

# Local authority EV forum

## Discussion summary

Exploring EV Strategies

20 May 2022



Local Government Support Programme

# Contents

1. Introduction.....	1
2. Polls and presentations.....	2
3. Breakout sessions.....	7
4. Feedback on forums .....	11
Questions and Advice .....	13

## 1. Introduction

The Energy Saving Trust hosts local authority (LA) EV forums, in partnership with the Office for Zero Emission Vehicles (OZEV). The aim of the forum is to help local authority officers to find answers to their questions and share their experience with others working on public chargepoint delivery.

2021/22		2022/23	
Q2 5 October 2021	EV chargepoint procurement and funding	Q1 – 20 May 2022	Exploring EV Strategies
Q3 3 December 2021	Implementing EV infrastructure plans	Q2 – 15 July 2022	Local journey to electrification
Q4 11 February 2022	Exploring EV Infrastructure	Q3 – 13 October 2022	Topic TBC

This is our fourth LA EV forum; we focused on Exploring EV Strategies and continued with the new format to have three short LA case studies before going into breakout sessions. We slightly amended our polls to make them more detailed to inform councils’ journeys on the three key areas asked to be explored at this forum. OZEV provided a presentation followed by a longer Q&A session. This forum included an increase in officers invited, from 150 LA invites to 320 LA invites, of which 114 officers attended (46% increase). Only 64% of attendees selected which session they wanted to attend; the rest were split out between the sessions. The overall feedback was that officers would like more time in breakout sessions, so this will be addressed for the next forum.

Officers are invited to join a MS Teams group to continue the discussion (to join please email [lgsp@est.org.uk](mailto:lgsp@est.org.uk)) or alternatively, sign up to our ‘Authority Alert’ newsletter here: <https://r1.dotmailer-surveys.com/c2n2609-6b3y2e5b>

Previous LA forum reports can be found here: <https://energysavingtrust.org.uk/service/resources-for-local-authorities-on-electric-vehicle-chargepoints/>

## 2. Polls and presentations

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At our previous forums, feedback showed that:

- In December, most councils had awarded an EV infrastructure contract and another quarter were working on a tender.
- In February, we discussed Traffic Regulation Orders (including Off Street Parking Orders), and explored the considerations when electrifying council fleets. We also revisited procurement, as we recognise many officers are still at this stage.

For this forum, we wanted to review the progress, focus and resourcing of local EV strategies to support the newly published [UK EV Infrastructure Strategy](#). Additionally, we did a session on the public/ private funding of EV chargepoints and explore council fleet electrification, though interesting to note it was the top requested topic and ended up being the least requested breakout session to attend.

Normally our forum polls are limited to one or two per topic area; however, as the same topics keep reoccurring, we did three to four more detailed polls per topic. Due to the increased number of polls, we were unsure how much engagement we would get from officers; however, there was a response rate of over 50% (which was higher than expected).

### **Exploring Electric Vehicle (EV) Infrastructure Strategies**

EV Infrastructure Strategies can help set the direction of councils' priorities, from high level direction setting, to intervention aims or network delivery. The strategy is in place to ensure that:

- the right chargepoints are in the right location
- public spending is used effectively
- aspects like commercial models, equity, accessibility, resources, engagement plus much more are considered and managed.

Just over a quarter of councils have an EV strategy and a third have a strategy in draft. An EV strategy is key to securing future funding like LEVI, the [Local Electric Vehicle Infrastructure](#) scheme (currently in the pilot phase), in which £450 funding, which will go live for 2023.

Of those plans, it was found that;

- half of councils are creating their strategies using in-house resources
- just under a quarter are doing it in partnership with other councils to share resources
- just over a quarter have outsourced their EV Strategy to a consultant.

One challenge is that 11% of District or Borough councils are awaiting their County Council plans, to align with those plans; and so they have paused work to develop their local plans at the moment. Conversely, a third of councils have no plans to put in an EV infrastructure strategy.

So, we wanted to understand the challenges that councils are facing, as this will impact on:

- future public funding applications
- private investment
- ensuring the right chargepoints are at the right location
- giving people in the local area confidence to change to an electric vehicle, including businesses such as taxis and much more.

**Figure 1 – Q. If your council has no EV infrastructure Strategy, please detail any challenges you are facing? (38 responses)**



Dorset Council presented about their journey to creating their own EV Strategy in-house case study. They shared how, at the start, their EV infrastructure was installed ad-hoc and reactively; and how the strategy set the vision and goals to work towards, thereby prioritising the right work at the right time. This was done with in-house collaboration and with key stakeholders, to ensure the scope of the EV strategy was clear and enabled the focus on the role of the council to influence, support user experience and apply for funding. This was done in phases, to translate strategy into reality and with four clear goals:

1. Lead
2. Enable
3. Explore
4. Partner

With scope in mind, we asked the 26% of councils who already have a strategy what their key strategic areas are regarding setting up EV chargepoints. The vast majority of the top priorities were to open EV chargepoints on 'all forms of council land' (90%). Around a third focused solely on council car parks; 30-40% widened their strategy to cover community land, parish councils, inclusion of taxi trade with licensing, business engagement and highways engagement.

### **Electrification of Council Fleets**

At our last EV Forum we looked at depot electrification considerations including electrical capacity, business case challenges etc. At this EV forum, Durham County Council (a Unitary council) introduced how they electrified their council fleets. They started with small vehicles, then trialled and subsequently purchased one electric refuse collection truck. Durham CC discussed the challenges of the BEV (battery EV) RCV (refuse collection vehicle) trial:

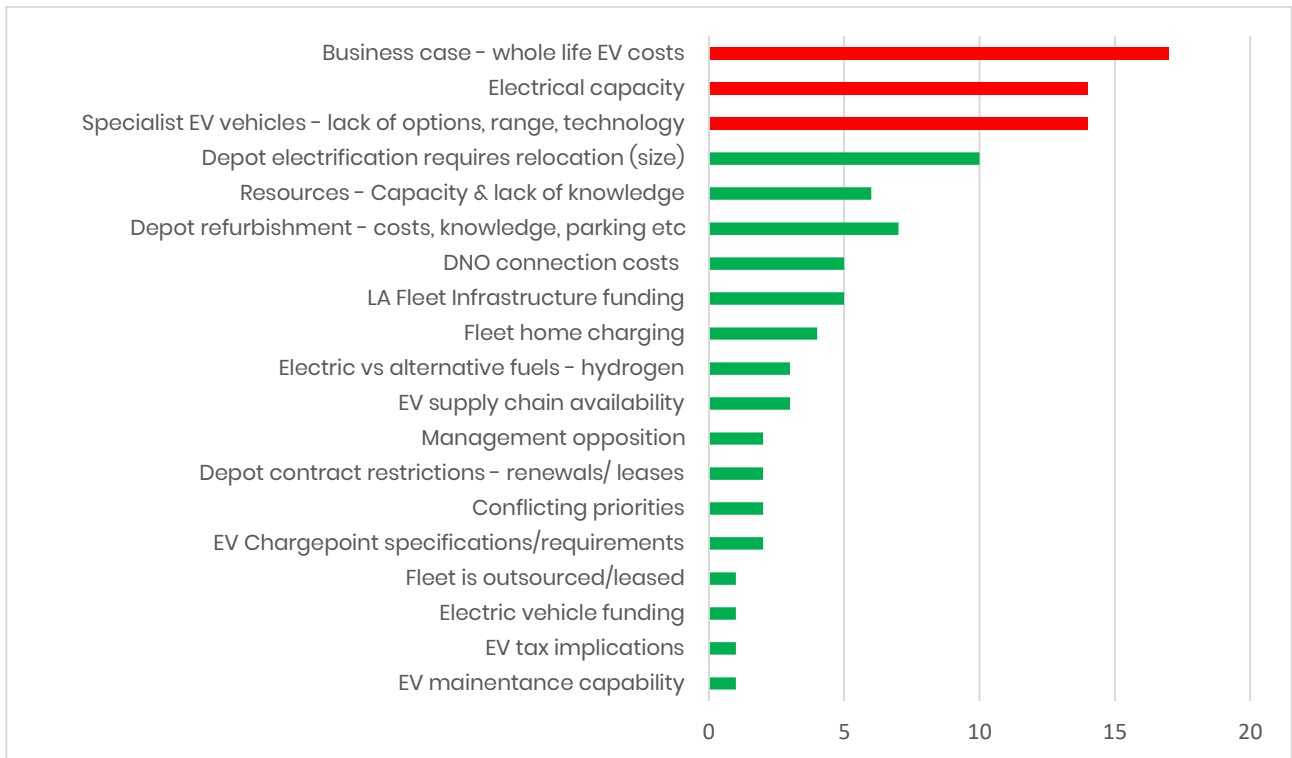
- initial software issues on the RCV and also with the EV chargepoints
- initial upfront capital costs (they wanted to trial two RCVs but got one)
- discovering that the electric grid capacity was not an issue as the vehicle could be slow charged and so they started to install EV chargepoints at the homes of the vehicle drivers.

Whilst we knew in February 2022 that nearly half of councils that attended our last forum were already electrifying their fleets, we wanted to know what journey they were on from small vehicles to larger vehicles. We found 54% were at the very start of their journey, by replacing only handful of smaller vehicles. 26% were replacing a considerable number of smaller vehicles, whilst trialling some larger vehicles (not refuse). 5% were well on their way with EV RCVs and/or fully costed and approved plans.

It is important to understand the level of electrification of vehicles, but we also wanted to explore any challenges regarding depot electrification. Only 30% of councils had a plan to electrify their depot, and over a quarter were unsure whether one is in place or being discussed. It is clear that with 44% of councils not having a depot electrification plan, then that may hinder some of the ambitions set by councils to electrify their fleets by 2030 (though we also noted that 15% of councils have not explored how to electrify the fleet).

As shown in figure 2, we asked about the challenges faced around electrification. It is clear that the main concerns are more about the electrification of vehicles, including business costs and range/ capacity of the vehicles to deliver the council services, and less about the challenges concerning the depot. However, we do note that electric capacity of the depot is a concern, which was voiced by Durham CC. Although they had not yet needed to expand electric capacity of the depot, they will do as the electric RCV fleet grows (it is noted that as a former industrial site can take advantage of increased energy capacity). However, a large multi-million-pound local renewable energy project close to their Morrison Busty site will help to increase the electricity capacity in the depot.

**Figure 2 – What challenges do you face around the electrification of your fleet (52 responses)**



**Private and Public Investment**

The [On-street Residential Chargepoint Scheme \(ORCS\)](#) has been going since 2018/19 and more councils are electrifying their local areas by taking advantage of this source of public funding. In April 2022 the ORCS funding formula changed from 75% public funding in 2021/22 to 60% funding in 2022/23. That means that a larger proportion of funding now must be provided from other sources. We wanted to understand how councils are funding the 40% needed for their schemes.

Most of the councils putting forward applications for this year’s round of ORCS funding were securing private investment, whilst a third were using council funds, and a quarter were not sure where they were going to fund the additional costs that were not covered by the grant.

For 2022/23 we found that whilst a third of officers were unsure if they will bid for this funding:

- 16% are putting their first application in for ORCS funding
- 38% are putting in another application for ORCS funding and have used it in previous years
- 8% would like to apply again, having used ORCS funding previously, but no more sites are available locally
- 9% have no resources or buy-in to utilise this fund

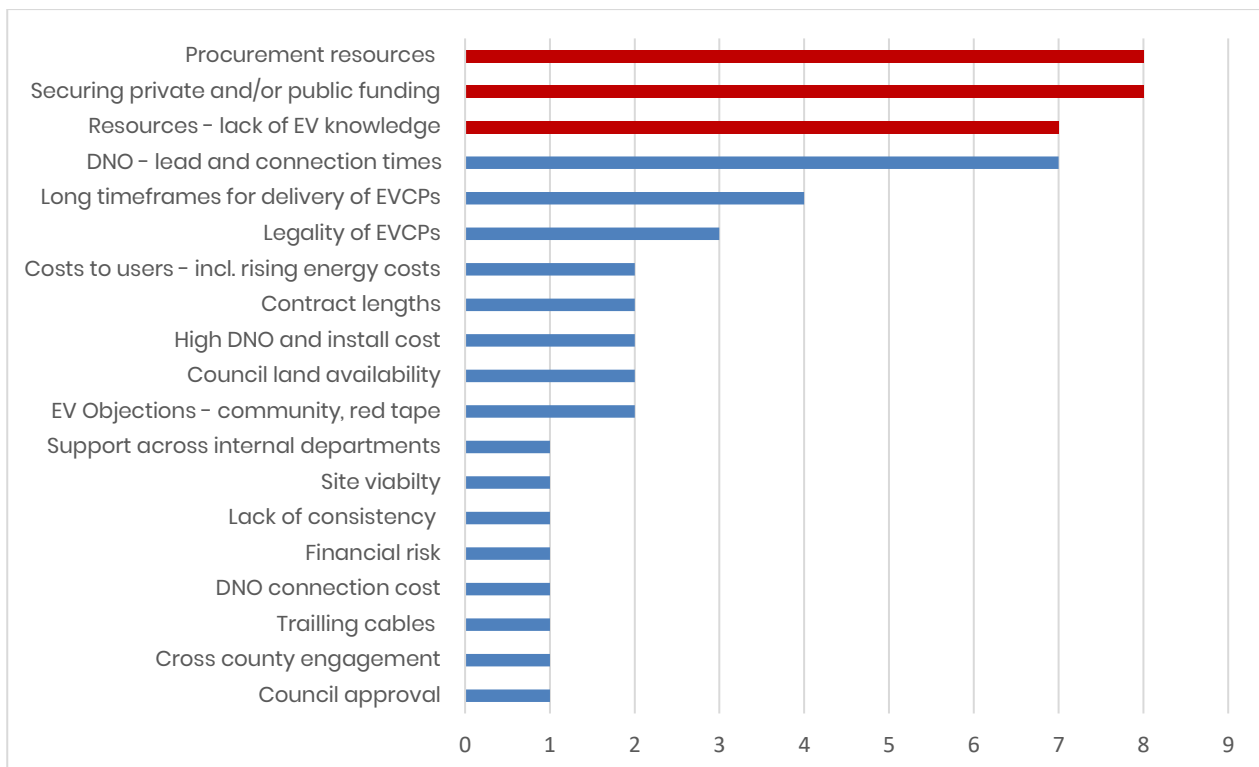
It is clear that there are challenges with the lower level of grant funding, which makes it harder to cover the remaining costs.

The upcoming LEVI funding scheme, and the [residential landowner chargepoint scheme for social housing](#), may help to resolve some of the funding challenges.

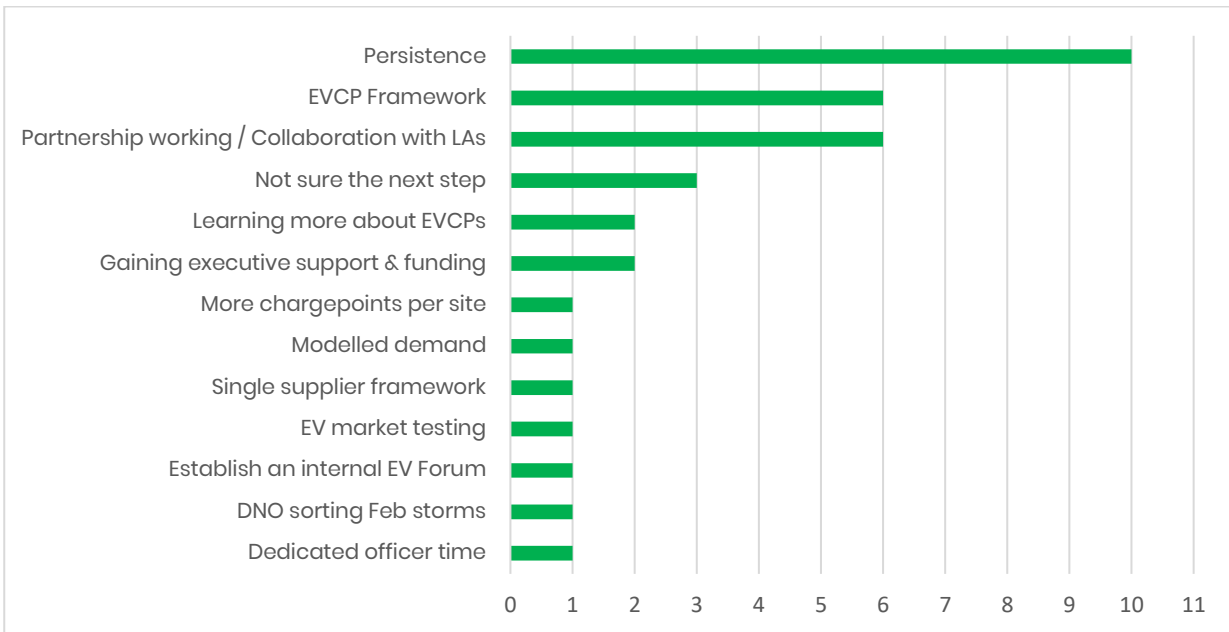
Figure 3 highlights the main challenges councils are finding with securing EV infrastructure funding. The main challenges focus around procurement resources/support, and lack of internal EV infrastructure knowledge, which ties into the challenges seen in figures 1 and 2. When we asked how councils are going to overcome these challenges (figure 4), most officers detailed with 'persistence' and though noted that some did not know the next step to overcome these challenges, collaboration and frameworks with other councils they feel is the best way of securing funding and resources for EV infrastructure projects.

Midlands Connect, who are a Sub National Transport body covering the West and East Midlands talked around their current journey to build large capital cases for privately funded chargepoints. They explained their forecasting for the area, upcoming tool and local EV Forums funded by DfT. A key focus is tackling the on-street aspect and creating solutions that would support the midlands area.

**Figure 3 - Q. What internal and external challenges in regards to public and/or private funding have you experienced while progressing electric vehicle infrastructure projects? (41 responses)**



**Figure 4 - Q. How are you overcoming funding challenges you have found? (29 responses)**



## 3. Breakout sessions

We held three breakout rooms, in which each session focused on a topic introduced by the presentations.

### 3.1. Exploring EV Strategies

#### Public Consultation

Dorset Council shared how they have not carried out a public consultation following the publication of their EV Strategy. This is due to lack of resource, the time intensive nature of public consultations and lack of technical knowledge among the public.

Dorset have engaged with internal fleet users and other stakeholders, but their ongoing strategy is to hold a wider consultation with businesses and the general public as and when resources allow.

They do, however, ask the public to submit locations which they think would be appropriate for a chargepoint and this makes them feel included in the decision-making process.

#### Lead Times

Essex County Council explained how it is difficult to predict what the infrastructure and fleet requirements will be 12-18 months ahead of time and how this is impacting their progress. They



feel it is vital for officers to have the opportunity to test vehicles before making a commitment, especially when determining if they are suitable for needs in more rural locations.

South Gloucestershire are in the process of developing an EV strategy draft and have experienced similar issues to Essex. In terms of lead times, they have found it is typically 36 weeks for rapid chargers, 26 weeks for fast chargers, and many parts are difficult to source at the moment.

Dorset Council advised making a distinction between EV infrastructure and fleet transition. Dorset Council advised keeping them separate in the strategy as an EV strategy that attempts to cover both might be difficult to manage.

### **Funding Challenges**

South Gloucestershire explained how they are faced with several competing priorities but a lack of funding to carry out works. They feel very reliant on grant funding to implement EV projects and install chargepoints. In their experience, the criteria set by central government feels restrictive, especially as they have different needs compared to other LAs as their area is very rural with much off-street parking. Their need does not match available grant funding (ORCS).

The new LEVI fund heavily encourages private sector investment, but South Gloucestershire are uncertain whether the level of private sector interest will support the roll out of chargepoints in rural locations. They receive a lot of private sector interest in more urban locations; however, they feel strongly that their role is to ensure equitable distribution across the whole district, but recognise that if they are unable to secure funding, they will have to rely on grants.

Dorset Council advised packaging up less commercially viable sites with more commercially attractive sites to negotiate a deal with CPOs. They believe they received more chargepoints this way than if they had pursued the fully funded route. While this approach sacrifices potential returns/ profit share, Dorset feel the benefits are worthwhile by ensuring a better distribution of chargepoints. They explained that while some chargepoints might not be used for a few years, it is crucial to give local residents the confidence to make the transition to EVs, and councils need EV infrastructure to be ready for use when residents decide to make the switch to EVs.

South Gloucestershire added that they are intending to work with other LAs in the Southwest to leverage private sector investment and they would like to ensure every resident is in a one-mile radius of a chargepoint.

### **Ownership Model**

Colchester asked about the case for having a mix of CPOs in an area to prevent a monopoly, increase competition, and prevent profiteering. A representative from EST shared that in the EV strategy which OZEV have produced, they are keen to ensure competition. In the past, there have been many sole operator contracts for ease of payment, but upcoming changes, such as the requirement for contactless payments, will make it easier to manage a roll out with multiple CPOs.

## 3.2. Electrifying council fleets

### Business case

Durham Council detailed how they began their journey to electrify their fleet with smaller vehicles. Small and medium sized vehicles will be cheaper to run over the life of the lease, so they have convinced their finance team that this is the right course of action.

They also discussed how most renewable schemes are run on an invest to save model (including Solar PV projects) and that they have an additional depot project, as well as the one described in the main presentation. They are going to install small wind turbines which will help facilitate fleet electrification by generating low-cost and low-carbon electricity.

### Depot Upgrade Costs

Several councils expressed concern around the high cost of upgrading a substation. A large number of key strategic depots require an increase in supply but there was uncertainty around who the upgrade costs should fall to.

Durham Council have written a number of different strategy papers on capacity planning across their sites. They have been presented to different Boards and the conclusion has been that there is reluctance to pay for an upgrade currently but an acknowledgement that that will have to happen in the next five years.

Several suggestions were made to reduce costs ahead of likely upgrades:

- Minimise the number of high-powered chargers on-site
- Charge vehicles overnight
- Charge vehicles slowly
- Speak to your Energy Manager and look at what your infrastructure can do.

Regarding the last point above, in a number of locations Energy Managers reduced their capacity with their energy supplier so they avoid paying high standing charges, while still knowing that extra capacity is still available and could quickly be reactivated by calling the energy supplier to put it back up substantially to charge multiple EVs if needed (Nottingham City).

### Electric RCVs

Northeast Derbyshire District Council and Bolsover District Council relied on a trial carried to show which routes would be possible to run an electric RCV on.

Nottingham City has 8 electric RCVs in service and another 12 have been ordered. They do have concerns regarding range on longer runs so they are looking at installing chargepoints at the

sites where the RCVs stop for lunch, so that they can be topped up before doing commercial waste runs in the afternoon.

### **Off-Street Fleet Solutions**

Some councils voiced concerns regarding lack of off-street parking for council workers who want to take vehicles home to charge overnight.

Durham said that they are exploring a mixture of on-street solutions. For example, their SOSCI (Scaling on Street Charging Infrastructure) project will ensure residents without off-street parking will be within a five minute walk of a chargepoint and they will install rapid chargers at depots.

Bristol Council also mentioned the use of co-chargers (is a peer-to-peer app designed to encourage local communities to share privately owned chargepoints across the country) and how this could support council fleet electrification.

## **3.3. Private and Public funding for EV infrastructure**

### **Engagement with Petrol Companies**

Midlands Connect shared how, in their experience, existing petrol companies feel they are 'too big' to come and engage in this space. Midlands Connect are currently putting together a region-wide EV taskforce which aims to include petrol companies as well as CPOs and DNOs.

Petrol companies' concerns may surround the sharing of data, so it is important to think about how to engage with them because they have an important role to play.

Transport for Greater Manchester said that it is also worth speaking to Planning departments as they usually receive notification of new chargepoint installations. They also find LinkedIn is useful for reaching out to these large corporations and, in their experience, they are always happy to talk because they also want land opportunities.

Telford & Wrekin Council shared that it was through speaking to Planning departments that they found out that Shell wants to install ultra-rapid chargers at one of their sites on the A442.

### **Contract Lengths with CPOs**

Several authorities shared how their legal and procurement teams are very nervous to sign-off such long contract lengths (15-20+ years). The group offered advice and warnings around how to manage contracts with CPOs:

- Midlands Connect advised that LAs should not be giving away their best sites. If you allow CPOs to 'cherry pick' your best sites, then five years down the line, it will be very difficult to negotiate. Midlands Connect are working on a case study to understand how long the ideal

contract length should be for a certain number of sites and will share their conclusions once complete.

- A number of LAs have put in place contracts with an extension (X + Y contract lengths e.g. 10 + 5 years) so that it is in the CPO's interest to maintain a certain minimum level of service. For example, Ryedale District Council have a 10 + 5 year contract length but with a clause to review the infrastructure at 10 years, with a requirement for the CPO to update their technology in line with market conditions.
- Croydon Council faced an issue with their CPO who had promised to replace three older chargepoints in March 2020. Based on this promise, the council's Parking Services team stopped paying the bills to the DNO, but two years on the CPO still has not replaced the devices. The council may be facing unpaid bills to the DNO because the CPO has not delivered what they promised.

Midlands Connect emphasised the importance of setting up EV forum groups to share lessons learnt from procurement so other LAs will not repeat any mistakes made.

### **Resource Management**

Black Country Transport shared how there is also an element of resource required when it comes to contract management issues. They have an underperforming contract and are struggling to do anything about it because they do not have a contract manager who can spend the time speaking to legal teams and resolving the issue.

They only have a handful of chargepoints at the moment and are already struggling with resource management. They are about to install a further 315 sites so they feel it is going to become increasingly difficult to manage that resourcing. Energy Saving Trust suggested that the £50m LEVI resource funding could potentially be one way to tackle contract management resource issues.

## **4. Feedback on forums**

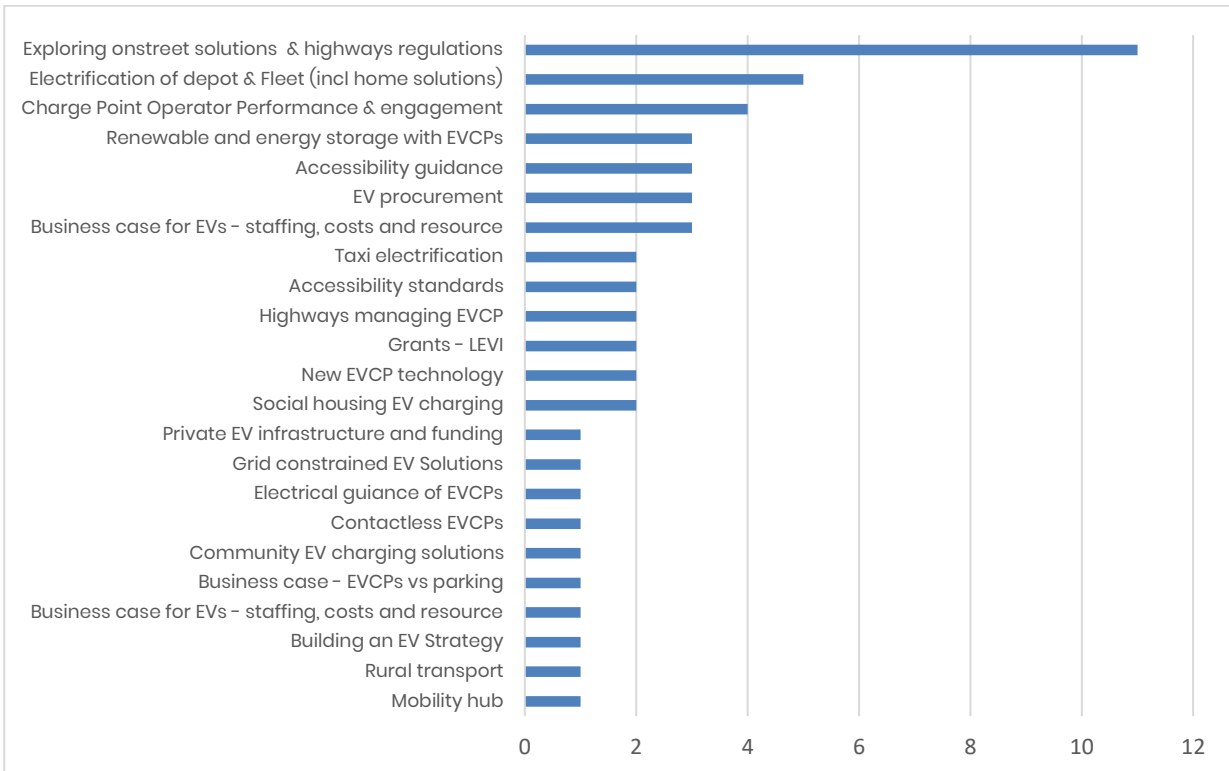
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We have now held four Local Authority EV forums. Due to a design error, our feedback form was not completed; so a follow up email was sent the same day with presentation slides to request formal feedback. All the officers who responded said they would recommend the forum to another officer.

As noted our forum added more detailed polls to learn what support officers needed and whether we provided the case studies needed. Most officers liked the new poll format; however they detailed they would like more time than the 30 minutes allotted to breakout sessions.

At our last forum, most councils asked for fleet electrification to be covered; interestingly, that was the least requested session and in figure 5 below you can see fleet electrification is the second most requested topic to be discussed. We detailed to the forum we could potentially cover Taxi electrification or LEVI; however, on-street solutions and CPO performance were requested more.

**Figure 5 - What topics or questions would you like the next two forums to cover? (36 responses)**



# Questions and Advice

Some queries could not be answered during the forum, please find responses below.

Table 1- Questions asked at the Forum that were not answered – 20.05.22

Area	Question	Advice
LA EV Strategies	<p>Council are experiencing:</p> <ul style="list-style-type: none"> <li>• Long timeframes for DNO responses and quotes valid for only 3 months</li> <li>• Increasing long lead timeframes with electric vehicles, chargers and even parts for chargers</li> <li>• Reputational damage due to lack of reliability in public charging network</li> </ul> <p>How can councils' support UK Government ambitions when fleet electrification maybe delayed, or issues with supply chain.</p>	<p>The UK electric vehicle infrastructure strategy was issued on 25<sup>th</sup> March 2022 called <a href="#">Taking Charge</a>. It outlined the UK Governments ambition in chapter two and some of the key challenges in chapter three.</p> <p>Following the UK government <a href="#">announcement on the 14<sup>th</sup> June 2022</a> to the end of the car plug-in grant, the UK Governments detailed its focus to improving electric vehicle charging.</p>
	<p>Following publication of the governments national EV charging strategy is further guidance on LA EV strategies expected (e.g. how they should be written) as was the case with LCWIPs?</p> <p>If so is likely timescale known? And who should lead in a two-tier authority?</p>	<p>OZEV advised that any statutory requirement will take time.</p> <p>OZEV advises that councils should still continue to prepare strategy (Tier 1 and tier 2), where possible work together and to ensure that they align as aware councils maybe have different levels of resource on EV infrastructure. The Energy Saving Trust have a workshop and guidance on how to build a EV strategy and can review any draft EV strategies.</p>
	<p>What different models have local authorities used to provide officer resource to work on/ deliver EV strategies?</p>	<p>As noted in section two councils have worked together with councils to share the load with creating and delivering EV Strategies. Also some have outsourced the strategy to a consultant.</p>

Area	Question	Advice/ Comments
UK Government EV strategy	What percentage of vehicles on the road are now zero emissions?	<p>There are now 379,000 Battery Electric Vehicles (completely zero emission vehicles), with 748,000 plug in vehicles (part zero emission vehicles) in the UK as of December 2021. This is an increase of 72% compared to 2020..</p> <p>In total BEVs make up 0.9% and PHEVs make up 1.9% of the 40.3 million licenced vehicles in the UK at the end of December 2021.</p> <p><a href="https://www.gov.uk/government/statistics/vehicle-licensing-statistics-2021/vehicle-licensing-statistics-2021#new-car-registrations-by-fuel-type">https://www.gov.uk/government/statistics/vehicle-licensing-statistics-2021/vehicle-licensing-statistics-2021#new-car-registrations-by-fuel-type</a></p>
	What's the governments view on having one CPO in your area. This can help make it easier for residents and council asset management (one back office system and one set of payments, saving money)	<p>The UK electric vehicle infrastructure strategy; <a href="#">Taking Charge</a> delivery of chargepoint plans that where possible, to ensure that more than one chargepoint operator is within a local area.</p> <p>This is to allow for healthy competition and pricing, to avoid a monopoly a local area, so that residents have the opportunity to select different pricing tariffs.</p>
Gully charging	<p>Is OZEV doing any research / studies on how to deal with trailing cables?</p> <p>Is OZEV producing guidance for on-street charging cable gullies? As it there is no standard for trials</p>	<p>OZEV are working closely with Oxford City who have a trialled Oxford gully project as part of Innovate UK funding, called E-GUL a webinar on this project was hosted by the Energy Saving Trust in May on the current outcome of this project.</p> <p><a href="https://energysavingtrust.org.uk/service/resources-for-local-authorities-on-electric-vehicle-chargepoints/">https://energysavingtrust.org.uk/service/resources-for-local-authorities-on-electric-vehicle-chargepoints/</a></p> <p>Outline of the project can be found here: <a href="https://energysavingtrust.org.uk/case-study/oxgul-e/">https://energysavingtrust.org.uk/case-study/oxgul-e/</a></p>

Area	Question	Advice/ Comments
LEVI Scheme	How has this funding changed council approaches given it's 'more flexible' criteria? Are hubs more of a consideration that on street infrastructure in light of this.	The LEVI scheme allowed for flexibility to look at innovate solutions supported by an EV strategy that ensured right chargepoint, right location. Any solutions like hubs to on-street solutions will be considered in this pilot phase, more information on the chosen pilot projects due to be announced summer 2022.
	LEVI demands contactless payment: <ul style="list-style-type: none"> <li>• how do we address the current poor customer experience of providers taking 'deposits' and keeping them</li> <li>• The costs associated with operating contactless payments?</li> </ul>	The LEVI scheme will be working with the chosen pilots to look at contactless payment costs as part of the project. In regards to the customer experience, the UK governments 2021 consulted on consumer experience at public chargepoints. <a href="https://www.gov.uk/government/consultations/the-consumer-experience-at-public-electric-vehicle-chargepoints">https://www.gov.uk/government/consultations/the-consumer-experience-at-public-electric-vehicle-chargepoints</a> This evidence formed part of the <a href="#">UK electric vehicle infrastructure strategy</a> with sets out their vision to ensure regulatory arrangements continue to support the transition, rather than hold it back.
	Is there room to consider bids where Local Authorities will own and operate assets, rather than being in concession partnership?	The LEVI scheme is open to any ownership models.
	Could we have more clarity on Section 17 notices for innovative charging point types that don't need a parking bay?	The LEVI scheme is flexible on innovation, therefore removed restrictions on where it may not require a parking bay, for example on on-street electric vehicle infrastructure solution.
	Will there be future rounds of LEVI funding post June 22?	Yes, it is expected that £450 million funding (£400 million is a capital fund and a £50 million resource fund). to be released in 2023 and funding will run until 2025.



Area	Question	Advice/ Comments
<b>Funding – EV Resources</b>	Capacity resource is a key barrier to rolling out of new EV infrastructure. What are the timescales for the £50m and how will it be distributed? And would funding be available to London councils?	This funding is being reviewed alongside the LEVI pilot project. Further details will be provided in the upcoming months. There will be a knowledge repository with LEVI which will have information on various types of eligible chargepoints, it will also have information on chargepoint procurement, CPOs, installation guidance etc.
<b>Rapid Chargepoints</b>	Could we see LAs’ examples of supplier funded rapid EVCPs.	There are many different examples of supplier funded projects. The Local Authority Support Programme can provide you examples or connections with relevant councils. Please email us on <a href="mailto:LGSP@est.org.uk">LGSP@est.org.uk</a>
	With some chargers now 46-50p per kWh. This makes it more expensive to go EV than hybrid. Are the government aware?	OZEV are aware of the CPO costs, and this aspect is addressed in how this market will be controlled going forward, please see the <a href="#">UK EV infrastructure strategy</a>
<b>Chargepoint forecasting / demand</b>	Is there a simple formula that can be used to estimate the number of charging points to be delivered per LA?	The Local Government Support Programme is publishing a Forecasting guide, so that you can find the relevant solutions and the data behind each forecasting tool. More will be coming out with the Cenex toolkit to support LEVI project in Summer 2022
<b>Social housing chargepoints</b>	How are councils dealing with social/sheltered housing with communal parking?	There are a number of social housing projects taking advantage of the residential landowner EV chargepoint scheme. <a href="#">Click here for more information.</a>
<b>Community Role – social charging</b>	What role does GOV think social charging communities might play to compliment public provision (e.g. Co-Charger)	This <a href="#">UK electric vehicle infrastructure strategy</a> outlines how ‘peer-to-peer’ community charging is part of the strategies vision to support “Effortless on and off-street charging for private drivers and businesses”

Area	Question	Advice/ Comments
<b>Equity</b>	Are there equity considerations - are there people without bank cards?	The government consulted on customer experience at public chargepoints. With contactless becoming the norm has meant that this currently has not been outlined as <a href="https://www.gov.uk/government/consultations/the-consumer-experience-at-public-electric-vehicle-chargepoints">https://www.gov.uk/government/consultations/the-consumer-experience-at-public-electric-vehicle-chargepoints</a>
<b>Street light charging</b>	Is the OZEV looking at regulation of 'open PEN' devices for lamp column charging points. Note: not having to have earth mats would cut costs.	OZEV are keen to support the advancement in earthing technologies, however it is not within their remit to regulate on such technology as this sits with <a href="#">Ofgem</a> .
<b>Private Charging Network</b>	Can OZEV release figures on number of private charge points from their grant data (thinking workplace and driveway chargers) as there's thousands of EVs that don't use the public network?	There are currently 32,312 public chargepoints as of May 2022. There are now approximately 33,000 workplace charging network across the UK new research has found in February 2022 <a href="#">Final Report (transportenvironment.org)</a> As noted in the UK Government data private and workplace charging devices are not included in statistics. However this is not inclusive of those on chargepoints on lease, purchased by work or purchased with no grant funding. <a href="#">Electric vehicle charging device grant scheme statistics: April 2021 - GOV.UK (www.gov.uk)</a>

Area	Question	Advice/ Comments
<b>Electrification of Depots</b>	What support are OZEV planning for LAs to install private charging at depots and to purchase vehicles for council services?	<p>Currently Councils can access the Workplace Chargepoint scheme, which allows funding for upto £350 funding per chargepoint.</p> <p><a href="https://www.gov.uk/guidance/workplace-charging-scheme-guidance-for-applicants">https://www.gov.uk/guidance/workplace-charging-scheme-guidance-for-applicants</a></p> <p>It is noted that there are potential implications for sites where capacity costs are high which was a topic covered in the session with Durham County Council.</p>
<b>Electrification of LA Fleets</b>	Local authorities are being encouraged to lead by example with our fleets. Infrastructure funding and expertise are limited. What support is there available?	<p>Energy Saving Trust has fleet team which is DfT funded which can provide fleet reviews, with a proviso that it is on a first come first service basis.</p> <p>Supporting this is the Local Government Support Programme who can provide advise and support on electrification. With infrastructure, there may need to be exploration of engineering resources to map journey for electrification which will need business case support.</p>
<b>Current LA Fleet Electrification journey</b>	<p>How do councils engage with fleet users or was this top down?</p> <p>How are councils managing with 12-18 month lead time for BEVs?</p>	<p>The energy saving trust offer Go Electric! Events or EV workshops for councils to engage from management to staff.</p> <p>Most councils are dealing with 12-18 month timeframes, as electrification of the depot is being investigated and on order to take advantage of the plug-in grant.</p>
<b>Embedded carbon</b>	How does the embodied carbon emissions differ between batteries and waste products	The energy saving trust can provide more information of the whole life carbon footprint, from second hand use of car batteries to the improved battery recovery to recycle and circular economy of EV batteries.

Area	Question	Advice/ Comments
<b>3<sup>rd</sup> party Fleets</b>	With LA with outsourced fleets how can local authorities work together with partners to influence change	The Local Government Support Programme (LGSP) can help support councils who wish to work together on fleet vehicle support. We offer EV workshops and our Fleet team offer fleet electrification reviews.
<b>Energy Crises and communication</b>	LAs are concerned about ability to influence/control pricing to the end user for public charging given the energy price and cost of living crisis.	The LGSP provides procurement workshops and guidance. With influence or control of pricing, the LGSP are able to provide soft market or tender reviews as part of their DfT funded services.
<b>Fleet home charging</b>	How to solve the tax / benefit challenges re: at home chargers?	<p>This a complex question being discussed between early installers of chargepoints for staff at home. This aspect may need further consideration from OZEV or HMRC, as this is currently only being trialled by a small number of Local authorities.</p> <p>It is noted that there are companies that will provide charge points and deal with reimbursement on your behalf so that no 'profit' is being made by an officer.</p> <p>Resources seems to be an issue on how to manage this aspect, so note there may still be some issues to overcome on this aspect to electrify fleet not at a depot.</p> <p>Some systems where domestic power is taken to an on-street socket that can also be used by other EV drivers, using a 'lance'.</p>