



Communities Overview and Scrutiny Committee

Electric Vehicle Charging Strategy & Infrastructure Delivery in Warwickshire

Task and Finish Group Report

*Working for
Warwickshire*

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1.0 Executive Summary

The Electric Vehicle (EV) charging network Task and Finish Group was set up in 2022 to review the strategy, delivery and resources required to deliver a comprehensive public EV charging network in Warwickshire.

The Task and Finish Group has gathered and reviewed a range of information to support their work and has reached the following key conclusions:

- Despite initial reservations, the group were encouraged by the progress that was being made to develop an EV charging network in the County.
- A need to ensure that publicly funded charge point provision is delivered in an equitable way across the County, including considering the needs of rural communities.
- Opportunities to provide charging facilities for those without private off-street parking are prioritised, including consideration of gully type solutions
- There is a need for the public to be better informed about the EV charging opportunities that are being installed in their community.

The Task and Finish Group agreed the main focus should be on the continuation of improving the provision of EV chargers. By making the charging network more accessible and comprehensive and providing infrastructure ahead of demand more drivers will make the decision to switch to electric, away from petrol and diesel vehicles. A number of key actions were presented to the group and these were agreed as actions to take forward.

These actions have informed the recommendations put forward by the group.

1. Elected members to be updated on a quarterly basis as to the progress of EV charging infrastructure installation, relative performance of Warwickshire on a national basis and information on usage at existing charging hubs. This will be via email updates for them to share with residents if desired.
2. Officers should continue to seek funding opportunities to enable the delivery of EV charging infrastructure in Warwickshire.
3. Officers to work with the County Council communications team to provide more information to the public about the available EV charging network in Warwickshire.
4. Nuneaton & Bedworth be prioritised for EV charging points until they are performing at the same level (in terms of charge points per 100,000 population) as other boroughs and districts.
5. Officers based in County Highways to further monitor trials elsewhere and consider how a gully solution could be implemented in Warwickshire to

enable residents without off-street parking to charge via their domestic electricity supply.

6. Members to write to Ministry of Housing, Communities and Local Government to ask them to consider a change in the required planning permission for charging points to be one metre instead of two metres from the highway boundary.
7. Staff resourcing for the commissioning and delivery of EV charging infrastructure by the County to be reviewed and, subject to funding, increased to enable the County Council to develop and deliver the required number of charge points to meet the forecast demand.
8. Review and, if appropriate, seek to alter the Traffic Regulation Orders that apply to parking spaces adjacent to charging points in on-street locations to allocate as 'EV only' bays to ensure access to charging points is not unduly restricted by petrol/diesel vehicles. It was agreed that an incremental approach to the designation of 'EV only' bays would be adopted, with a review and changes happening on an annual basis.

2.0 Introduction

2.1 Purpose of Review

In February 2022 the Communities Overview and Scrutiny Committee resolved to establish a Task and Finish Group to review the strategy, current and future delivery and future resourcing of EV Charge points in Warwickshire. Members of the Committee were particularly concerned about access to charge points and the perception that Warwickshire was performing below the national average in terms of the number of public charge points in Warwickshire.

The sale of new petrol/diesel vehicles in the UK will be prohibited from 2030, this will be conducive to increasing public demand for EV and plug in hybrid vehicles and the associated recharging infrastructure to enable the transition away from petrol and diesel vehicles. It is essential therefore, that the scale of the required delivery of charge points in Warwickshire is recognised and resourced adequately.

The perceived lack of EV charging points can make the choice to switch to an EV challenging. Increasing the availability and visibility of EV charge points across the county has benefit for individuals and wider society. At an individual level, more charge points in the right locations will help give drivers the confidence to switch to an EV, help to reduce range anxiety and concerns over how vehicles can be recharged. Wider benefits include significantly improved local air quality and the associated societal health benefits.

At a national level, approximately 70% of EV charging is carried out at home. However for many residents who reside in dwellings without access to private off street parking, the ability to install a private charging point can be challenging. This national picture is reflected in Warwickshire and can act as a barrier to switching to an EV. The provision of a variety of charging types and different locations will provide people with the opportunity to easily recharge their vehicle at a time and place that is convenient to them.

In 2022, the Government published 'Taking Charge' the national Electric Vehicle Infrastructure Strategy. Whilst this looks at access and availability of EV charge points broadly, there is a particular focus on those who do not have access to off-street parking in terms of the need to provide convenient and affordable charging solutions in on-street residential areas. The strategy anticipates that at a national level, around 300,000 chargers are available as a minimum by 2030, with charge points installed ahead of demand, inspiring confidence in drivers who are yet to switch to EV.

Work undertaken by the County Council to develop a strategy for EV charging infrastructure in Warwickshire has identified the number and type of chargers required to meet forecast demand and support the transition away from petrol/diesel vehicles. The forecasts are set out in section 3.2 below.

The forecast increase in charging points is expected to be delivered via a combination of both private (e.g. supermarkets, shopping centres, restaurants etc) and public led interventions. In 2020, EV's comprised less than **1%** of the vehicle fleet, this is anticipated to increase to **15%** in 2025 and **41%** in 2030 (against a background rate of growth in the number of vehicles registered in Warwickshire).

The delivery of public charge points (e.g in Local Authority owned car parks and on -street locations) is the responsibility of Local Authorities. Importantly, whilst central funding is available, this funding is currently available on a competitive basis and there is no revenue support to help fund required local authority staff resources.

2.2 Members and Contributors

The members of the task and finish group were:

- Councillor Adrian Warwick (Chair)
- Councillor Will Roberts (Vice-Chair)
- Councillor Richard Baxter-Payne
- Councillor Bill Gifford
- Councillor John Holland
- Councillor Jan Matecki
- Councillor Tim Sinclair
- Councillor Caroline Philipps (substitute for one meeting).

The Group has been supported by the following officers from Warwickshire County Council:

- Isabelle Moorhouse - Democratic Services Officer
- Margaret Smith – Lead Commissioner, Transport Planning
- Victoria Mumford – Principle Transport Planner
- Benjamin Hill - Contract & Policy Engineer (County Highways)

2.3 Evidence

The Group held a number of information gathering sessions and engaged with a range of expert officers from Warwickshire County Council. The following publications were used as sources of evidence:

- Transport Planning documents (May 2022)
- UK Government's: Taking charge: the electric vehicle infrastructure strategy (published March 2022)

- Energy Saving Trust's 'OxGul-e' (published December 2021)
- Transport Planning's proposed strategy for EV charging points (July 2022)
- EV charging in Warwickshire (report produced by Cenex, 2020)
- Schedule 2, Part 2, Class D of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

The Group also gathered information by engaging with:

- Officers engaged with Oxfordshire County Council to gather information regarding their pilot Gull-ee trial and reported this information to the group;
- Char.gy, supplier of charge points that utilise the electricity supply to lamp post.

2.4 Dates and Timescales

26/05/22	-	Scoping Meeting and current position
30/06/22	-	Evidence Gathering (charging solutions)
20/07/22	-	Final recommendations
09/11/22	-	Report to Communities OSC
15/12/22	-	Report to Cabinet

3.0 Overview

3.1 Policy context

There is recognition of the importance of increasing the number of public EV charging points available to enable people to make the switch to an EV, away from petrol and diesel vehicles. This is of particular importance for residents who do not have access to private off street parking and charging facilities. The shift to EV also supports the reduction of local CO2 emissions/air pollution at tailpipe, thereby improving local air quality and contributing towards net zero.

The following publications set out the key local and national policy context for EV recharging.

Warwickshire Local Transport Plan 2011-2026

The [Warwickshire Local Transport Plan](#) (LTP) contains a series of policies and strategies that set out how Warwickshire's transport network will be maintained.

The EV strategy as contained within the LTP will be updated to reflect the current position as part of the wider Warwickshire LTP review and update.

Government’s ‘Taking Charge’ the electric vehicle infrastructure strategy

The Government published a Taking Charge in 2022, which sets out the ambition to make EV re-charging easier and more convenient for all, with a focus on those who do not have access to off-street parking in terms of the need to provide convenient and affordable charging solutions in on-street residential areas. The strategy anticipates that at a national level, around 300,000 chargers are available as a minimum by 2030, with charge points installed ahead of demand, inspiring confidence in drivers who are yet to switch to EV.

National Planning Policy

National planning policy sets out the current criteria that need to be met to enable the installation of private off street charging spaces and design (NPPF paragraphs 107 and 112 respectively).

3.2 Baseline position & forecast number of chargers in Warwickshire

In 2020, the baseline position in terms of EV charging provision in Warwickshire was relatively low, with a total of 101 charge points across the County.

Local Authority	7kW (fast)	22kW (faster)	50kW+ (rapid)	Total
Rugby	12	4	1	17
North Warwickshire	8	6	5	19
Nuneaton and Bedworth	12	4	4	20
Stratford-on-Avon	40	4	6	50
Warwick	40	14	13	67
Total sockets	112	32	29	173
Total Chargepoints	56	16	29	101

A significant piece of work was undertaken to assess the anticipated demand for charging infrastructure to support EV transition, this work accounted for both the projected increase in EV fleet and assumed that around 70% of charging will be undertaken by people charging at home. Based on this work, it is anticipated that to meet the local forecast level of demand in Warwickshire, the total number of charge points required by 2025 and 2030 will be;

- **by 2025** - an additional 968 standard charging (7kw) sockets (484 twin headed charging points) and 291 fast charging (22kw) sockets (145 twin headed points);
- **by 2030** (inclusive of 2025 target) - 2,758 standard charging (7kw) sockets (1379 points) and 532 fast charging (22kw) sockets (266 points).

The forecast increase in charging points is expected to be delivered via a combination of both private (e.g. supermarkets, shopping centres, restaurants etc) and public led interventions.

3.3 Current activity to support EV charging

The main focus of the EV installation programme of work to date has been on developing a core network of charging hubs across the county, helping to increase the ‘visibility’ of charging opportunities and giving people who live, work and visit Warwickshire the confidence to transition away from petrol/diesel vehicles.

The County Council was successful in securing approximately £1m of funding (from a combination of successful bids to central government and the Coventry and Warwickshire Local Enterprise Partnership and private sector contributions) to deliver 26 new charging hubs across the county in 2021/22. These new charging points have formed the spine of the EV charging network across Warwickshire and are located in a range of on and off-street locations in the main towns and smaller market towns.

Hub	Number of charging hubs installed	Number of charge points
Town Centre Hubs predominately in off-street car parks	16 hubs	106
Market Town Hubs Mix of off and on street locations	7 hubs	44
Residential Hubs predominantly on-street locations	3 hubs	20
total	26 hubs	170

3.4 A national perspective on progress

The combined public and private charge point installations has had a significant positive impact. Warwickshire’s position compared to the English average (as expressed as charge points per 100,000 population) has moved from below to above the England average over the period 2020-2022, with an average of 51.6 charging devices per 100,000 population across the County.

When compared to other neighbouring authorities, Warwickshire has more charging points per 100,000 population (51.6) than Oxfordshire (47.5), Worcestershire (28.3), Leicestershire (33.5) and Staffordshire (29.9).

	April 2022		Jan 2021		Jan 2020	
	No of devices	per 100,000 popn	No of devices	per 100,000 popn	No of devices	per 100,000 popn
England	25,884	45.8	17,459	31.0	13,719	24.5
Warwickshire	301	51.6	153	26.5	116	20.3
N Warks	40	61.1	13	19.9	10	15.4
N&B	29	22.2	16	12.3	13	10.1
Rugby	61	55.1	21	19.3	4	3.7
Stratford	91	68.7	62	47.7	57	44.7
Warwick	80	55.2	41	28.5	32	22.5
Coventry	499	131.5	260	70.0	170	46.3
Solihull	127	58.4	82	37.9	56	26.1
Worcestershire	169	28.3	124	20.8	103	17.4
Leicestershire	239	33.5	145	20.5	112	16.0
Staffordshire	264	29.9	177	20.1	113	12.9
Oxfordshire	331	47.5	256	37.0	212	30.8
Gloucestershire	226	35.3	184	28.9	157	24.8

3.5 Ongoing and future work

Other work to further the development of new EV charging infrastructure includes:

Strategy development

- Further development of the EV charging infrastructure strategy.

Expanding on-street charging opportunities

- Exploring options for residents with no private off street parking - Residents without off street parking can find it difficult to charge their vehicle. The Council is looking at solutions to make it easier for this group of residents to recharge. Options include;
 - a small trial in two residential areas in Stratford Old Town and North Leamington to further explore how electricity supplied to lamp columns

can be utilised to provide overnight charging points for residents. It is anticipated that this trial will commence in December 2022.

- Enabling residents to access their domestic electricity supply via the introduction of gully system from the house to kerbside.

Identifying and Prioritising Need

- Development of a prioritisation tool that can be used to prioritise funding to areas most in need of charging infrastructure (based on areas with a high proportion of households without access to private off-street parking).

Expansion into rural areas

- Development of a rural charging point delivery plan, working with local parish councils as a mechanism for delivery.

Designation of EV only parking bays

- Reviewing the Traffic Regulation Orders to help facilitate better access to the charge points.

Collaboration and partnership working

- On-going collaboration with other Local Authorities and the Energy Savings Trust to ensure Warwickshire remains at the forefront of this area of work.

Procurement

- Procuring a supplier in advance of the next phase of delivery (subject to funding).

There is no guaranteed capital funding for the expansion of the EV network in Warwickshire and this can make it challenging to develop a coherent delivery programme. Further funding bids will be submitted to government, but the competitive nature of the bidding process means funding is not guaranteed. In addition, government currently require a minimum of 40% of costs to be provided by the Council or the charge point supplier.

In addition to funding, there are also other challenges that should be considered;

- Opposition from local residents and businesses regarding the installation of charge points.
- The available capacity in the grid can mean installation in a specific location is not possible (or grid reinforcement costs make the scheme unviable).
- Footway/highway space restraints
- Internal resource availability to develop the wider programme of delivery.
- Traffic Regulation Orders to restrict (or otherwise) parking spaces can be a source of public dissatisfaction.

4.0 Findings

4.1 Overview of findings

The findings of the group confirmed that the provision of public EV infrastructure has a significant role in the County's overall transport strategy and meeting wider objectives - enabling more people to make the switch to EV brings benefits in terms of carbon reduction and improvements to air quality and noise pollution. It is recognised that the County Council has made a positive start in terms of delivering the required number of charging points across Warwickshire but there is a significant number of charge points that will need to be delivered by 2025/30 to meet the expected growth in demand.

4.2 Warwickshire's EV charging network

The EV charging network in Warwickshire is at an embryonic stage. The County Council has made a significant impact, via the recent installation of 26 charging hubs, on the visibility of a charging network and this, combined with private sector installations (e.g supermarkets, cafes, shopping centres) has helped form the basis of a relatively strong network.

There is a clear need to continue with the delivery of charge points, with the key points being;

- EV charging points should be installed ahead of demand, inspiring confidence in drivers who haven't switched to EV.
- Include a mix of suppliers to keep the market competitive and give choice to EV users
- A faster roll out of charge points is needed to meet the forecast demand
- A mix of charging solutions is required

Given the geographical and demographic nature of Warwickshire, a mix of charging types and locations is required. All charge points installed to date have been 7kw standard chargers, there is a clear need to establish a mix of charging solutions, depending on the location in which they are deployed (e.g slow overnight chargers in residential streets). The approach presented and endorsed at the TFG is set out in the table below.

Charging location type	Charger type	Possible funding stream & responsibility	Challenges and opportunities
<p>Residential Street Hubs</p> <p>On -Street chargers in residential area using lamp columns</p> <p>Stand alone charging units</p>	<p>Standard (5.7KW)</p> <p>Standard – up to 22kw</p>	<p>ORCS</p> <p>WCC</p>	<p>PILOT Scheme about to commence, delivering charging points in 5 streets.</p> <ul style="list-style-type: none"> - Provides convenient access to charging for residents. - Tariffs likely to be closer to domestic rates. - Improved control over installation costs. - Slower charging rate – designed for overnight/long stay parking, not a rapid top up. - TROs difficult to apply/enforce in streets where parking restrictions are absent/TRO challenges from residents - Parking issues - Grid capacity and upgrade costs for stand alone chargers – flexibility required over location
<p>Town centre hubs. Located in off - street car parks</p>	<p>Standard and fast (up to 22KW)</p>	<p>ORCS</p> <p>District and Borough Councils</p>	<p>WCC have led the delivery of 26 charging hubs to date, the majority of which are located in off street car parks</p> <ul style="list-style-type: none"> - Convenient for users - Limited stay ensures turnover and easier access. - Use enforced by parking attendants, where available. - Suggest D& B responsibility as land owner and car park operator installation. WCC to work with D&B's to ensure aligned delivery. - Loss of revenue from parking if chargers aren't utilised.
<p>Market town charging hubs</p>	<p>Standard and fast (up to 22KW)</p>	<p>Off street car parks and limited on street provision</p> <p>WCC and Districts and Borough Councils</p>	<ul style="list-style-type: none"> - Provides a broader geographical coverage of EV charging points. - Residents and visitors. - Can be challenging to find suitable on street location that local residents are happy with. - Identified locations can be very expensive in terms of required grid upgrades – flexibility required. - TRO requirements and flexibility required.
<p>Rural charging</p>	<p>Standard and</p>	<p>WCC to lead</p>	

hubs	fast (up to 22KW) Possibly some provision of 50KW chargers	strategy work if appropriate. Delivery mechanism with parish councils and community groups to be established.	<ul style="list-style-type: none"> - Provides broader geographical coverage of EV charging points across Warwickshire - Convenient access for residents and visitors - Funding constraints
Private Charging			
On - street residential charging	Gully system to enable homeowners to charge using their domestic electricity supply	Homeowners to fund the installation of home charging point and all other necessary equipment. Homeowner to fund any required legal agreements and on going maintenance	<p>-Enables the resident without private off street parking to access domestic electricity supply.</p> <ul style="list-style-type: none"> - cannot guarantee parking outside the home to access home charger. - current planning regulations do not permit every household to install a domestic charger. <p>The application of this technology will require the installation of a gully, or similar, across the footway. This is likely to have legal and maintenance implications that County Highways need to consider and conclude how it could be taken forward.</p> <p>Advice from Energy Savings Trust is for Warwickshire to take a 'watch and wait' approach at this stage.</p>
Private destination e.g supermarket, shopping centre, 'petrol' station forecourt, tourist attraction	Range of standard and rapid should be provided, depending on destination type.	Private sector to fund. Central government funding removed.	Very limited influence from public sector over what is provided and where. WCC will monitor provision to influence where further public intervention is made.

4.3 Funding Electric Vehicle Charging Infrastructure

The Task and Finish Group considered what capital and revenue sources of funding are available. The delivery of EV infrastructure does not have a dedicated internal budget allocation and therefore the installation of new infrastructure is reliant on securing funding from various national and local sources.

In addition, the entirety of the EV charging programme to date (strategy development and scheme delivery) has been undertaken by the Transport Planning team. Delivery of a significantly expanded programme of installations will prove challenging using current resources and the Task and Finish Group considered how responsibilities could be divided between commissioning and delivery teams, alongside the resource implications.

Commissioning	Delivery
<p>Responsible for:</p> <ul style="list-style-type: none"> - Developing the EV infrastructure strategy - Assessing the future demand for EV charging infrastructure to meet the predicted uptake in EVs - Submission of bids for funding - Procuring an EV supplier to install, operate and maintain an initial rollout of charging hubs and provide the necessary match funding - Managing the EV supplier contract <p>Responding to public and member queries regarding EV charging infrastructure (strategy side)</p>	<p>Responsible for:</p> <ul style="list-style-type: none"> - Reviewing public charging needs to identify sites for new charging hubs - Working with the appointed chargepoint supplier to oversee the delivery of chargepoints - Liaising with District and Borough contacts on the implementation of charging infrastructure in their off-street car parks - Responding to public and member queries regarding EV charging infrastructure (delivery side) - Working alongside colleagues in County Highways to support the rollout of charging infrastructure using lamp columns and scoping out a solution for gully charging.
<p>Resourcing implication: 1 FTE (met from within Transport & Highways group existing budget)</p>	<p>Resourcing implication: 1 FTE (new post with associated funding required)</p>

The Task and Finish group heard from officers that future EV chargepoint delivery in Warwickshire would likely require a mix of funding from government competitive funding sources combined with a significant contribution (currently 40%) from the private sector. In some cases, the charge point operator may be willing to fund installations in their entirety, but this is on a case-by-case basis and may lead to inequality in provision across the county.

The main sources of funding currently available to local authorities for EV charging infrastructure are;

The On Street Residential Chargepoint Scheme (ORCS)

The Office for Zero Emission Vehicles (OZEV) announced the continuation of the ORCS scheme to help increase the availability of plug-in vehicle charging infrastructure for residents who do not have access to off-street parking. The funding includes £20 million for 2022/23 and local authorities are invited to

submit applications to receive this funding. Local authorities can receive a grant to part-fund up to a maximum of 60% of capital costs relating to the procurement and installation of residential electric vehicle chargepoint infrastructure. No statement has been issued regarding the continuation of this fund post April 2023.

Local Electric Vehicle Infrastructure (LEVI)

OZEV recently announced the launch of the LEVI fund, which has initially launched as a pilot fund, This fund aims to further support the roll-out of electric vehicle charging infrastructure via large-scale, ambitious and commercially sustainable projects that use significant private sector investment.

Details have not yet been confirmed, but it is expected that the full fund will launch for applications during 2023. There is likely to be a revenue funding stream, but it is unclear as to how this will be distributed to local authorities.

Private Sector Investment

Even if government funding is secured, a proportion of the installation costs will have to be met by the private sector. In some cases there may be the opportunity to work with the contracted supplier to levy greater funding.

It is anticipated that solutions that enable residents without off street parking to charge via their domestic electricity supply would be funded by the resident. In some cases government funding may be available to support a small pilot scheme in the future.

Potential impact on Future funding for Local Highways and Integrated Transport Block Funding

Central government has announced changes to the DfT's local transport capital funding currently allocated by formula. From 2024/25, a proportion of the LA annual highways maintenance budget will be granted or withheld depending on an authority's performance against a number of metrics. The metrics are due to be developed this year, but the intention is for EV charging to be one of the metrics (alongside LTP development, bus and active travel infrastructure). The new approach aims to support and incentivise local authorities to bring about the step change needed to decarbonise transport. It is therefore essential that momentum on EV charge point delivery is maintained.

5.0 Conclusion & Recommendations

The Task and Finish Group engaged with officers from Warwickshire County Council and representatives from an EV charge point supplier. Despite initial reservations, the group were encouraged by the progress that was being made to develop an EV charging network in the County. Some concern was raised around ensuring that publicly funded charge point provision is delivered in an equitable way across the County and that rural communities must be considered. Opportunities to provide charging facilities for those without private off-street parking were considered a priority, alongside ensuring the public is better informed about the EV charging opportunities that are being installed in their community.

The Task and Finish Group agreed the main focus should remain the continued expansion of charge point infrastructure. By making the charging network more accessible and comprehensive and providing infrastructure ahead of demand, more drivers will make the decision to switch to electric. A number of key actions were presented to the group and these were endorsed as actions to take forward. These actions have informed the recommendations put forward by the group.

Action	Key Deliverables
Develop improved communication strategy around progress on EV charge point delivery	<ul style="list-style-type: none"> • Regular (quarterly) member briefing paper giving headline updates. • Social media updates on a frequent basis • Liaise with media team to develop wider comms strategy • Encourage elected members to keep constituents updated.
Improved branding	<ul style="list-style-type: none"> • Develop a strong ‘Park & Charge Warwickshire’ brand that can be applied in a number of contexts.
Procurement	<ul style="list-style-type: none"> • Carry out a comprehensive exercise to procure at least 2 delivery partners to deliver EV changing hubs in a range of locations. It is likely that contracts entered into will be for a period of 7+ years.
Staff resourcing	<ul style="list-style-type: none"> • To adequately resource the sustained delivery of EV charge points in Warwickshire.
Securing funding for delivery	<ul style="list-style-type: none"> • To develop funding bids for submission for available funding from central government or more locally e.g. LEP
District & Borough liaison	<ul style="list-style-type: none"> • To continue to work closely with District and Borough councils in Warwickshire to help enable delivery of further off-street hubs. • Via the wider procurement exercise, offer Warwickshire Councils (including Parish and Town councils) the ability to utilise our delivery contract.
Pilot and wider monitoring including new charging solutions	<ul style="list-style-type: none"> • To monitor the success of pilot charging points (initially this will include lamp column based points) and monitor usage of hubs to help inform future delivery in terms of charger type and location. • Liaise with other authorities to monitor the successes and challenges associated with alternative charging solutions.

The members of the group unanimously agreed on the recommendations set out below:

1. Elected members to be updated on a quarterly basis as to the progress of EV charging infrastructure installation, relative performance of Warwickshire on a national basis and information on usage at existing charging hubs.
2. Officers should continue to seek funding opportunities to enable the delivery of EV charging infrastructure in Warwickshire.
3. Officers to work with the County Council communications team to provide more information to the public about the available EV charging network in Warwickshire.
4. Nuneaton & Bedworth be prioritised for EV charging points until they are performing at the same level (in terms of charge points per 100,000 population) as other boroughs and districts.
5. Officers based in County Highways to further monitor trials elsewhere and consider how a gully solution could be implemented in Warwickshire to enable residents without off-street parking to charge via their domestic electricity supply.
6. Members to write to the Department for Levelling Up, Housing and Communities to ask them to consider a change to the Town and Country Planning (General Permitted Development) (England) Order 2015 to permit the installation of a charging point to be one metre instead of two metres from the highway boundary.
7. Staff resourcing for the commissioning and delivery of EV charging infrastructure by the County to be reviewed and when funding permits, increase to enable the County Council to develop and deliver the required number of charge points to meet the forecast demand.
8. Review and if appropriate seek to alter the Traffic Regulation Orders that apply to parking spaces adjacent to charging points in on-street locations to ensure access to charging points is not unduly restricted by petrol/diesel vehicles.