EV CHARGING

EDTCE Scrutiny

Date of meeting: 07 December 2023

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
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- Report version number: 01

1.	**Purpose of Report**
1.1	To provide the Commission with details and context on electric vehicles within Leicester.
1.2	To provide the Commission with information as to the progress on EV uptake and infrastructure delivery within Leicester.

2. Summary

2.1 Full details are provided in the accompanying PowerPoint slide deck.

2.2 As of June 2023, there were 3,802 electric cars (including plug in hybrids) registered to addresses in Leicester – around 2% of total registered cars across all fuel types. 16% of all new cars registered in 2022 were EVs, and the pace has been gradually accelerating.

2.3 Including chargers in private car parks, there were 117 chargers available for members of the public to use across the city as of October 2023.

2.4 The provision of charging infrastructure in support of Electric Vehicles is key to various plans and strategies, including the Carbon Neutral Roadmap and the Local Plan.

2.5 The City Council has more recently delivered schemes to provide on street charging options using available grants. This has included the On Street Residential Chargepoint Scheme, which allowed for a trial of 22 chargers to be installed and the European Regional Development Fund which has allowed us to begin a programme of delivering 35 fast and rapid chargers across the city centre.

2.6 Whilst continuing to deliver infrastructure as funding allows, the city council has additionally been developing its approach to Electric Vehicles/charging. This will help us understand the future demand for EV charging and opportunities for delivery of charging infrastructure in support. Development work has followed multiple paths, including the suitability of electric infrastructure across the city; the availability of private, off-street parking; and social or environmental factors that may drive uptake of electric vehicles.

2.7 We have additionally considered the type of infrastructure that can be supported and how to best ensure that the provision of electric vehicle charging does not disadvantage other users, such as pedestrians, nor create potential legal complications over rights of access or parking.

2.8 We have recently submitted a business case under the government's Local Electric Vehicle Infrastructure Fund (LEVI). Leicester has an indicative allocation of £3.38m. The fund is targeted towards relatively low powered charge points that would be found in residential streets, rather than rapid charging hubs.

2.9 There is an expectation from government that the majority of public charging need will, nationally, be met by private enterprise either at the kerb or within car parks and private businesses. As battery capacity increases, and charging speed decreases, this is likely to result in the growth of destination charging at shops, tourist attractions, car parks, and other similar facilities.

2.10 The government has recently delayed the requirement for all new cars to be zero emission to 2035, though retains a target of ensuring 80% of new cars and 70% of new vans are zero emission by 2030.

2.11 The automotive market has continued to develop and release new models of electric vehicles, though they retain a price premium, and the second-hand market is continuing to grow. Range of vehicles is increasing steadily, with most new vehicles having a standard quoted range in excess of 300 miles per full charge.

2.12	The council's role in supporting the delivery of EV charging is dynamic, as the market develops and will follow government policy and changes within the industry

3.	**Financial, legal, equalities, climate emergency, and other implications**
3.1	**Financial** N/A
3.2	**Legal** N/A
3.3	**Equalities** N/A
3.4	**Climate Emergency** N/A
3.5	**Other** No other implications of this report

4.	**Background information and other papers**
4.1	EDTCE – EVs PowerPoint document