



EAST STAFFORDSHIRE BOROUGH COUNCIL

REPORT COVER SHEET

Title of Report:	Climate Change: Phase one locations for delivering off-street charging points for electric vehicles	To be marked with an 'X' by Democratic Services after the report has been presented
Meeting of:	Corporate Management Team – 18 th October 2023	X
	Pre-Cabinet – 26 th October 2023	x
	Leader's / Leader of the Opposition's Advisory Group / Independent Alliance Advisory Group - 2 nd & 8 th November 2023	x
	Cabinet - 20 th November 2023	
	Audit Committee [DATE] / Scrutiny Community Regeneration Committee [DATE] / Scrutiny Environment and Health and Well-Being Committee [DATE] / Scrutiny Value for Money Council Services Committee [DATE]	



Is this an Executive Decision:	YES	Is this a Key Decision:	YES
Is this in the Forward Plan:	YES	Is the Report Confidential:	NO
If so, please state the relevant paragraph from Schedule 12A LGA 1972:	NA		

Essential Signatories:

ALL REPORTS MUST BE IN THE NAME OF A HEAD OF SERVICE

Monitoring Officer: **John Teasdale**

Date Signature

Chief Finance Officer: **Lisa Turner**

Date Signature

EAST STAFFORDSHIRE BOROUGH COUNCIL

Report to Cabinet

Date: 20th November 2023

REPORT TITLE: Phase one locations for delivering off-street public charging points for electric vehicles

PORTFOLIO: Cllr Fletcher – Environment and Climate Change

HEAD OF SERVICE: John Teasdale

CONTACT OFFICER: Sharon Walker Ext. No. x1134

WARD(S) AFFECTED: All Wards

1. Purpose of the Report

1.1 The purpose of this report is to present a shortlist of potential locations for the off-street, public charging points for electric vehicles within the Borough.

2. Executive Summary

2.1. Electric Vehicle ownership is rising. Plug-in vehicles accounted for 19% of all UK new road-using vehicle registrations in 2022, up from 15% in 2021 and 9% in 2020.¹

2.2. As this trend continues, and to support the 2035 phase-out of sales of new petrol and diesel vehicles, East Staffordshire Borough Council (ESBC) recognises the need to develop EV charging infrastructure to ensure that all residents and local businesses are equally able to transition to EVs.

2.3. This report presents a shortlist of potential EV charging locations along with a plan on how to move forward whilst capitalising on government Local EV Infrastructure (LEVI) Funding and also considers opportunities outside of this funding.

¹ [Vehicle licensing statistics: 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/vehicle-licensing-statistics-2022)

3. **Background**

- 3.1 East Staffordshire Borough Council (ESBC) declared a ‘Climate Emergency’ in August 2020 and has pledged to make the Council’s operations and activities carbon neutral by 2040 and aspires to make the Borough carbon neutral by 2050.
- 3.2 In November 2020, to support the drive to reach net zero carbon emissions and decarbonise road transport by 2050, the UK government set out its ambitions for all new cars to be electric by 2035.
- 3.3 In March 2023 Cabinet approved ‘ESBC Electric Vehicle Charging Infrastructure Strategy’ which sets out how East Staffordshire Borough Council will support the uptake of Ultra Low Emission Vehicles (ULEVs) by facilitating the growth of electric vehicle charging infrastructure across the district.
- 3.4 This ‘phase one’ report focuses on identifying suitable locations for Electric Vehicle charging points (EVCPs) in line with ‘Action 3’ as laid out in the ‘ESBC Electric Vehicle Charging Infrastructure Strategy’:

“Aim 3: Increase publically available EV Infrastructure at locations owned by ESBC. Public EV charging will be considered at locations owned by ESBC including public car parks that also provide off-street parking for residents and leisure centres.”

- 3.5 Future phases will expand on this work and go further, identifying gaps in provision and exploring ‘on-street’ charging options in partnership with Staffordshire County Council (SCC), the authority responsible for our roads and highways.
- 3.6 In addition, this report directly contributes to the following corporate target as set out in the ‘East Staffordshire Borough Council Corporate Plan 2023/2024 (Revised Edition)’:

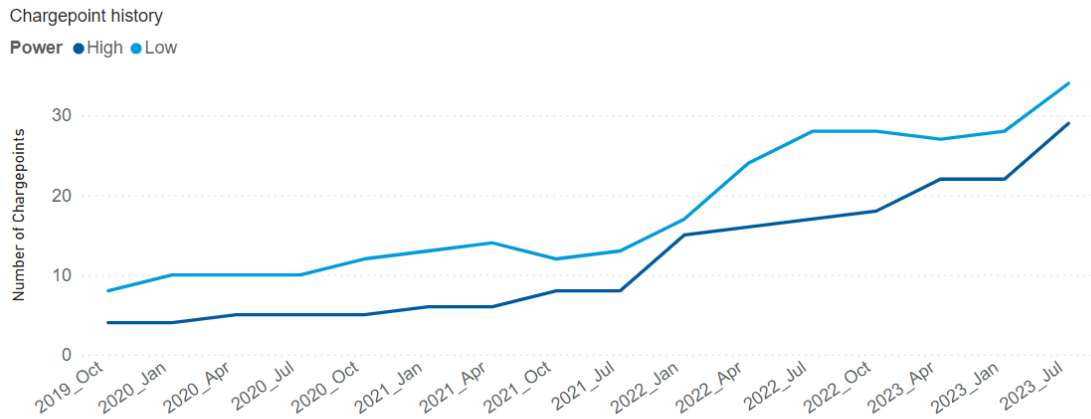
ECC05	Climate Change Initiatives	Investigate and identify the best locations for delivering EV off-street charging points. Minimum of 4 to be identified
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- 3.7 Working with Staffordshire County Council (SCC) we are coordinating efforts to bring about a cohesive network of charging points across the Borough and the County that will give residents and visitors confidence to use electric vehicles. This is in line with the ‘Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy’ which was approved by cabinet alongside ‘ESBC Electric Vehicle Charging Infrastructure Strategy’.
- 3.8 The cost to increase the EV infrastructure throughout the Borough is significant, and therefore ESBC will need to work closely with SCC in order to benefit from government Local Electric Vehicle Infrastructure (LEVI) funding to assist with the costs.

- 3.9 It is recognised that electric vehicles have significant benefits, particularly in relation to air quality, public health and the reduction of carbon emissions, and that usage of electric vehicles by residents, and demand for charging infrastructure, are increasing.
- 3.10 By increasing the amount of EVCPs we can help support the transition to electric vehicles which will improve air quality and reduce carbon emissions, supporting actions within our air quality action plan and climate change action plan.
- 3.11 Currently ESBC owns EVCPs operating in Coopers Square, Burton and has one located in Trinity Square, Uttoxeter which is owned by Highways England.
- 3.12 In the last 6 months, the EVCPs located at Coopers Square Car Park have been used for 463 recharges by 101 users; equating to 9771 kWh. This is below the forecasted 100 transactions per month, at an average of 77 recharges per month, however, this has increased to an average of 84 within the last 3 months.
- 3.13 According to the most recent publicly available information from the National Chargepoint Registry (NCR), last updated in September 2023, the current status of EVCP's within East Staffordshire is as follows:

Charge point type	Power	Typical location	Number of Points
Rapid	High-power ($\geq 25\text{kW}$)	Commonly found at motorway services or locations close to main routes, forecourts, charging hubs or commercial locations.	29
Fast	Low-power ($\leq 25\text{kW}$)	Fast chargers tend to be found in places where you are likely to be parked for an hour or more such as car parks, supermarkets, retail parks, leisure centres, or workplaces	34
Total			63

- 3.14 It is worth noting, that this source does not include all EVCPs as it is the responsibility of the operator to add EVI to this database and not all have done so. However, the numbers in this database have been validated and include only publicly accessible EVCPs. The purpose of this data is to provide a minimum number and type of EVI in the regions.
- 3.15 In terms of growth, figure 1 shows how the EV infrastructure has grown since 2019 when the area was recorded as having four high-power chargers, and eight low-power chargers. When compared to the 2023 figures above this shows an increase of 425%



Last Updated
12 September 2023

Insights Toolkit - © Cenex 2023

Figure 1: East Staffordshire charge point history as compiled by Cenex, a LEVI Fund Support Body.

4. **Contribution to Corporate Priorities**

4.1 **Creating a prosperous East Staffordshire**

EVCPs can bring many economic benefits to the local area such as:

- Attracting visitors
- Increasing footfall in town centres and in the use of Council car parks
- Supporting green business initiatives
- The potential for re-skilling local workforces in EV maintenance, training and sales.

4.2 **Developing a Green New Deal for East Staffordshire**

EVCPs are a good example of the Council supporting the promotion of new green technologies across East Staffordshire.

4.3 **Standing up for our communities**

Providing EV infrastructure which enables residents of East Staffordshire to make the switch to electric vehicles and will reduce the negative impact of vehicle emissions on overall public health and well-being, particularly benefitting those living near busy highways and within the two Air Quality Management Areas (AQMAs) declared in the borough.

Access to charging is critical in a fair and just transition for our communities. By developing an inclusive network of charging infrastructure the Council will enable all drivers, especially those with no off-street parking to have access to low-cost and convenient charging.

5. **Main Report: Phase One Locations for delivering off-street charging points for electric vehicles**

5.1 **Approach**

- 5.1.1 ESBC is a major borough Council, serving a population of approximately 124,000 people. The population size is one of the fastest growing populations in the West Midlands and has increased faster than the England average; this puts additional pressure on what we do to ensure the infrastructure for EV is suitable and sufficient.
- 5.1.2 According to research conducted by Field Dynamics, Zap-Map and Ordnance Survey, in East Staffordshire, out of a total of 52,899 households, 17,122 (or 32%) have no access to off-street parking.
- 5.1.3 Of these households, 16165 (or 94%) are not currently within a 5-minute walk of a public charger.
- 5.1.4 Examples of these kinds of households can be commonly found in numerous streets within Burton Upon Trent and Uttoxeter, where there is a high proportion of terraced properties, or streets such as Canterbury Street which is predominantly rows of housing with no off-street parking, as Figure 2 shows below:



Figure 2: Canterbury Street, Burton. Source: Taken from Google Maps Oct 2023.

- 5.1.5 It is important we address the needs of these residents to enable them to access EVCPs close to home and for a fair and just tariff, comparable to the rates residents with the space to charge at home are paying.
- 5.1.6 The rollout of EV charging infrastructure is a significant undertaking that will require large amounts of investment and specialist resources, the necessary capacity and capability for its successful implementation, and ongoing long-term management.
- 5.1.7 In order to address this ESBC will need to work closely with SCC for a number of reasons:
- As our Tier 1 local authority they are eligible to apply for the government 'Local EV Infrastructure' (LEVI) Fund.
 - SCC have responsibility over our roads and pavements, giving them greater ability to provide 'on-street' charging provision.

- In line with both 'ESBC Electric Vehicle Charging Infrastructure Strategy' and 'Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy' our aim is to bring about a cohesive, consistent and accessible network of charging points across the borough (and county), that residents and visitors have the confidence to use.

5.2 Local EV Infrastructure (LEVI) Fund

5.2.1 The LEVI fund is designed to help local authorities leverage private sector investment into their local charging networks and put in place long-term, sustainable charging infrastructure. These public chargepoints will help residents who don't have off-street parking and need to charge their electric vehicles (EVs). The funding is split into two pots: Capability Funding and Capital Funding

5.2.2 LEVI Capability Funding: To provide an injection of upfront resources and funding to help ensure Tier 1 local authorities in England have the capacity and capability to undertake the planning and delivery of local EV chargepoints in their areas, the LEVI Capability Fund was launched.

5.2.3 SCC has been successful in receiving an allocation of Capability funding as follows :

Local authority	Financial year 2022 to 2023	Financial year 2023 to 2024	Financial year 2024 to 2025	Total allocation
Staffordshire	£110,340	£251,330	£251,330	£613,000

5.2.4 This funding will be used by Staffordshire County Council to resource three full-time positions forming an EV team, with additional support from existing internal resources such as; Transport Strategy, Communications, Legal, Procurement, and Highways.

5.2.5 Any ongoing resources involved in the management of the EV infrastructure installed via LEVI funding are currently unknown and this will be clarified in any future plans.

5.2.6 LEVI Capital Funding: Will support the deployment of EV infrastructure and is being rolled out over two timeframes:
Tranche One: To receive capital funding in the financial year 2023/24
Tranche Two: To receive capital funding in the financial year 2024/25

5.2.7 SCC, together with regional transport body Midlands Connect, has been successful in its bid for tranche one funding. They have been awarded a total of £4,588,000 and will begin installing EV chargepoints across the county between 2024 and 2028.

5.2.8 SCC is currently working closely with its district and borough colleagues and key partners to develop a business case and produce a draft tender document for review by mid-November 2023.

5.3 Site Identification and Selection Process

5.3.1 The process used to identify potential sites for installing public EVCPs, primarily focusing on ESBC-owned locations, that could serve residents without off-street parking, followed these steps:

1. **Longlist** assembled of all potential off-street sites
2. Criteria developed to **evaluate** the longlist
3. Create a **shortlist** for the Council to consider further

5.3.2 **Longlist:** A long list of all potential car parking locations owned by ESBC was compiled and then expanded on, in order to capture as many sites as possible. It included:

> Any land owned by ESBC used for parking, primarily car parks (both pay and display and free parking), but also other land types e.g. playing fields, parks and recreation ground car parks, community centres, leisure centres etc.)

> Any potential sites associated with parish and town Councils and community trusts (for example village halls).

5.3.3 These criteria not only fulfilled the scope of this report but also fitted with the requirements for the LEVI funding bid.

5.3.4 The longlist has been shared with SCC and will be used to develop a business case and produce a draft tender document for review by mid-November 2023.

5.3.5 Things to note:

> We were asked by SCC to capture as many 'off-street' car park locations as possible, using a blanket approach. Unsuitable sites can be eliminated later on in the process, rather than considering new ones after the business case is approved.

> The information was compiled via desk-based research, cross-referencing internal ESBC car park reports, ESBC's assets register and internet-based research for each of the parish/town Councils.

> Some parish/town Councils are missing from this list, this is because no obvious car park was found to be associated.

> Additional data was provided by SCC and with support from the Energy Saving Trust (EST) and Midlands Connect (through WSP).

> The final longlist is included in full as **Appendix 1: East Staffs LEVI Longlist (Sept 2023)**

5.3.6 In summary there were 58 locations identified:

14 x ESBC public car parks
3 x Leisure centre car parks
5 x Community centre car parks
10 x Open spaces (Park/Recreation Ground) car parks
24 x Parish or community-owned spaces such as village/parish halls, community centres, and playing fields with car parks.

5.3.7 Data from a catchment modelling tool gave an indication that the potential number of households within 3 minutes walking distance of the 58 ESBC longlist of sites is approximately 2265 households (or 13% of East Staffordshire households with no access to off-street parking).²

5.3.8 Overall National Grid capacity is available to accommodate charging across most sites.

5.3.9 Two sites that already had EV charging in place (Coopers Square, Burton and Trinity Square, Uttoxeter).

5.3.10 Two sites were identified as having future plans in the pipeline that may impact the suitability for LEVI, for example, regeneration.

5.3.11 **Evaluate:** The next steps for ESBC, in terms of the LEVI project, will be to continue working closely with SCC to further evaluate the feasibility of the sites through exercises such as:

- Conducting site surveys: visit shortlisted sites to assess their physical characteristics, potential construction challenges, and compatibility with the surrounding environment.
- Checking electricity network capacity.
- Assess whether there is suitable demand for a chargepoint on the proposed site
- Proximity to other chargepoints – in situations where there are existing chargepoints nearby, installation of another chargepoint nearby may not be practical.
- Agreeing on procurement structure and route
- Establishing a commercial and operating model
- Determining technical specifications for chargepoints.
- Carbon reductions

² Data was compiled using a piece of software developed by Field Dynamics called AIP (acceleratedinsightplatform.com) which creates 3-minute walking isochrones around each site and informs how many households with no off-street parking will be captured. We were able to access this via our partners at SCC.

5.3.12 For the purpose of this report, and to provide an insight into some of the sites presented in the long list, a desk-based scoring method has been applied to help highlight 12 sites which look to be the most viable based on research done so far.

5.3.13 This is by no means conclusive and should be used as a 'litmus test' to help build a picture of how the potential EVCP landscape could begin to look across our own assets.

5.3.14 Scoring has been weighted to bring focus to the sites that might fall outside of the LEVI criteria in order for the Council to consider and capitalise on any other opportunities.

5.3.15 The sites were scored based on the following:

Question	Scoring	Rationale
Access – Is there 24 access to the site?	10 if Yes 0 if No	Public chargers will be accessible at all times, especially to those who plan to charge overnight.
Current Chargepoints on site	25 if None 0 if Yes	Weighting was given to the sites with no existing EV chargepoint
# of Parking Spaces	0 if less than 10 1 If greater than 10 2 if > than 20 6 if > than 30 8 if > than 40 10 if > than 50	Important to quickly understand the size and estimate # of chargepoints to consider compatibility with the surrounding environment.
Any future plans in the pipeline?	10 if Yes 0 if No	Weighting was given to sites where there were potential projects in the pipeline, in particular regeneration. This is because they may present ESBC with more opportunities to explore in and outside of the LEVI finding remit.
# of Households within 3 min catchment	0 if less than 10 1 if greater than 10 2 if > than 20 3 if > than 30 4 if > than 40 5 if > than 50	The greater the potential # of households within 3 minutes walking distance of the site, the greater the equity/impact the site will have for off-street residents
Current known Grid Capacity	10 if Extensive Capacity Available 5 if Capacity Available 0 if Some Capacity Available	The cost to connect to the grid will be significantly lower if there is capacity nearby, and the score for this is weighted as such *** Data not available for all sites

5.3.16 The maximum possible score is 70 points.

5.3.17 All the scores are included in Appendix 1 East Staffs LEVI Longlist Sept 2023.

5.3.18 **The Shortlist:** Detailed here are the 12 highest-scoring sites, in ranked order:

1	The Maltings Car Park	Uttoxeter	ST14 8AG
2	Fairfield Road Car Park	Uttoxeter	ST14 7JY
3	Burton Place Car Park	Burton upon Trent	DE14 1BU
4	Duke Street Car Park	Tutbury	DE13 9NE
5	Meadowside Leisure Centre	Burton upon Trent	DE14 1LL
6	Bargates Car Park	Burton upon Trent	DE14 1LL
7	Crowberry Lane Car Park	Barton under Needwood	DE13 8AF
8	Winhill Neighbourhood Resource Centre	Burton upon Trent	DE15 0HD
9	Mayfield Memorial Hall	Mayfield, Nr Ashbourne	DE6 2LD
10	Uttoxeter Leisure Centre	Uttoxeter	ST14 7QL
11	Market Place Car Park	Burton Upon Trent	DE14 1HA
12	In front of Burton Town Hall	Burton upon Trent	DE14 2EB

5.3.19 An overview of these shortlisted sites is as follows:

- Mainly ESBC-owned sites, so under the Council's direct control, with the exception of the two sites; a community centre run by a charitable trust and a Parish Hall.
- The sites were geographically spread across the two towns and 3 rural villages, helping to expand access.
- Two sites are earmarked for regeneration: Maltings and Bargates
- The potential number of households without off-street parking within a 3-minute walk of a site is approx. 900
- There is a mix of car park types including 8 ESBC public car parks, 2 leisure centre sites, and 2 community spaces (i.e. community centre/memorial hall)
- Most are close to a grid connection that has extensive capacity

5.3.20 The longlist of sites reaches approx. 13% of the target users (households with no off-street parking), and although this is a significant number, a large proportion of households will still need EVCP provision installed at on-street locations, as this will fall outside of the Council's direct control, it again highlights how crucial it is to continue working together to SCC to bring about an EV network that works well for our area.

5.4 Other Opportunities/Solutions for ESBC

- 5.4.1 In order to take full advantage of all EV infrastructure opportunities, it is important that ESBC recognises the services it has direct control over such as land assets (specifically car parks), planning and regeneration, and maximises opportunities from factors that are not within the Council's direct control, but it has a degree of influence over, such as the highways and roads, and strategic planning for the area, to bring about the greatest benefits for our residents and local businesses.
- 5.4.2 As LEVI funding will be able to bring EVCPs to a majority of our owned sites (as well as a number of on-street locations), it is recommended that the Council explore other opportunities that may exist outside of this funding remit such as within planning, regeneration and using our influence to help shape a successful charging network for our area.
- 5.4.3 **Regeneration:** ESBC currently has a number of exciting regeneration projects in the pipeline which aim to support both economic and environmental regeneration in the borough, attracting investment, tourism and community benefits.
- 5.4.4 Integrating LEVI into the planning stages of these projects, for example allowing for the required civil engineering works related to the installation, and associated electrical connection components including distribution network operator (DNO) connection, will have many long-term benefits, for example:
- 5.4.4.1 Ensures that chargepoints are suitably placed and are less expensive and disruptive than installing chargepoints at a later date, saving costs.
 - 5.4.4.2 A high-quality network of chargepoints at places where people regularly park is essential to unlocking electric vehicle (EV) uptake.
 - 5.4.4.3 Demonstrates the Council is proactively supporting new green technologies in the borough (Corp Target GD04)
- 5.4.5 **Project D (High Street, Burton)** will regenerate an important gateway to the town, connecting the High Street with the Washlands area. Whilst plans are still being progressed, it may include a mix of residential and leisure facilities.
- 5.4.6 There are a number of parking considerations within the site area:
- > Meadowside Leisure Centre, DE14 1LL (shortlisted)
 - > Burton Library Car Park, DE14 1AH (longlist)
 - > The former Carling Housing/Marston Coors car park (not currently listed)
 - > Residential units with communal/allocated parking
- 5.4.7 Incorporating EVI into this project now will deliver on the needs of current and future residents and visitors to the site.

- 5.4.8 **Maltings Regeneration Project (Uttoxeter)** is part of the overarching Uttoxeter Town Centre Masterplan and will regenerate a large area of the town. It could include new road layouts, housing, commercial/retail outlets, a reconfigured bus station and refurbished public toilets, whilst retaining the existing public car park.
- 5.4.9 The project is currently under review after a third public consultation and the Council is now considering how to move forward with the development.
- 5.4.10 In the interim, as noted in the 'Uttoxeter Masterplan Further Consultation July – September 2021' delivering this project "it will be important for the Council to take forward smaller regeneration initiatives to enhance the town whilst still moving forward strategically."
- 5.4.11 Taking this into consideration, we have identified an opportunity to trial a pop-up EV charging solution which could work well in this location in the interim as a smaller regeneration initiative before any development work begins.
- 5.4.12 The solution comes from a company called 3ti, who have developed the Papilio3 unit - a pop-up mini solar car park and electric vehicle charging hub, designed to boost the rollout of EV charging infrastructure in a smart, easily deployed and low-carbon way.
- 5.4.13 Made using recycled shipping containers the units are powered by combining local mains power with 42 solar PV panels and battery storage to provide 12 fast EV charge points.
- 5.4.14 Installation would require minimal groundworks as substation 871096, located on the Maltings car park will provide the mains power supply, with approximately 20m of trenching required for the cable connection to connect the supply source to the unit.
- 5.4.15 Units can easily be installed and removed on a short-term 3 ½ year flexible rental agreement.
- 5.4.16 Full details of the Papilio3 unit, including the specifications and an indicative proposal are included in **Appendix 2: 3Ti - Papilio3 solar EV charging hub introduction** and **Appendix 3: East Staffordshire Borough Council - Uttoxeter Papilio3 proposal**
- 5.4.17 In summary, if it were to move forward with this, the Council will need to consider the following pros and cons:
- 5.4.18 Pro's:
- Taking forward a small-scale regeneration project that enhances the town of Uttoxeter, whilst still moving forward strategically with the larger picture.

- Provide a pull to the town – attracting new visitors to the centre and stimulating nearby shops and the local economy
- Promoting new green solar and EV technologies in the borough (in line with Corp Target GD04)
- Making a visible commitment to net-zero targets and steps towards decarbonising the transport sector.
- Futureproofing the site. The short three-an-half-year lease introduces EV charging the Maltings Site and lays the groundwork ready for when it will be redeveloped in the future.

5.4.19 Cons:

- The Council carries the risks of unexpected costs and the reputational risk if the network is unreliable
- Over the three-an-half-year lease, the project may not be a huge revenue generator and if there is a low take-up of the unit may result in costs to the Council. However with a medium scenario uptake, assisted with the right marketing and communications, and as the transition to EV progresses the Council should be able to cover the running costs and may even generate a small revenue, but will importantly the Council will be able to demonstrate leadership and innovation in new green technologies in the borough.

5.4.20 The next steps would be to present a fully costed business case and feasibility study to move this project forward.

5.4.21 **Building Control:** 2022 building regulations require that a proportion of new non-allocated residential properties are equipped with active and passive chargepoints³.

5.4.22 **Planning:** ESBC has a supplementary planning document (SPD) for parking standards which states:

5.4.23 *“3.3 Electric charging points: The Council supports the use of electric vehicles, which are expected to increase in the future. Consideration must be given to making provision for electric vehicle charging infrastructure in new developments. Major developments will be expected to have provision for electric charging points. Developments should ensure that electric infrastructure is sufficient to enable the supply to be provided. The use of passive or active rapid charging points needs to be considered in the design of development from the outset and will be determined appropriately on a case-by-case basis in the context of the proposed use and local circumstances. Electric charging points should be provided in a convenient location, particularly in non-residential schemes where long-term parking is expected. For residential schemes, charging points will be expected to be provided within properties, particularly where there is private off-street parking.”*

³ [Approved Document S: Infrastructure for the charging of electric vehicles \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101222/Approved-Documents-Infrastructure-for-the-charging-of-electric-vehicles.pdf)

- 5.4.24 ESBC may want to consider using its role as a Planning Authority to increase EV provision above this minimum requirement as part of a future update to planning policies or related guidance.
- 5.4.25 Any future update to the parking standards SPD will only represent guidance rather than policy and it would be subject to consultation. However this could also be considered for inclusion within any future review of the Local Plan.
- 5.4.26 **Influence:** Even with the installation of public EVCPs in the Council's own car parks, and with the on-street charging points that LEVI will bring, there will still be gaps in the charging provisions.
- 5.4.27 For example, as businesses purchase EVs for their workforce (Fleet vehicles make up a significant proportion of new EV vehicle sales – almost 57% of new registrations in 2019.)⁴, there will be an increased demand for workplace charging infrastructure.
- 5.4.28 In addition to this, the infrastructure needed for taxis and private hire vehicles to electrify will also need consideration.
- 5.4.29 As the local authority for East Staffordshire, businesses and taxis will look to us for support and guidance on best to move forward, and here our influence can play a large part in shaping how the infrastructure takes shape.
- 5.4.30 Signposting towards funding through our webpages and a comms campaign, EV networking through attending business forums for example, and offering advice are all ways in which the Council can help increase a charging network.

6. **Financial Considerations**

This section has been approved by the following member of the Financial Management Unit: James Hopwood / Lisa Turner

- 6.1 As set out in this report, the Government has provided funding to support Local Electric Vehicle Infrastructure (LEVI) to Tier 1 authorities – County, Unitary or Combined Authorities. The purpose of the funding is to increase nationally the number of electric charging points available to households without off-street parking.

Nationally, the Government support is a £37.8m LEVI Capability Fund for feasibility studies and a £343m LEVI Capital Fund to build infrastructure. As set out elsewhere in this report, Staffordshire County Council's allocations are:

⁴ [On-Street-Households_The-next-EV-Challenge-and-Opportunity.pdf \(field-dynamics.co.uk\)](#)

£0.613m from the LEVI Capability Fund from 2022-23 to 2024-24; and £4.588m from the LEVI Capital Fund.

- 6.3 East Staffordshire Borough Council (ESBC) had identified a list of potential longlist sites for electric vehicle charging points. The proposal is that feasibility studies be carried out on these sites, subject to an allocation of LEVI Capability Funding from Staffordshire County Council (see 13.1). The recommendation is that the feasibility studies will only be carried out, once the funding from the County is in place. The funding will be in the form of a capital grant, which means that there will be no draw on ESBC's resources.
- 6.4 Once the feasibility studies are completed, some of ESBC's longlist sites may be identified as suitable for the development of charging infrastructure . The development of ESBC's charging infrastructure is subject to a further decision once the partnership arrangements between ESBC and the County have been negotiated. These partnership arrangements will determine the management and the operation of the charging points, once the infrastructure has been built and be subject to a capital grant from the County Council
- 6.5 While these partnership arrangements have not yet been determined, a likely outcome is that the sites will be operated by the County via a third-party Charge Point Operator appointed by the County. Such a partnership, therefore, could include an arrangement in which the site is leased from ESBC to the County, as part of managing the site. Also, to maintain the value of ESBC's interest in the sites, it is expected that ESBC will maintain rights to any car parking income from its sites. Cabinet's approval to progress the LEVI scheme to building the charging infrastructure is therefore subject to a further decision approving the negotiated partnership arrangements including any future liabilities and ensuring ESBC retains car parking income so that there is no diminution in the value of ESBC's interest in these sites.
- 6.6 Overall, as set out in the recommendations, if approved, the progression of the LEVI scheme is subject to a number of checks and conditions: feasibility studies are subject to a capital grant allocation from the County; any infrastructure build is subject to a further decision and dependent on a capital grant allocation from the County; the operating model must ensure the value of ESBC's current interest in the sites .
- 6.7 The report also separately recommends the progression of a new scheme to introduce a mini solar car park and electric vehicle charging point (see 13.3). This is outside of the LEVI fund arrangements. The progression of this scheme, if approved, would comprise a feasibility study carried out in-house by ESBC's existing staff. The cost of these staff is already funded within the revenue budget.
- 6.8 If the feasibility study is successful, the decision to include the scheme in the Capital Programme would require further approval. Therefore, in this event, a costed project would be presented for approval by the end of this financial year. The proposal will likely involve drawing on the Council's own financial

resources, however, the Council could choose at this stage not to progress the scheme.

7. Risk Assessment and Management

7.1 The main risks to this Report and the Council achieving its objectives are as follows:

7.2 **Positive** (Opportunities/Benefits):

7.2.1 Reduced CO₂ emissions to protect the climate from man-made climate change

7.2.2 Encouraging drivers to switch from petrol/diesel to EV will benefit local air quality through reduced exhaust emissions of NOX and help decarbonise transport as energy generation progresses from fossil fuels to renewable sources

7.2.3 Providing chargers may attract EV users to an area and stimulate nearby shops and the local economy

7.2.4 Adopting a countywide approach, with SCC taking leadership of the network and therefore the necessary ongoing revenue budget to cover ongoing operation, maintenance and repairs, remove the financial and staff resources from ESBC.

7.3 **Negative** (Threats):

7.3.1 Insufficient capacity and funding to manage or oversee EVCPs, if the Council chooses to operate outside of the LEVI project and its associated support/management.

7.3.2 Profound consequences of climate change and biodiversity loss if the decarbonisation transport is too slow.

7.3.3 EVCPs may become redundant as the charging infrastructure market and technology is developing rapidly

7.3.4 Unexpected costs and reputational risk if the network is unreliable

7.4 It is also worth noting that, if ESBC do not provide EV charging points then customers will gravitate towards those car parks that do have them, and therefore risks losing clients should we not provide them. Car park tickets sales are down 50% in the last five years. With the introduction of EV points we may boost our customer base by providing the facilities modern day drivers expect.

7.5 The risks do not need to be entered in the Risk Register. Any financial implications to mitigate against these risks are considered above.

8. **Legal Considerations**

*This section has been approved by the following member of the Legal Team:
John Teasdale*

- 8.1 In 2008, the UK government set a target for the UK to reduce its greenhouse emissions in 2050 by 80% compared with 1990 levels (the Climate Change Act 2008) and, in June 2019, the government passed legislation committing it to achieving 'net zero' greenhouse gas emissions by 2050 (the Climate Change Act 2008 (2050 Target Amendment) Order 2019).
- 8.2 In November 2020, the UK government announced that all new petrol and diesel cars and vans will be phased out by 2030. Set out 'Taking charge: the electric vehicle infrastructure strategy' are the responsibilities the government expect Local Authorities to take on in order to ensure the delivery of a successful EV charging infrastructure rollout.

9. **Equalities and Health**

- 9.1 **Equality impacts:** The subject of this Report is a policy, strategy, function or service that is new or being revised.
- 9.2 All EVCPs will be fully accessible and will provide infrastructure for those that need to use public charge points during the day providing equality of access to charge points and enabling more households to own/lease an EV.
- 9.3 **Health impacts:** The outcome of the health screening question does not require a full Health Impact Assessment to be completed.

10. **Data Protection Implications – Data Protection Impact Assessment (DPIA)**

- 10.1. A DPIA must be completed where there are plans to:
- use systematic and extensive profiling with significant effects;
 - process special category or criminal offence data on a large scale; or
 - systematically monitor publicly accessible places on a large scale
 - use new technologies;
 - use profiling or special category data to decide on access to services;
 - profile individuals on a large scale;
 - process biometric data;
 - process genetic data;
 - match data or combine datasets from different sources;
 - collect personal data from a source other than the individual without providing them with a privacy notice ('invisible processing');
 - track individuals' location or behaviour;
 - profile children or target marketing or online services at them; or
 - process data that might endanger the individual's physical health or safety in the event of a security breach

10.2 Following consideration of the above, there are no Data Protection implications arising from this report which would require a DPIA.

11. Human Rights

11.1 There are no Human Rights issues arising from this Report.

12. Sustainability (including climate change and change adaptation measures)

12.1 Does the proposal result in an overall positive effect in terms of sustainability (including climate change and change adaptation measures)?

Yes - Reduced CO2 emissions

12.2 Please detail any positive/negative aspects:

12.2.1 The installation of electric vehicle charge points would directly contribute to reducing carbon emissions across the District and assist with reducing some air pollutants, principally Nitrogen Dioxide, that cause a reduction in air quality.

12.2.2 Supporting the public availability of EV charge point infrastructure is vital for enabling the uptake of cleaner fuel technology for road vehicles.

12.2.3 Negative (threats)

12.2.4 None

13. Recommendations

13.1 It is recommended that the partnership between ESBC and SCC continues so that we can fully capitalise on the resources, capacity and capability that LEVI funding will bring. However, the progression of the LEVI scheme by officers is subject to checks and conditions at each stage: feasibility studies are subject to a capital grant allocation from the County; progression to building the charging infrastructure depends on a further decision following the outcome of the feasibility study, a capital grant allocation from the County and negotiations in relation any operating model in partnership with the County to ensure the value of ESBC's current interest in its sites is not reduced.

13.2 It is recommended that the Council approve plans to put forward a fully costed business case and feasibility study to introduce a pop-up mini solar car park and electric vehicle charging hub on site in the Maltings car park in order to demonstrate leadership in green technology and bring low carbon, solar charging options to East Staffordshire residents.

13.3 It is recommended the Council considers EVI in all regeneration plans, including Project D and the Maltings which will save on any groundwork costs and disruption compared to installing chargepoints at a later date. This will also

proactively support the Council's target to promote new green technologies in the borough (Corp Target GD04) along with Action 3 of the Council's EV strategy to increase publically available EV infrastructure at locations owned by ESBC.

13.4 It is recommended that when the Local Plan is reviewed EVI is considered to go beyond EVCP minimum requirements currently outlined in building regulations, and its own parking standards SPD guidance.

13.5 It is recommended that a support programme for businesses and taxis/private hire is developed to further drive up EVCP provision and workplace charging options. This could be delivered in the form of information/advice through a dedicated webpage and attending business forums for example.

14. Background Papers

- ESBC Electric Vehicle Charging Infrastructure Strategy (March 2023)
- ESBC Climate Change and Nature Action Plan - Progress end 2022-23
- ESBC Climate Change and Nature Strategy
- Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy
- [Taking charge: the electric vehicle infrastructure strategy \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

15. Appendices

15.1 Appendix 1: Longlist

15.2 Appendix 2: 3Ti - Papilio3 solar EV charging hub introduction

15.3 Appendix 3: East Staffordshire Borough Council - Uttoxeter Papilio3 proposal