Local Electric Vehicle Infrastructure (LEVI) Update

31Oct26 – Christ Church, Swindon

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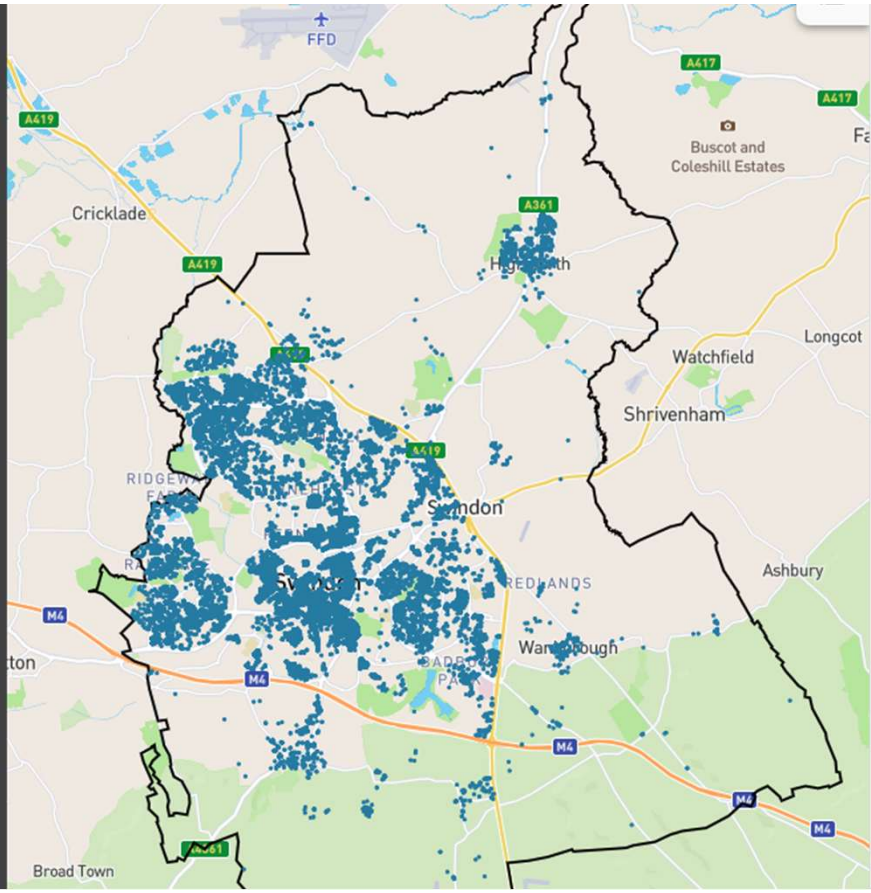

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- **Background,**
- **Where are we now,**
- **Where do we want to be,**
- **How can residents get involved? +**
- **Next Steps.**

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- **Background:**
  - Central Government (HMG) has stipulated that sales of Internal Combustion Engine (ICE) vehicles will end by 2030 (and for hybrid vehicles 2035) in the UK.
  - HMG believes that by increasing access to Electric Vehicle Charge Points (EVCPs) it can encourage drivers to switch from ICE to Battery Electric Vehicles (BEVs).

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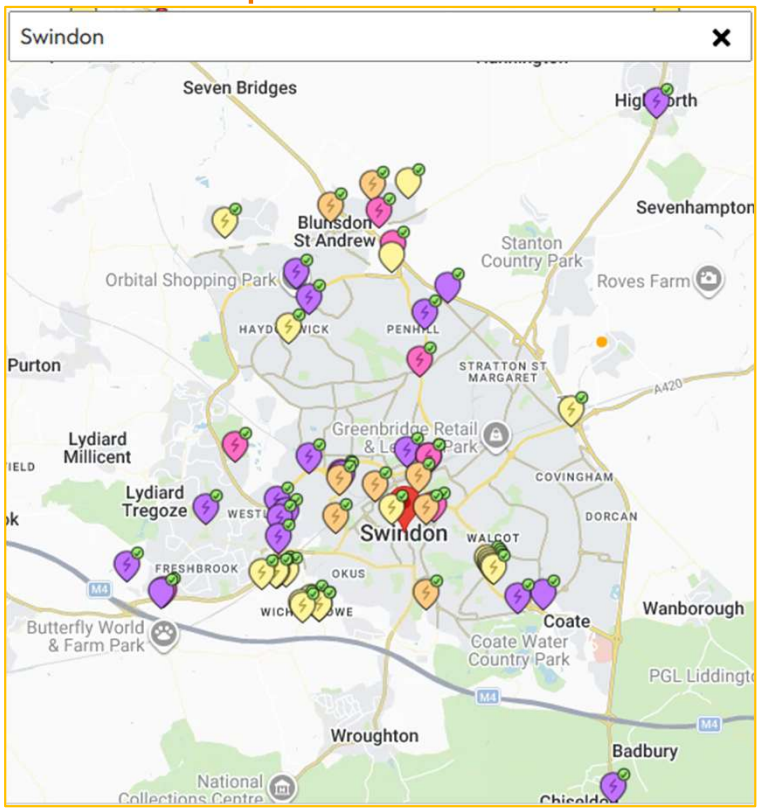

Where are we now?

- Site map includes:
  - hotels + hospitality,
  - car dealerships + service stations,
  - supermarkets + retail parks,
  - surgeries + sheltered housing +
  - leisure centres.
- Approx. 55-60x charger points.
- Credit: Zapmap.com 28Sep26.

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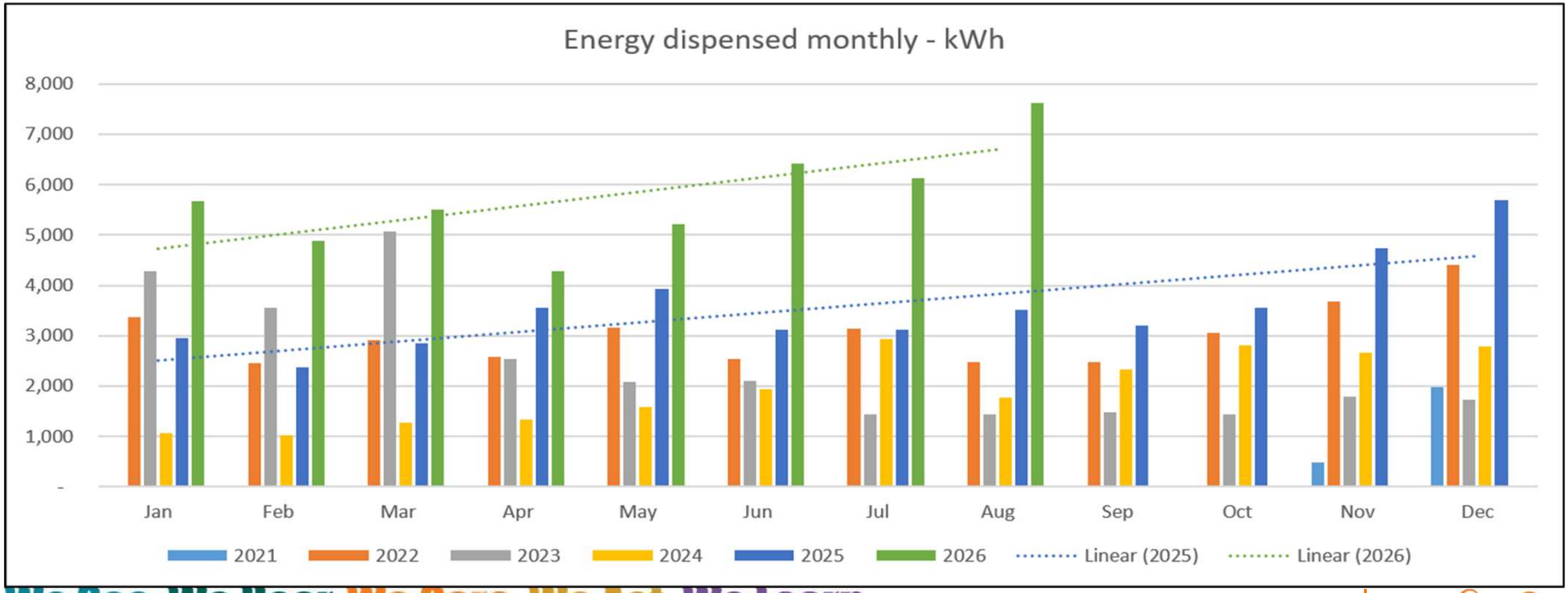
Where are we now? Energy supplied from the 11x dual-socket units SBC installed in SN1 2021-2022 (to Aug26):



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- **Where are we now?** Funding and LEVI requirements:
  - Swindon Borough Council (SBC) applied for a grant from HMG to install charging equipment for Battery Electric Vehicles (BEVs) in areas without access to off-street parking and were awarded £1.942m Capital Funding (Feb24).
  - The HMG grant is managed by the Electric Vehicle Infrastructure Support Service (EVISS). This organisation includes representatives from the Energy Savings Trust, PA Consulting and The Centre of Excellence for Low Carbon and Fuel Cell Technologies (CENEX).
  - Additional grants received –
    - Capability fund - This funding is to provide additional/specialist resource to SBC to support delivery of the project.
    - Cross Pavement Solutions (XPS) policy development - This grant is to enable SBC to create a suitable policy tailored for its residents (once trials are completed).

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- **Where are we now?** The SBC approval process:
  - The Electric Vehicle Charge Point Rollout Strategy to 2030 was approved by the SBC Cabinet in April 2022.
  - An update report was considered by Policy Development and Scrutiny Committee – Build a Greener Swindon on 13May25.
  - Before the Invitation to Tender (ITT) is published and before the concession contract is awarded, SBC officers will need to seek approval & gain permission to take the next steps.

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- **<u>Where do we want to be?</u>**
  - A concession contract is seen to be the best suited commercial arrangement with limited financial exposure to SBC (and therefore its residents).
  - The proposed contract period is 15 years – from market research, this is the minimum period that prospective Charge Point Operators (CPO) think gives them a sound basis for the very significant capital investment they will need to make.
  - SBC to employ two dedicated members of staff (cost covered by the LEVI Capability funding and income from the successful CPO).

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- **Where do we want to be?** – Types of Charge Point
  - SBC's specification sets out outcomes and technical requirements rather than requiring particular solutions – that is for the tenderers to provide.
  - In order to comply with LEVI funding rules, the majority of units will be on-street units of 7.4KWh capacity.
  - SBC modelling indicates 600x charge points will provide more than 87% coverage of the c32,000 targetted homes without access to off-street parking.
  - The SBC business model indicates that the successful CPO will install further units.
  - Units combined with street-lights are not proposed because the majority of these SBC assets are not mounted on the kerb side of footways + pavements as well as having low energy dispensing capabilities.
  - SBC will seek a single CPO to minimise the mix of solutions.

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- **Where do we want to be?** – Site Selection 1/2
  - For the LEVI-funded charge points, the requirement is that the sites will generally be in locations where there is no off–street parking available.
  - Data from CENEX and Field Dynamics has been used to assist site identification.
  - Sites will need to be selected that;
    - have enough room left once the charge points are installed for footway users to be able to safely pass,
    - do not have protected trees in the immediate area,
    - have minimal supplementary construction required,
    - will require minimal updates to highway regulations, etc.
  - Sites will also need to be in locations where a cost-effective connection to the electricity company's network can reasonably be made. In Swindon, this is the Scottish and Southern Electricity network (but there are other providers).

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- **Where do we want to be?** – Site Selection 2/2
  - Officers have compiled a list of 160x locations so far either where residents have requested charge points or officers believe that there is a demand.
  - Accessibility to the charge points is key – the successful CPO will need to demonstrate compliance with PAS 1899 2022. This has minimum and desirable standards.
  - It is likely that any existing Traffic Regulation Orders (TROs) will need to be amended to accommodate the new charge point spaces.
  - Clearly some current on-street spaces will switch to being EVCP spaces.

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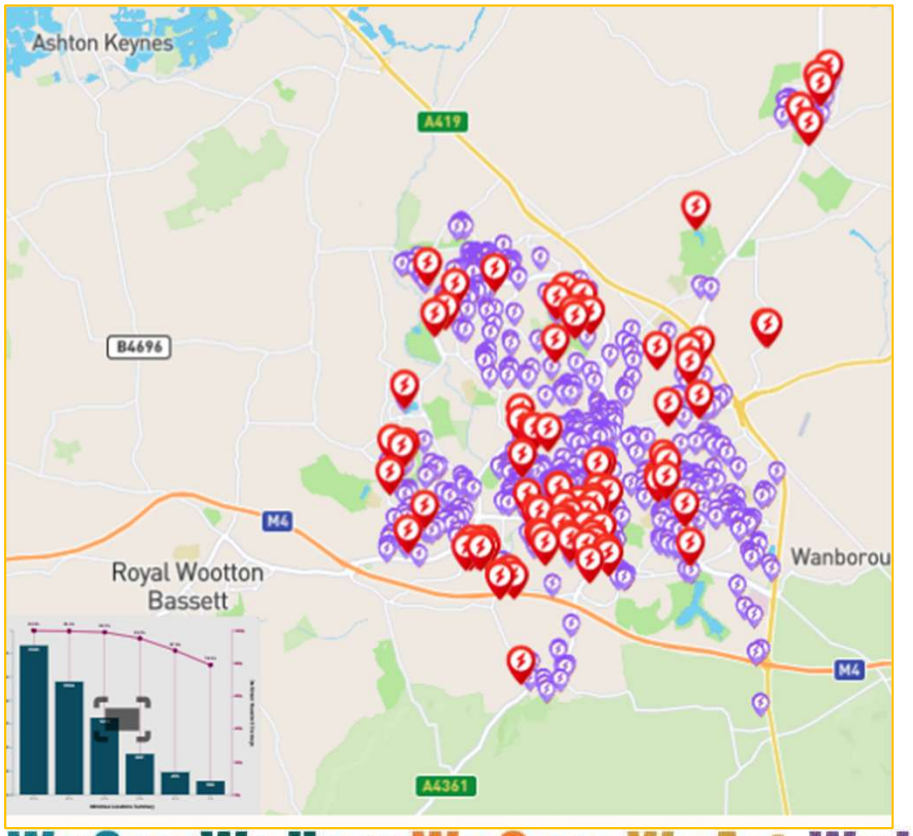

Where do we want to be? Coverage with 600x ideal locations:

- Red pins: existing sites, resident and officer nominations.
- Purple pins: optimal sites (anticipated to give more than 87.8% coverage of the approx. 32,000 target homes).
- SBC anticipates the successful CPO will install more charge points in 2031/from contract year 5 onwards.
- Credit: Charge Point Navigator (Field Dynamics Optimiser).

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- **SBC** – Consultation
  - Between 2020 and 2022 there was consultation with residents regarding the principle of Electric Vehicle Charge Points.
  - As the successful CPO suggest designs and locations for approval by SBC - as the Highway Authority - further consultation will take place with residents and businesses impacted.
  - Ideally, subject to agreement with the new CPO, it would be good to group similar locations together so that consultation can occur in the same area at the same time.

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- **<u>Where we need to go and by when:</u>**
  - Successfully award a 15year concession contract to a suitable CPO.
  - It is estimated that there are approx. 32,000 homes that need access to on-street charging equipment across SBC (source: Charge Point Navigator).
  - SBC modelling indicates that SBC's minimum requirement of 600x on-street charge points would cover more than 87.8%/28,000 target homes and ideally be placed within a three-minute walk for the residents concerned.
  - SBC Officer business modelling indicates that there may be potential for the CPO to deliver even more charge points than the 600x LEVI-funded ones over the life of the contract. This would further increase coverage and availability for residents.

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- **<u>What happens once a CPO is awarded the concession contract:</u>**
  - the successful CPO will be required to provide a detailed programme to:
    - mobilise,
    - design,
    - seek approval from SBC of intended locations (including consultation),
    - install the 600x LEVI-funded charge points (in the first four years) and
    - operate and maintain the equipment installed to SBC's standards.

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- **Key issues & risks:**
  - Market reaction to SBC's offer.
  - Lots of similar authorities around England will be seeking to progress EV Charge Points at the same time as SBC (West Berks, Wilts CC + Gloucester CC broadly the same situation as SBC). Scotland + Wales have devolved arrangements.
  - Deadline for the end of sales of petrol, diesel and hybrid-powered vehicles changes again.
  - An alternate technology emerges.

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- **Cross Pavement Solution (XPS)**



Image credits: This is Money



Examples of the problem:

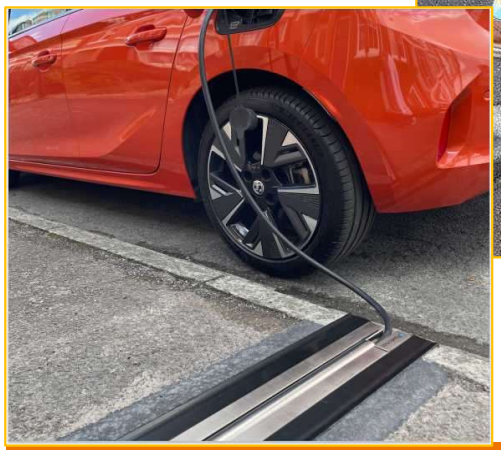



Image credits: Pavecross + Fleet News

Examples of a possible solutions:

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- **<u>Cross Pavement Solution (XPS)</u>**
  - A national trial is underway – SBC has yet to be advised of the outcome so it can draft a suitable policy, have it approved and set the timetable to implement it.
  - The policy will have to overcome many problems e.g.
    - the responsibility for highway maintenance in the future,
    - highway users ease of access,
    - potential public risk from an installation +
    - implied entitlement to park by residents.

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- **How can residents get involved?**
  - Nominate a site –
    - Visit https://www.swindontravelchoices.co.uk/getting-around/car/electric-vehicles/our-on-street-ev-charging-project/ and fill in the form or
    - send your suggestion to EVProject@Swindon.gov.uk
  - For more information on the considerations involved, see - www.evinfrastructure.co.uk .

Thank you

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