
EV CHARGING POINTS SCOPING DOCUMENT

EDTCE Scrutiny

Date of meeting: 04 March 2024

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
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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 Context

- 2.1 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.
- 2.2 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.
- 2.3 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.
- 2.4 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.
- 2.5 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.
- 2.6 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.
- 2.7 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.
- 2.8 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.
- 2.9 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.
- 2.10 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.

2.11 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. Scope of the EV Charging Point Review

3.1 The proposed scope of this review is set out below for consideration by the Commission:

- Assessing the current provision of EV charging points in the city.
- Considering the projected requirement of EV charging points and how the Council can help to meet that need.
- Looking at what funding is available and any constraints on funding.
- Considering, in terms of opportunity and practicality, how the Council can help to deliver EV charging points in the future.
- Assessing any obstacles and impediments that may hinder the installation of EV Charging points in certain areas and whether they can be overcome.

3.2 Scrutiny member's comments are requested on the proposed approach to some informal scrutiny on this matter. Volunteers are sought to attend meetings to carry out the review. It is anticipated that at least three meetings:

1. Overview/Background review.
2. Consider issues in depth, including potential to invite participants e.g. The Energy Savings Trust Climate Action Leicester and Leicestershire and the National Grid.
3. Draw conclusions on findings and recommendations.

Members can consider the approach to this work in more detail at the first meeting, including requests for participants.

3.3 The findings of the informal scrutiny and any recommendations that arise will be reported back to the EDTCE Scrutiny Commission for comment and subsequent reference to the Lead Executive member for consideration.

