



Electric Vehicle Charging Infrastructure





Agenda

EVCI Strategy

Tariff

Progress on Pipeline





Introduction

Availability of and access to charging infrastructure is recognised as a critical barrier to the adoption of EVs.

As part of the public conversation on GM CAP proposals, the availability of charging points was cited as a key barrier for businesses and individuals in switching to an EV.

The requirement for appropriate vehicle charging infrastructure is even more critical given that the Government has now committed to phasing out the sale of new petrol and diesel vehicles by 2030

The EV Charging Infrastructure Strategy therefore aims provides a clear vision, objectives and strategic principles to inform a delivery plan for the deployment of public charging infrastructure across the city region.

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Work to Date

- A working draft of the EVCI Strategy produced and an EV Working Group with Local Authority representation established in Nov 2020
- Working draft of the EVCI Strategy circulated to ENWL and Energy Saving Trust – comments incorporated into a revised draft
- A revised draft of the EVCI Strategy has now been produced and circulated to Local Authorities for comment with today as a deadline
- Comment at EVCI group on issue of charging cable crossing footpath to EVs parked on street. Additional Text drafted and shared with EVCI group and CLO.

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Main Themes within Narrative

- The need to ensure that an under provision of EVCI is not prohibiting the transition to EVs
- The need to accelerate the transition to EVs to meet net-zero carbon targets especially in light of the ban of the sale of new petrol and diesel cars by 2030 and hybrids by 2035.
- The need for public sector intervention in the short term to encourage and accelerate the transition to EVs, demonstrate commitment to EV technologies and encourage investment
- The long term need for the development of a mature commercial EVCI network in GM that allows public sector intervention to be scaled back.
- EVs and EVCI are emerging technologies that create uncertainties around accurately projecting demand and therefore there is a need for flexibility to change investment priorities
- Alternatives to home charging for those without off-street parking including EV car clubs, workplace charging, EVCI at park and ride sites.



Priorities for Public Investment up to 2025



The initial focus for investment will be to provide a blend of EVCI that prioritises meeting the demand likely to be generated by the most polluting vehicles transitioning to EVs.

Taxi charging

Modelling estimates that between 34 (low scenario), 90 (central scenario) and 190 (high scenario) rapid charging devices will be needed by 2025 to support transition.

EV Car Clubs

In partnership with EV car club providers we will look for further opportunities to expand the EV car club offer in suitable locations across GM making shared electric vehicles more accessible.

Priority locations for community hub charging infrastructure

Through further research and engagement with businesses and communities we will look for opportunities to trial a small number of EVCI community hubs in locations where high demand is aligned with constraints on home charging or where demand from significant EV LGV business activity may justify public investment.





Proposed Timeline

- 5 May – TSG
- 12 May – WLT
- TBC – Member Briefing
- 18 May – LSS
- 25 June - GMCA
- District Treasurers and Legal Officers tbc
- Briefing will cover strategy, tariff, and progress on pipeline













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