

39. The Council does not charge for electric used from its EVCPs. The use is expected to increase (even if the number of EVCPs decline) with the associated cost increases to the Council. The current spend is £25,000 per annum contained in the Council's Property Service electric budget.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

| Risk | Mitigation |
|--|---|
| Public dissatisfaction to a charge for electric being introduced | A promotional campaign detailing the provision will be cost neutral and funding is used to support the electric vehicle infrastructure. |
| Public dissatisfaction to the level of charge for electric | A promotional campaign detailing the provision is cost neutral and funding is used to support the electric vehicle infrastructure. The charge is comparable with other local authorities and commercial providers. |
| The Plan and infrastructure becoming outdated. | The Plan is limited to three years. The infrastructure will be subject to review and replacement in 2026. |
| The use of the EVCPs does not meet the forecasted demand. | The usage will be monitored with rates subject to change from 2024 with the new LTP and update Electric Vehicle Charging Infrastructure Plan. |
| May be a loss of parking to fossil fuel users. | The advantages of moving to electric vehicles will be promoted and the reason given why they are given priority. |

Financial Implications

40. The capital and revenue assumptions are that in 2026 the infrastructure and arrangements will need to be replaced. It is forecasted the machines will be out of date and not cost effective to maintain. This time period also allows the outcomes of the emerging Local Transport Plan to be realised and delivered.
41. The Electric Vehicle Charging Infrastructure Plan is cost neutral with income generated from introducing a charge to cover the capital cost pay back and the provision of the service.
42. A charge of £0.35 per Kwh will be introduced to allow a cost neutral provision. The annual additional revenue funding for reinvestment is forecasted to be £0.085 million and for the period a total income of £0.425 million. It must be noted that if usage is greater than the projections a further report will be produced to seek to allocate any additional funding for reinvestment into the electric vehicle charging point infrastructure.

43. The capital programme funding will be £0.275 million over the period. This includes the amendments to Traffic Regulation Orders with the signing/lining required.
44. The revenue budget for the management, inspection, maintenance, repairs and billing, taking into consideration the warranty period, is estimated to be £0.030 million per annum or £0.150 million for the period.

Legal Implications

45. This report is seeking approval from Cabinet for agreement to undertake a tender process for EVCPs within the county as noted in the report.
46. The proposed procurement routes for the Contract must comply with the Council's Contract Procedure Rules and the Public Contract Regulations 2015.
47. Legal Services will be fully involved at every stage of the proposed tender exercise and will be on hand and available to assist and advice on any legal issues that may arise.

Workforce Implications

48. It is assumed there will be £0.012 million of additional management costs incurred by the Council. This figure has been built into the provision estimates and will be covered by the income forecasted. The funding being used to cover the additional staffing costs.

Options Considered

49. Framework contracts and other management options were considered for a commercial provision of the complete service. This option has not been discounted. Once the EVCP market settles and the Council is in a position to make long term commitments this option maybe an outcome.
50. However, the need to ensure the Council has the flexibility to take advantage of emerging technologies and any market changes means the best solution is a short-term Council managed provision.

Conclusions

51. Electric vehicle national guidance and funding (grants and commercial opportunities) are evolving, the electric vehicle charging infrastructure market is subject to considerable change and there are currently numerous charging options for customers across the country.
52. The Council has an emerging Local Transport Plan for 2023 with an associated updated Electric Vehicle Charging Infrastructure Plan being issued at that time.
53. Historically, the provision of EVCPs on Wiltshire Council land has been funded through grants with the maintenance managed and funded by the commercial provider. Due to the EVCPs being old technology the parts are

no longer available and the commercial provider is unable to facilitate their repair.

54. The current infrastructure is old and outdated and in need of replacement. There are requests from the community for additional EVCPs and concerns expressed on the current state of the infrastructure.
55. The Council needs to seek opportunities to update its current infrastructure in the short term and set the foundations for the outcome of the Local Transport Plan 2023.
56. The Council has no historic maintenance or replacement budget as this has been managed through the commercial provider. The Council has no contractual obligations and has the opportunity to seek a different provision option. Whilst Wiltshire Council makes no charge for electric the majority of councils in the UK do charge and use this to fund charging infrastructure direct or through a commercial provision.
57. The proposed Electric Vehicle Charging Infrastructure Plan detailed in this report for 2021 – 24 endeavours to address the current challenges, seeks to realise the present opportunities and sets the foundations to meet the future demand.
58. The Council needs to provide a managed electric vehicle infrastructure direct on its land for the short term to ensure it has the flexibility in its provision to realise the opportunities of the emerging technologies.
59. The current Destination (car park) EVCP infrastructure should be improved and the network enlarged.
60. The Council should recover the costs of provision by charging for the use of its EVCPs. A charge of £0.35 per Kwh has been identified as an appropriate rate.
61. Residential electric vehicle charging should be expanded by using government grants to increase home charging and charging on council land. The Council should empower city, town and parish councils through a grant scheme (up to £2,500 per site) to provide EVCPs on Wiltshire Council responsible land. The Council would then operate and maintain those EVCPs under the conditions stated in its Plan. The Council also needs to seek opportunities for home to street charging.
62. The Council needs to invest in its Workplace charging infrastructure to facilitate the move of its fleet to electric vehicles. This funding would be through the Council's Fleet Capital and Property Capital Budgets and with the funding sitting outside the Electric Vehicle Charging Infrastructure Plan budget requirements.
63. The commercial provision of electric vehicle points will continue to play a vital role in supporting the move to electric vehicles. The Council will work with partners to seek greater opportunities for private provision on non-council responsible land. The Council's Electric Vehicle Charging Point

Infrastructure Plan seeks to support private provision through offering advice and setting the Council's charges so not to be a barrier to new entrants and partner provision.

64. Ensure all electric supplied is from sustainable sources.
65. The Council will work with local communities on access to EVCPs to inform and update future plans.

Parvis Khansari (Director - Highways and Environment)

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Date of report 9 September 2021

Appendices

- Appendix A - **Electric Vehicle Charging Infrastructure Plan**
- Appendix B - **Destination - Electric Vehicle Charging Funding Outcomes**
- Appendix C - **Comparison with Neighbouring Authorities**

Background Papers

None