

WEST SWINDON PARISH COUNCIL

Planning & Environment Committee

Electric Charging

Introduction:

This strategy lays out the options available to Swindon Borough Council in terms of rolling out charging infrastructure to play its part in meeting the Government's targets. The strategy will be reviewed every three years to ensure it captures the latest forecasts, the technological advances and innovations. The action plan will be assessed and updated to ensure the strategy is being implemented effectively.

The Full Strategy document can be accessed online at www.swindon.gov.uk. [Electric vehicle charging strategy | Swindon Borough Council](#)

Key Objectives:

1. The primary objective for expanding the electric vehicle charging point infrastructure in the borough is for their contribution to environmental benefits. Supporting the growth of low-emission, low-polluting vehicle usage and ownership is a major way in which local authorities can help combat both air pollution and climate change.
2. Secondary objectives include the ability of EV infrastructure to aid our economy and help to drive growth. There are also social benefits such as equality considerations.
3. Revenue generation for the council is possible from charging units, but it is not the primary driver for their roll out. Other local authorities have found that the value of charging infrastructure is in building the network to encourage the uptake of electric vehicle ownership, and therefore the charging units must be seen as the enabler for social change, not a revenue generator.
4. SSE have mapped the forecasted demand for non-domestic EV chargers between 2020 and 2040. These maps are shown in the Consultation document.
5. Charging speeds There are currently three "speeds" of charging, defined by ranges of kW; slow, fast and rapid. The rapid category can be split into "ultra rapid" and rapid. It is important for Swindon's charge point network to have a mix of charging speeds, available to meet the needs of different user groups.

Charging Options:

- Home charging
- Off street charging can take place on private driveways or in garages. The cost of installing dedicated EV charging point starts at around £450 and a Government grant will cover up to £350. The Council can work to publicise the grant to residents to encourage uptake.

- On-street charge points
Starting from a baseline of zero on-street charge points, Swindon needs to consider a network of EVCPs in dedicated bays on residential streets. As a priority, the network should benefit those with no off-street parking, such as resident parking zone permit holders.
- Lamp column charging
Some local authorities, especially in London, are utilising lamp columns as a charging solution. These offer a lower cost, less visually intrusive opportunity for local residents to charge on their street overnight, using existing street furniture. However, this option requires lamp columns to be installed on the front side of the footway (nearest the road) to avoid cables trailing across the pavement, or the need for an additional charging bollard with cabling underneath the pavement. Currently Swindon's lamp columns are located at the back of the footway and therefore less suitable to be used as chargers. The other implication is the electricity supply needed to support electric charging without disrupting the lamp function means that the charge point would typically be around 5kW slow charging.
- Wireless charging
Wireless technology is a different prospect for EVCPs. It's a simple way of putting charge into a car without the need for cables.

Issues to consider with on-street charging

- Equality of access
 - Is there adequate electricity supply in the street?
 - Where lampposts are located at the back of footway, an additional post / bollard will be required if taking charge from the lamppost.
 - Lampposts will only support slow charging
 - Narrow pavements could lead to additional street clutter / trip hazards
 - Parking conflicts – especially when bays are placed directly outside properties
 - Enforcement and TRO options
 - Significant regulatory burden to installations
 - A wide range of available charging solutions of varying quality are available
- Swindon Borough Council owned car parks
 - Swindon Borough Council currently operate 6 multi-storey car parks in Swindon town centre and 9 surface car parks (of which 4 are in Old Town). Currently Swindon's public car parks have very limited charge point provision with two spaces and one dual 7kw charger at Brunel North car park and two spaces and one dual 3kw chargers available at Whalebridge Car Park. In both locations, customers must pay the relevant parking charge, but the electricity is then free.
 - 3rd party land
 - The Swindon Borough Council draft "Parking Standards for New Developments 2020" contains a requirement for developers to provide electric vehicle charging points in both residential and commercial developments.
 - Existing developments: Destination and "on the go" charging

We are already starting to see a rise in the number of privately operated retail parks, supermarkets, restaurants, pubs and service stations installing charge points for the public, either as an opportunity to raise revenue, or as a benefit for customers. There are 53 charge points across the borough in 18 locations.

- Workplace charging
8% of electric vehicle charging takes place at workplaces; this is higher than both destination charging (4%) and “on the go” charging (just 1%). Employers may be reluctant or unable to financially invest in electric charging infrastructure, but currently there are government grants under the Workplace Charging Scheme to help. The contribution covers 75% of purchase and installation costs, up to a maximum of £350 for each socket, up to a maximum of 40 sockets across all sites for each applicant.

6. Strategy to encourage the uptake of EV ownership Swindon Borough Council should take every opportunity to promote electric vehicle use over owning and running internal combustion engine cars. Whilst offering as many attractive charging propositions on street, within car parks and at leisure outlets as possible, the council also has control over other perks and incentives to EV ownership. Below are some suggestions, based on innovative practice elsewhere:
 - Incentives on parking
 - Increase visibility of EV charging
 - Incentivise parking permits
 - Bus Lanes
 - Raising Awareness

Capital and revenue cost implications with scope for income generation

7. There are four different operating models available to local authorities when securing EVCPs for their area. With each model there is a trade-off between risk and revenue generation. The Strategy Document sets out this in more detail. It includes
 - The EV charging infrastructure is owned, installed & operated by the local authority.
 - The EV charging infrastructure is owned, and installed by the local authority, but the ongoing maintenance and operation is contracted out to a 3rd party operator.
 - Concession only: In this model, the groundworks for a range of locations for charge points are constructed by the local authority and made available for an operator to install the hardware and operate from.
 - Lease ownership: A typical lease model will be structured such that the Charge point hardware is owned by the supplier and is rented or leased to the local authority.
8. The Strategy Document concludes with an action plan and maps indicating resident interest. Feedback by **Monday, 27 September 2021**

1. Recommendations

- 3.1 Comments and observations of the West Swindon Parish Council are recorded.

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