



To: Business, Economy, and Enterprise Scrutiny Board (3)

Date: 11 January 2023

Subject: Electric Vehicle Charging Network

1 Purpose of the Note

1.1 To provide an update on the Electric Vehicle Charging Network in Coventry.

2 Recommendations

2.1 The Business, Economy and Enterprise Scrutiny Board is recommended:

- 1) That any comments and questions on the content of the briefing note and appendix be provided.
- 2) That any further recommendations are identified for the appropriate Cabinet Member

3 Background and Information

3.1 Since 2017, the Council has secured £4.6 million in grant funding from the Office for Zero Emission Vehicles (OZEV) under the Electric Vehicle Charging Infrastructure ("EVCI") programme, resulting in a city-wide network of 603 Electric Vehicle Charging Points (EVCP) being installed, with a further 157 becoming operational by January 2023. This will take the total to 760 EVCP capable of charging 1,030 electric vehicles at any one time (some charge points are capable of charging two vehicles at the same time). This represents the largest EVCP network of any UK city outside London.

3.2 The following table summarises the EV charging infrastructure currently in place within the city:

Type	Number	Notes
On-Street Residential Charge Points	528	For public use – aimed at residents without off-street parking
On-Street Rapid Charge Points	39	For public use – in city centre and district centre locations, aimed at commercial users notably taxis and delivery vans

Off-street Charge Points	36	For public use – sited at Salt Lane and Railway Station Car Parks
Workplace charging	44	For private use by Coventry City Council staff and any visitors, funding through the Plug-in Coventry initiative
Ultra-Low Emission Bus Scheme	10	For private use by bus operator – at Bus Depot. Due to be increased as part of All Electric Bus City programme

There is additional charging infrastructure that has been installed privately by businesses, retailers, and residents, and some charge points have also been installed at petrol stations, examples including the recently re-developed petrol station at Butts Road where two EVCP have been installed.

- 3.3 To deliver the ORCS and rapid charge point network, Coventry City Council has entered into three Contracts to provide, install, maintain, and operate EVCP under the EVCI scheme. These Contracts are with separate commercial operators, and a further Contract to cover future expansion of the EVCP network will be awarded in 2023 subject to Cabinet and Council approval. The Council fully intends to make multiple bids for further funding competitions announced by OZEV to build upon the successful programme completed to date, recognising that since the programme started in 2017 EV car ownership within Coventry has increased fourfold (to around 5,200), and this exponential trend can be expected to continue as the Government’s deadline for phasing out sales of new petrol and diesel cars approaches. The first of the Council bids will be to facilitate an additional 450 charge points installed in residential streets where off-street parking is not available.
- 3.4 Currently, there are 1,255 people registered with the two operators of on-street residential charge points. Only people with an address local to the charge points can register, and therefore it is a reasonable assumption that those people who have registered have an electric vehicle and do not have access to private off-street parking with their own charging facility. Therefore, of the 5,200 electric vehicles registered within Coventry, around a quarter are dependent upon the on-street charge points for charging. As this figure increases, it is anticipated that there will be demand to restrict the on-street parking bays with charge points available for EV use only.
- 3.4 At present, such restrictions only apply to a small number of charge points across the city. There are “1 hour, no return within 2 hours” parking restrictions on the 39 rapid charging bays along with a “4 hours, no return within 6 hours” parking restrictions on a further 26 fast charging bays in the city. These restrictions are managed via sensors installed in the majority of the electric vehicle parking & charging bays. The remaining electric vehicle parking and charging bays, predominantly in residential streets, are advisory only to avoid too much pressure being placed upon on-street parking. This means that non-electric vehicles can use the parking bays without penalty. This approach will be kept under review, and a recent decision by the Cabinet Member for City Services has approved the introduction of restrictions at around 100 of the charge points if justified by the uptake of electric vehicles in the area and the usage of the charge points.

- 3.5 In addition to the further expansion of the on-street EVCP network, other projects are underway to support the future development of electric vehicle charging infrastructure in Coventry. Funding has been secured for a feasibility study into the potential development of a multi-fuel charging hub, called the CLEAN Hub, which could meet both strategic and local fuelling needs. The outcome of this feasibility study is expected in late 2023. In addition, a feasibility study has been concluded into a wireless charging project, whereby equipment installed within the road surface charges electric vehicles passing over it. This charging on the move concept is being trialled in other countries, and funding opportunities are being sought that would enable a similar trial to be carried out in Coventry.
- 3.6 Electric charging points are also required to be installed in at least 5% of all new car parking within new developments in Coventry, as set out in the Local Plan. This figure is likely to be increased through the Local Plan Review to reflect increased EV ownership in the city, with over 5,000 electric vehicles now registered in the city.
- 3.7 The recently adopted Coventry Transport Strategy fully supports the further expansion of the charge point network as a critical element of the decarbonisation of the transport system within the city. This will meet the objectives of improving air quality within the city, and in doing so will help to tackle health inequalities. The All Electric Bus City and E-Fleet programmes, which have both been reported to previous Scrutiny Board meetings, also form part of the strategy to decarbonise the city's transport system.

Appendix 1 – Coventry – Electric Vehicle Network

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