



EXECUTIVE BOARD DECISION

REPORT OF:	Executive Member for Growth and Development
LEAD OFFICERS:	Strategic Director of Growth & Development
DATE:	Thursday, 6 July 2023

PORTFOLIO/S AFFECTED:	Growth and Development
WARD/S AFFECTED:	(All Wards);
KEY DECISION:	Y

SUBJECT: Lancashire and Blackburn with Darwen Electric Vehicle (EV) Charging Infrastructure Strategy

1. EXECUTIVE SUMMARY

1.1 In August 2022 Lancashire County Council (LCC) and Blackburn with Darwen (BwD) Borough Council commissioned Atkins (in collaboration with Field Dynamics) to prepare an EV Charging Infrastructure (EVCI) Strategy. The completed LCC & BwD strategy (which looks to 2030) is attached as Background Paper 1 of this report.

The EVCI strategy proposes the following vision:

'to deliver appropriate, accessible, and equitable EV charging provision across Lancashire and Blackburn with Darwen, in collaboration with commercial operators, to meet the expected growth in EV usage and demand from residents, businesses and visitors without access to off-street charging'

1.2 The EVCI Strategy is to be supported and delivered through a number of key objectives which relate to: Coordination; Planning; Funding and models; Deployment; Monitoring; and Awareness and Capabilities. An action plan set out in the Strategy provides more detailed actions under each of these key objectives, as well as a proposed means to review and check progress in future years against delivery and requirements due to the recognised, inherent uncertainties in modelling the overall level of demand for EVs.

1.3 The EVCI Strategy suggests that, based on current available information, an additional 259 chargepoints will be required in BwD by 2026, increasing to 825 by 2030. The Government is providing new funding to Tier 1 Local Authorities to help support and deliver this work through the Local Electric Vehicle Infrastructure (LEVI) Fund. Both revenue and capital funding is being offered, further details of which are set out in this report.

1.4 Changes to national building regulations (Part S) in summer of 2022 mean that most new developments must provide EV charging facilities as part of their design. This includes not just new residential developments but 'change of use' and new non-residential properties including retail and commercial builds. The EVCI Strategy therefore aims to primarily address the needs of those *without*

access to off-street charging provision.

2. RECOMMENDATIONS

2.1 That the Executive Board:

1. Endorses the Lancashire and Blackburn with Darwen Electric Vehicle Charging Infrastructure (EVCI) Strategy (Background Paper 1);
2. Notes the proposed funding arrangements for helping with implementation of the EVCI Strategy and associated action plan through the Local Electric Vehicle Infrastructure (LEVI) fund; and
3. Authorises the Strategic Director for Growth & Development, in conjunction with the Executive Member for Growth and Development, to approve the development and delivery of the action plan.

3. BACKGROUND

3.1 Lancashire County Council and Blackburn with Darwen Borough Council are seeking to help support the needs of existing EV drivers in the Borough, and facilitate the anticipated rates of increased adoption of EVs. Completion and implementation of an EVCI Strategy is a key part of this work. Having an evidence-based strategy in place will give clear direction to the future deployment of infrastructure across the Borough. The Strategy looks at helping to increase the provision of 'on-street' chargepoints, to encourage those residents without any ability to park off-street, to transition to an EV. It also considers the likely requirements for 'destination' chargepoints, and will help to encourage and direct private investment where it is available.

3.2 In August 2022, the two authorities commissioned Atkins (supported by Field Dynamics) to help prepare the EVCI strategy. Blackpool Borough Council has already progressed its own EV strategy.

3.3 The commission has involved two distinct packages of work:

Work Package 1 - Background context. This included:

A Rapid Evidence Review - understanding of the wider context in which the Strategy sits. A literature review, focusing on UK, regional and local policies and strategies, was completed. This informed the understanding of which targets, aims and objectives the Strategy should be supporting.

Local Authority Engagement - engagement with all Council representatives (inc. BwD, LCC and its districts) was conducted in the form of three workshops and a follow-up survey. This enabled a full understanding of the predisposition of different places in Lancashire to the adoption of EVs, existing provision, and the difference priorities for the strategy and demand-zoning activities (see Work Package 2).

The full findings of Work Package 1 are set out in *Section 3: Background Context*, and *Section 4: Current Electric Vehicle and Charging Infrastructure Provision*, of the Strategy (provided as Background Paper 1).

Work Package 2 – Demand Modelling. This included:

Planning Horizon - provides a point in time and size of the total expected EV fleet (not referring to commercial fleets, but the total number of vehicles across the Borough) to plan for. This uses the National Grid's 'Future Energy Scenarios – Consumer Transformation' adoption curve (see Figure 5-7 of Background Paper 1). The Planning Horizon provides a number of benefits including: a common goal to focus on; a common forecast for multiple projects; a substantive research point to aid stakeholder engagement; and a reference point to compare evolving behaviours.

Scale of Challenge - having established a predicted EV fleet size, understanding the size of the public charging infrastructure required to support that fleet gives the 'scale of challenge'. Charging infrastructure for large commercial vehicles has not been considered. Charging behaviours (see Figure 5-3 below) are used to consider the number of different driver types in the Borough to help provide better local perspective and context for short to medium term investment decisions.

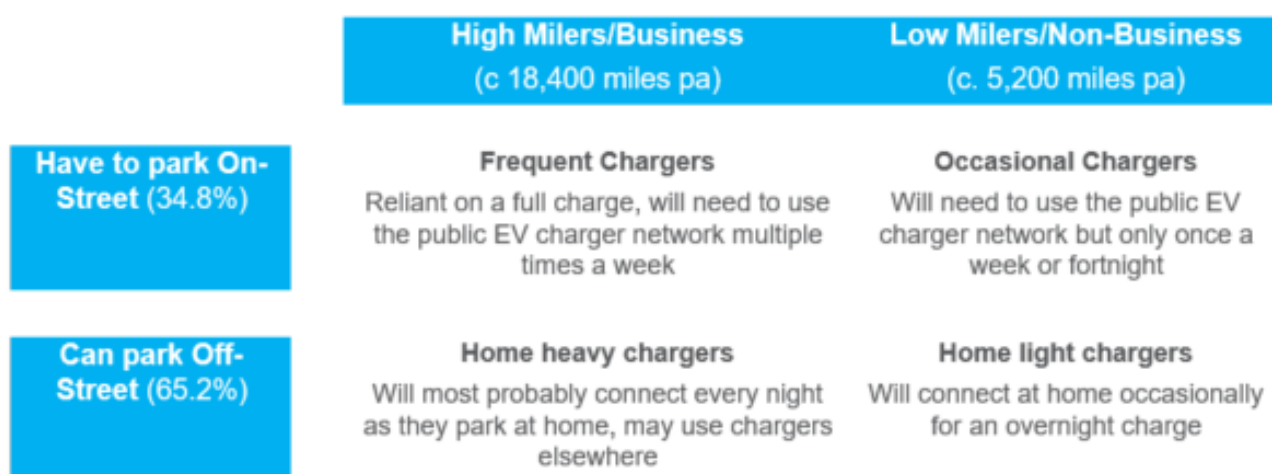


Figure 5-3 - Overview of charging behaviours

Demand Zoning - residents that have off-street parking and can install a home charger will be far less reliant on any public chargers than those that cannot. Therefore, it is beneficial to zone small areas of each borough/district based on general levels of need and access. Demand zoning does this and identifies five different zone types.

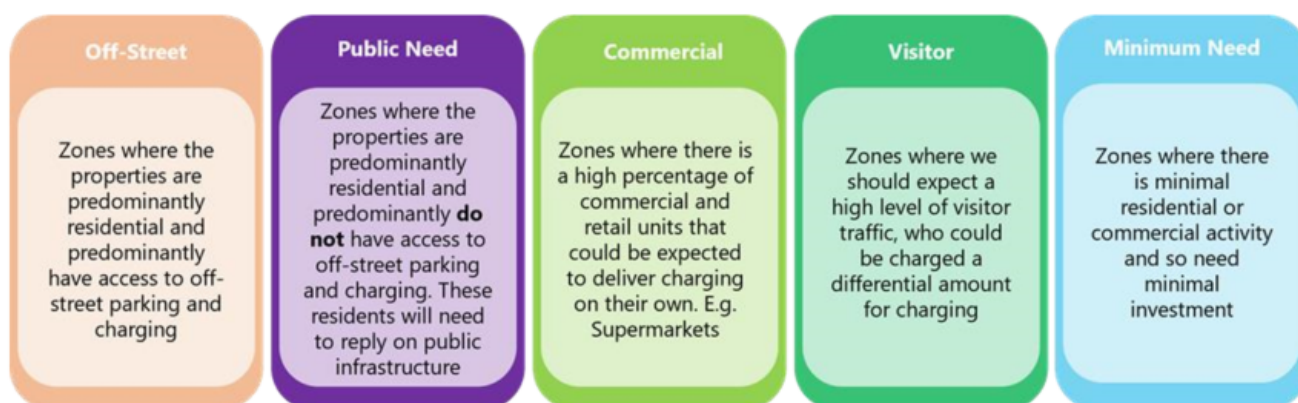


Figure 5-8 - Zone type descriptions

The full findings of Work Package 2 are set out in *Section 5: Future EV Deployment* of the EVCI Strategy. A map of the whole Borough, and its classification into the above zone types is set out in the strategy as *Figure 5-9 - Blackburn with Darwen Zoning Map*. A number of priority zones are also identified which house the largest proportions of on-street parking provision (implying higher levels

of public need). These are suggested as initial locations to target any early work on feasibility and site identification for on-street chargepoints.

Scale of EV chargepoint provision (existing and projected)

- 3.4 The EVCI Strategy confirms that BwD currently has 46 publicly available chargers (listed on the National Chargepoint Registry as at January 2023). Ten of these chargepoints were installed by the Council in its public car parks and Business Centres through the Local Transport Plan programme. A small number are 'rapid' chargers, located in forecourts and capable of delivering a full charge in 30 minutes. The remainder are mainly 'destination' chargepoints located in, for example, supermarket car parks.
- 3.5 The results of the demand modelling exercise summarised above, suggests that an additional 259 charge points will currently be expected to be required in BwD by 2026, and 825 by 2030. Around 70-75% of these should be 'nearby' chargers, which are those within a reasonable walking distance of a household (typically around 5 minutes) – many of these will be on-street and required in the areas of public need as set out in the zone type descriptions above. The remaining chargepoints will be expected to be provided at a combination of 'primary' and 'secondary' locations: primary locations are those visited for the primary purpose of charging a vehicle (such as a forecourt); secondary locations are those where the user will visit for some other primary purpose (such as a supermarket or leisure centre) and where charging is a secondary purpose (also referred to as 'destination' chargepoints above).

The exact type, number and location of charging locations required in any area will be subject to a number of variables including: adoption rates; charging behaviours; parking space; grid capacity availability; and local policy decisions. As such the Council will review these figures annually.

Completion of the above work packages has led to the development of the following vision and key objectives:

EVCI Strategy Vision

To deliver appropriate, accessible, and equitable EV charging provision across Lancashire and Blackburn with Darwen, in collaboration with commercial operators, to meet the expected growth in EV usage and demand from residents, businesses and visitors without access to off-street charging.

EVCI Objectives

- Coordination - to effectively coordinate EVCI deployment activities – more of an issues for LCC and its Districts and establish a pan-Lancashire EV Working Group.
- Planning – to identify the optimal locations for chargepoints that recognises the local, regional, and national policies and the demographics of BwD and Lancashire.
- Funding and models – to determine the best operating and funding models, and to secure Government funding for infrastructure.
- Deployment – to deploy an additional 6,661 chargepoints (across the public and private sectors) throughout Lancashire and 825 across Blackburn with Darwen by 2030, assuming no major changes to the underlying assumptions.
- Monitoring – to implement monitoring, evaluation, and feedback activities to build a better understanding of actual charging usage and behaviour, EV uptake and user feedback, to inform regular reviews and updates to the Strategy.
- Awareness and capabilities – to increase awareness, understanding and capabilities in EVCI to support the roll-out and operational aspects.

The EV Strategy develops each of the key objectives further into a series of more specific actions and recommendations which will be taken forward by the Council, once dedicated resource is secured. Actions are set out in full in Section 7.2 of the EVCI. These recognise that EVs and their associated charging infrastructure are rapidly evolving and therefore the identified actions will need regular review. The Energy Saving Trust (EST) has provided guidance and support to LCC and BwD on the deployment of EV infrastructure and have been involved with the drafting of the Strategy. They will continue to provide support to the Council as appropriate.

Funding/Delivery

3.6 The Department for Transport (DfT) has recently announced that, following an initial Local EV Infrastructure (LEVI) Pilot, £343m capital and £37.8m resource funding will be made available to local authorities nationally over the next 2 financial years through the LEVI Fund to accelerate chargepoint provision. The LEVI Fund builds on the existing On-Street Residential Chargepoint Scheme, and its aim is to help deliver a step-change in the deployment of local, primarily low power, on-street charging infrastructure. It is intended to primarily benefit those without off-street parking and to accelerate the commercialisation of, and investment in, the local charging infrastructure sector.

BwD has been informed that its allocation is for up to £1.6m for capital, and up to £360k revenue funding for resource over this 2 year period. The Council has proposed how it will use the revenue funding to provide a dedicated staffing resource and awaits confirmation of the total amount to be awarded. It has also submitted an Expression of Interest for capital funding, indicating that it will be seeking funds in the 2024/25 financial year once scheme proposals have been sufficiently progressed.

3.7 The EVCI Strategy and its associated action plan will be delivered within the context of other relevant plans and policies such as the Local Transport Plan and the emerging new Blackburn with Darwen Local Plan (2021-2037). The Council will incorporate the chargepoint requirements identified in the EVCI Strategy within the new Local Plan's Infrastructure Delivery Plan (IDP). It will also provide further detail in the proposed Sustainable Transport and Movement Supplementary Planning Document (SPD).

4. KEY ISSUES & RISKS

4.1 The Council has an existing contract with Swarco UK Ltd to operate and maintain its public chargepoints. This agreement runs until 31st March 2024. Adoption of this EVCI Strategy, and securing of dedicated pump-priming resource for EV chargepoint-related work alongside it, will help ensure that the Council can begin to progress an appropriate succession model for the procurement, deployment and operation of chargepoints in the future. The Council will use the National EV Insight and Strategy (NEVIS) programme, delivered by Cenex, to receive appropriate procurement support. NEVIS is in place to support Local Authorities with reliable, independent, up-to-date information on EVs and EV Infrastructure and appropriate commercial models that maximise private sector investment.

4.2 With the Council intervening in an area that the market also operates, there is a risk of duplicating provision of chargepoints and their underuse – the EVCI Strategy seeks to avoid this through co-ordination and collaboration, working with businesses which may already have EV charging strategies to reduce any potential overlap.

5. POLICY IMPLICATIONS

5.1 Adoption of the Council's new EVCI Strategy is an important local step towards preparing for the phasing out of new petrol and diesel cars by 2030, proposed by Government ([Taking Charge: the electric vehicle infrastructure strategy](#)). Implementation of the EVCI Strategy, and creation of a well-planned and

integrated charging and fuelling network, will help to accelerate the uptake of EVs in the Borough. This in turn will help in decarbonising the local transport system, supporting the Council's Climate Emergency Action Plan.

5.2 The need for providing improved on-street charging in residential areas without off street parking, and charging at destinations such as retail and leisure centres, was already identified in the [Lancashire Net Zero Pathways report](#) (March 2022). However the Council's EVCI Strategy identifies specific numbers of charge points, and identifies priority areas to consider further feasibility work. A total of 259 charge points is identified as being required in BwD by 2026, and 825 by 2030.

6. FINANCIAL IMPLICATIONS

6.1 There are no direct financial implications on Council finances from adoption of the EVCI Strategy. Any financial implications related to capital schemes will be reported in future reports or through Exec Member decisions.

7. LEGAL IMPLICATIONS

7.1 There are no direct legal implications for the Council from adoption the EVCI Strategy. One of the actions arising is to 'identify appropriate model for delivery and procurement routes' and this will be undertaken in accordance with relevant Council procedures.

8. RESOURCE IMPLICATIONS

8.1 Implementation of the strategy and action plan will be subject to significant external funding – both public and private investment. The Government is initially providing funding through its LEVI programme, with both revenue and capital funding streams on offer. LEVI funding is primarily targeted at addressing the need for EV charging in areas with lower levels of residential off-street parking, as EV owners who park on-street will need to rely more heavily on the public charging network.

8.2 Revenue - the Council has been awarded up to £360k revenue (Capability funding) for increasing internal resource/capacity over the three year period 2022/23, 2023/24 and 2024/25 for delivery and management of EV charge points. The Council submitted a pro-forma setting out how the funds will be used in BwD, and currently awaits confirmation of the full amount awarded. At a minimum, a new full-time post (Net Zero Project Manager) in Highways is expected to be created as the central point of contact for this programme, with additional resource and support provided from the Growth and Development depending upon the final amount awarded.

8.3 Capital - the Council has submitted an expression of interest (Eoi) for up to £1.6m of allocated capital funding to help deliver new charge points on the ground. These will aim to be brought forward, subject to sufficient levels of funding, in line with the requirements for charge points set out in the EVCI Strategy.

9. EQUALITY AND HEALTH IMPLICATIONS

Please select one of the options below. Where appropriate please include the hyperlink to the EIA.

Option 1 ☒ Equality Impact Assessment (EIA) not required – the EIA checklist has been completed.

Option 2 ☐ In determining this matter the Executive Member needs to consider the EIA associated with this item in advance of making the decision. *(insert EIA link here)*

Option 3 ☐ In determining this matter the Executive Board Members need to consider the EIA associated with this item in advance of making the decision. *(insert EIA attachment)*

10. CONSULTATIONS

10.1 The EVCI Strategy has been informed by a wide-ranging evidence base, dialogue with key services, and prepared in consultation with key stakeholders in BwD and across Lancashire, and with national bodies such as the Energy Saving Trust. A combination of engagement workshops and follow up surveys have been used.

10.2 The Strategy highlights the need for further engagement to take place, notably with the District Network Operator (DNO), Electricity Northwest. When specific locations for new chargepoints are identified, and schemes drawn up, public consultation will also be expected to take place prior to any delivery of schemes.

11. STATEMENT OF COMPLIANCE

11.1 The recommendations are made further to advice from the Monitoring Officer and the Section 151 Officer has confirmed that they do not incur unlawful expenditure. They are also compliant with equality legislation and an equality analysis and impact assessment has been considered. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.

12. DECLARATION OF INTEREST

12.1 All Declarations of Interest of any Executive Member consulted and note of any dispensation granted by the Chief Executive will be recorded in the Summary of Decisions published on the day following the meeting.

VERSION:	1
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CONTACT OFFICER:	Darren Tweed (Strategic Planning and Transport Manager) Darren.tweed@blackburn.gov.uk
DATE:	6 th June 2023
BACKGROUND PAPER:	1. Lancashire County Council and Blackburn with Darwen Borough Council EV Infrastructure Strategy