Runnymede Borough Council

Electric Vehicle Strategy

December 2023

Runnymede BOROUGH COUNCIL

Introduction

1.1 In 2022 transport accounted for 34% of all territorial carbon dioxide emissions in the UK. Most emissions from transport are from road transport[1]. Consequently, replacing existing petrol and diesel vehicles with electric vehicles (EVs) is a key component of Government policy[2]. Local authorities are fundamental to successful charge point rollout. In addition, this change brings the environmental benefits of lowering carbon emissions, reducing noise from road transport and reducing air pollution. This transition therefore makes an important contribution to addressing climate change in the borough, and the following document sets out the Council's strategy to support this transition. It is important that the strategy can adapt to changes in technology, trends in mobility, changes to Government and sub regional policy and financial considerations. As such, this Strategy will be reviewed on an annual basis (please see the Monitoring and Review section at the end of this document for more information on this point) and there are likely to be future iterations.

1.2 Electric vehicles (EVs) are greener than internal combustion powered vehicles for many reasons:

- EVs release zero tailpipe emissions at street level, improving air quality in urban areas; Emissions from electricity generation is usually displaced away from street level where they have highest human health impacts.
- EVs don't require motor oil, which is a major pollutant.
- EVs can be powered by electricity produced from sustainable energy sources.
- The UK's electricity supply is rapidly decarbonising, a result of the planned closure of our remaining coal-fired power stations and the take up of renewable energy and other low-carbon energy sources.
- Vehicles operating on electric power are very quiet compared to petrol and diesel vehicles. This has benefits for residents living alongside busy roads and benefits for the natural environment with reduced vehicle borne noise pollution.
- EVs are expected, in the near future, to feed electricity back into the grid during peak periods, reducing the need for fossil fuel stations.

Why supporting Electric Vehicles is important to Runnymede

1.3 In October 2022, Runnymede Borough Council's four-year Corporate Business Plan and the five supporting corporate strategies which underpin it were approved. The Corporate Business Plan is the Council's top level strategic document. Together with the supporting strategies – Climate Change, Empowering our Communities, Economic Development, Health and Wellbeing and Organisational Development – it sets out the Council's priority areas of work.

[1] 2022 UK greenhouse gas emissions: provisional figures - statistical release (publishing.service.gov.uk)
[2] Taking charge: the electric vehicle infrastructure strategy (publishing.service.gov.uk)

1.4 One of the top priorities is tackling climate change, and this is reflected in the Council's commitment to working with partners to decarbonise, improve air quality, offer more public transport as an alternative to the car, provide the infrastructure for electric vehicles and to play our part in creating a greener economy.

1.5 Reducing our impact on the environment will however permeate all of the Council's activities and functions and we will also seek to influence positive changes in behaviour, from personal to Government level. The Climate Change Strategy's main aim is to make all Council operations carbon net zero by 2030. The Strategy also sets out that providing or enabling sufficient numbers of electric vehicle charging points and embracing hydrogen-based fuel technologies as they develop will also support the Council's aims.

1.6 This EV Strategy will help to incentivise the use of cleaner EVs and as a result improve air quality in the borough and, as such, forms a critical part in helping to move forward this commitment.

National Context

1.7 The Government has confirmed that the sale of new petrol and diesel cars and vans will be banned from 2035, with it being expected that the sale of new non-zero emission Heavy Goods Vehicles (HGVs) will be banned from 2040. As a result, the demand for electric vehicles is expected to increase rapidly in the coming years.

1.8 The UK has already seen a large increase in demand for ultra-low emission vehicles[3], including EVs, but this is expected to increase even more rapidly as a result of the above ban on the sales of petrol and diesel cars. Figures published by the Society of Motor Manufacturers and Traders (SMMT) show that there were 3,500 plug-in car registrations in 2013. This figure had increased to over 780,000 plug-in cars by the end of May 2023[4]. The Climate Change Commission in its 6th Carbon Budget[5] predicts that in the UK 43% of cars on the road by 2030 would need to be electric for a balanced pathway to net zero.

1.9 Ultra-low emission vehicles can be broken down into three types:

Battery	Electric vehicles relying solely on battery power. Generally, operating to a 100-300 miles range.
Plug-in Hybrid	Conventional petrol or diesel working alongside an electric motor with a relatively small battery (20-40 miles range) but both motors working together can achieve fuel consumption figures in excess of 130mpg.
Fuel Cell	A type of vehicle that uses compressed hydrogen gas as fuel to generate electric power via a highly efficient energy converter, a fuel cell. The fuel cell transforms the hydrogen directly into electricity to power an electric engine.

[3] Under the current Government definition, any car that emits less than 75g/km of CO2 is classified as an Ultra Low Emissions Vehicle. All mainstream electric cars and the majority of plug-in hybrids are Ultra Low Emissions Vehicles.

[4] How many electric vehicles are there in the UK - EV market statistics 2023 (zap-map.com)

[5] https://www.theccc.org.uk/wp-content/uploads/2020/12/The-Sixth-Carbon-Budget-The-UKs-path-to-Net-Zero.pdf

Figure 1: The number of electric vehicles in Great Britain as at June 2022

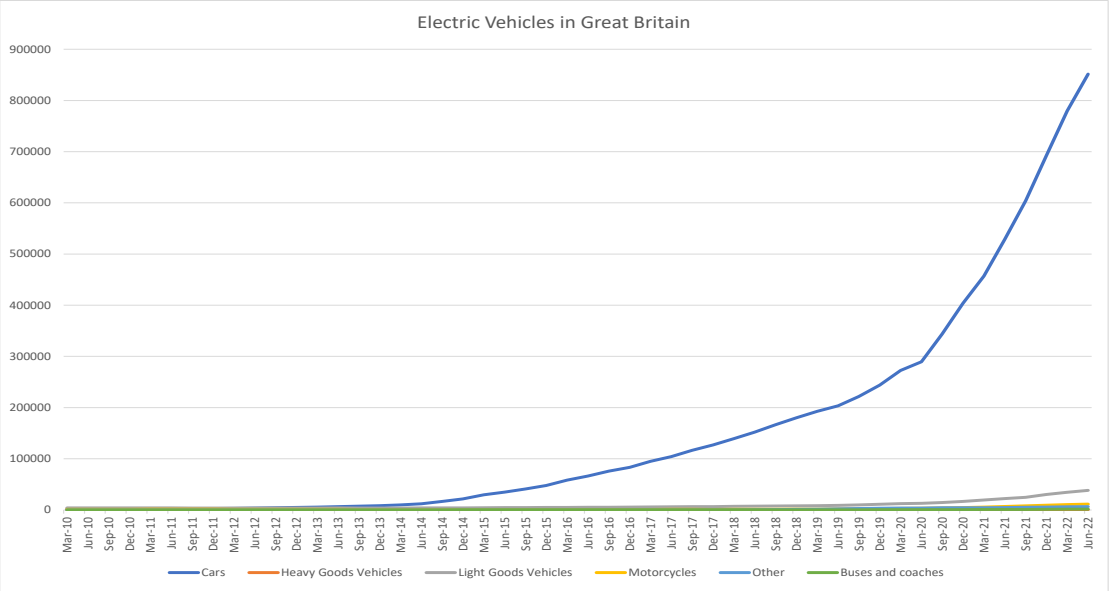

Figure 1: The number of electric vehicles in Great Britain

1.10 Battery Electric Vehicles (BEVs) are generally much cheaper to run than petrol or diesel vehicles, although the vehicles themselves are still relatively expensive to buy. However, research predicts[6] the cost of making electric cars will reach parity with internal combustion cars by around 2025/26. From this point, cost will no longer be a barrier to purchase, and owning an EV will become a realistic, viable option for more people.

1.11 Existing plug-in vehicle owners rely mostly on home and workplace charging but there is an increasing demand for more extensive, and faster, public charging to enable them to undertake longer journeys and to enable residents without access to off street parking to switch to EVs. In order to match this demand, the amount of available charge points installed in the UK has increased proportionally year on year from 2019/20 and now stands at 43,626 devices at the end of May 2023[7]. This equates to an average annual growth rate of 25% year on year (using Zap Map data).

1.12 Charge point types have recently been updated from slow, fast, rapid and ultra-rapid. They are now categorised into five types - < 3.7 kW (low speed), 3.7kW – 8kW (standard), 8 – 50 kW fast, 50 – 150kW rapid and anything above 150kW as ultra-rapid. Generally, the speed of a charge point will dictate the place in which it is used.

1.13 There are two types of electricity supply, alternating current (AC) which is the standard power supply for UK households and comes straight from the grid and DC (direct current).

1.14 Typically, lower speed chargers will use AC, which is converted to DC by an inverter in the car. Rapid and ultra-rapid chargers will use DC to charge the battery directly[8].

[6] Envision sees cost of electric cars at parity by 2025-2026 | Reuters
[7] https://www.zap-map.com/ev-stats/how-many-charging-points
[8] AC and DC charging | Electric vehicle fundamentals | Shell Recharge

Not all vehicles are capable of charging at the highest rate of kW. Listed below are the type and speed of chargers and where they are typically found:

- Low speed - <3.7 kW. Charge time up to 24 hours.
- Standard -3.7 - 8kW. Generally used for home, public and workplace charging. Charge time 3-4 hours (note this includes lamp column chargers)
- Fast – 8-50kW. Tend to be installed in destination locations such as supermarkets, leisure centres, shopping centres and transport hubs. Charging time: 45 minutes to 4 hours.
- Rapid - 50-150kW. Tend to be installed in well used charging locations such as motorway service areas, close to major roads or in key settlements. Charging time: 15 - 45 minutes.
- Ultra rapid -Typically rated 150kW+. These chargers tend to be installed at similar locations to rapid chargers where fast charge speeds are critically important. Charging time: less than 30 minutes.

1.15 The number of electric vehicles registered in the UK for the first time increased by 70% for Plug-in Hybrids and 76% for Battery EVs in 2021, when compared with 2020. There was a 10% reduction in petrol cars and a 36% reduction in diesel cars over the same period.[9]

1.16 A key driver for change is legislation and this has resulted in a number of strategies, produced at national, regional, county and borough level, which aim to implement these measures and reduce carbon emissions. Details of these are set out in full in Appendix 1 to this Strategy but some of the more relevant strategies are set out below. The UK's Climate Change Act 2008 sets a legally binding UK-wide carbon budget and commits the UK to 'net zero emissions' by 2050. The UK has also signed and ratified the United Nations Paris Agreement – a legally binding international treaty - which commits signatories to keep the increase in global average temperature to well below 2 degrees centigrade above pre-industrial levels, and to pursue efforts to limit the temperature increase to 1.5 degrees centigrade.

Surrey County Council context

1.17 It is important to note that whilst Runnymede Borough Council has responsibility for many of the car parks across the borough, leisure centres, some business premises and leads on creating air quality action plans, Surrey County Council, as highway authority, looks after on-street infrastructure and has wider transport powers.

1.18 Klynveld Peat Marwick Goerdeler (KPMG), working for Surrey County Council, have estimated that across Surrey 1,600 fast chargers and 100 rapid chargers[10] will be needed by 2025, rising to 10,000 and 500 by 2030[11]. In total there were 530[12] charging points across the whole of Surrey as at April 2023 of which 119 are rapid or faster.

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[9] Vehicle licensing statistics: 2021 - GOV.UK (www.gov.uk)
[10] Based on the previous definition with fast being between 7-22kW and rapid 43kW+.
[11] KPMG, Surrey County Council: Electric Vehicle Charging Technology Assessment, Final Report, August 2020
[12] electric-vehicle-charging-device-statistics-april-2023.ods (live.com) Tables 1a and 1b.

1.19 SCC provides guidance to the boroughs and districts in Surrey to enable a co-ordinated approach to be taken to the provision of EV charging infrastructure in new developments across the county. It is important that, as far as possible, this Strategy is aligned with SCC's Electric Vehicle Strategy from November 2018 (see Appendix 1 for more detail). The latest guidance on EV charging infrastructure requirements in Surrey is set out in the Surrey County Council's Vehicular and Cycle Parking Guidance (November 2021), which contains similar standards to those introduced by the Government in the part s changes to the Building Regulations.

Runnymede Borough Council context

1.20 The adopted Runnymede 2030 Local Plan includes Policy SD7: Sustainable Design which requires development proposals to incorporate charging points in accordance with the SCC Vehicular and Cycle Parking Guidance[13]. These standards and additional guidance are also included in Runnymede Parking Guidance Supplementary Planning Document (SPD).

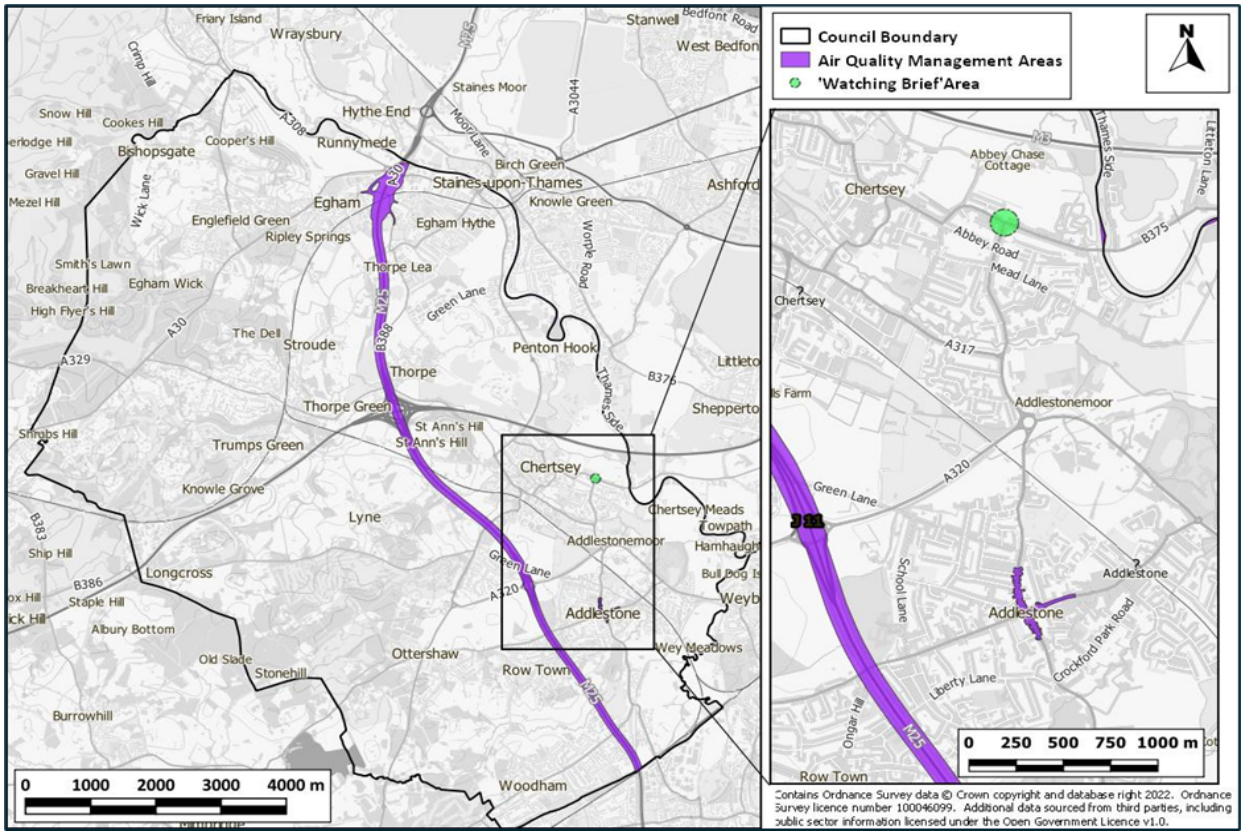
1.21 In addition, local authorities are required to declare an Air Quality Management Area (AQMA) where health-based air quality objectives are not met, and subsequently put in place an Air Quality Action Plan (AQAP) to improve air quality within AQMAs. Most vehicles across Runnymede run on either petrol or diesel causing pollution which can be harmful to health and to the environment.

1.22 Two AQMAs have been declared in Runnymede (see Figure 1 below). These have been declared in relation to traffic-related nitrogen dioxide concentrations and exceedances of the annual mean objective. These are located adjacent to the M25 and at a traffic light-controlled junction in Addlestone. A third area in Chertsey is being held under a 'watching brief' to determine whether an AQMA is required, due to concentrations being close to the objective. RBC have prepared an Air Quality Action Plan to improve air quality within the AQMAs[14].

1.23 In line with the national trend, the number of electric vehicles registered within Runnymede has increased exponentially in recent years with the number of registered vehicles more than doubling (240% increase) in the two years between June 2020 (453) and June 2022 (1,086)[15] . This is therefore expected to be one means of helping to reduce transport related air quality emissions in the borough.

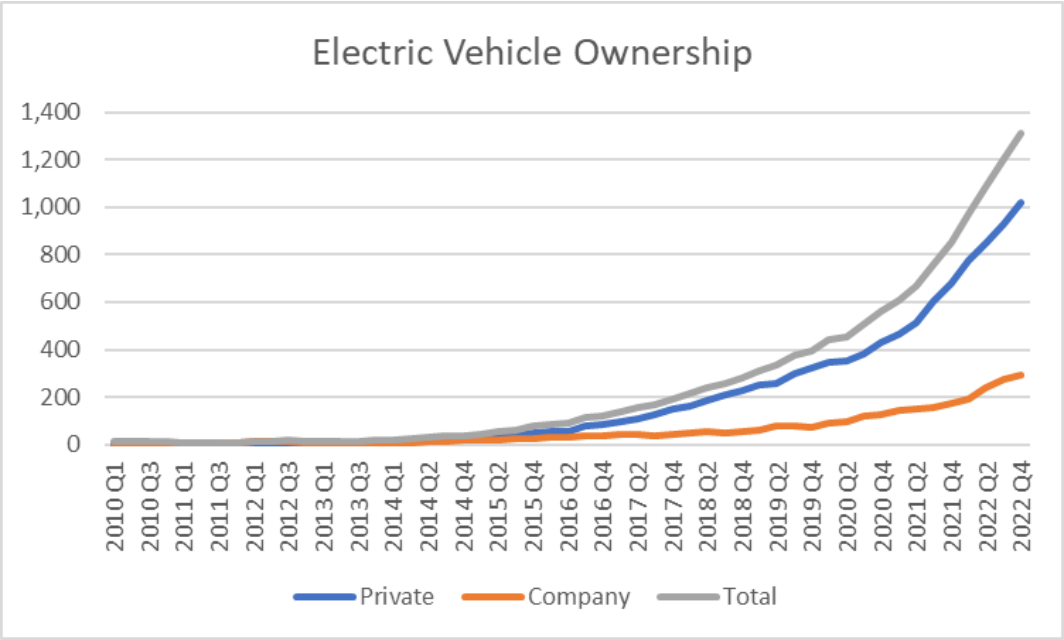
[13] Runnymede Parking Guidance SPD November 2022
[14] RBC 2014. Air Quality Action Plan January 2014. Addendum in April 2014. Available at https://www.runnymede.gov.uk/pollution/air-quality-1/3
[15] Vehicles statistics - GOV.UK (www.gov.uk)

Figure 2: RBC Air Quality Managements Areas (AQMAs) and Watching Brief Area



Source: Runnymede Borough Council data

Figure 3: Electric vehicle ownership in Runnymede



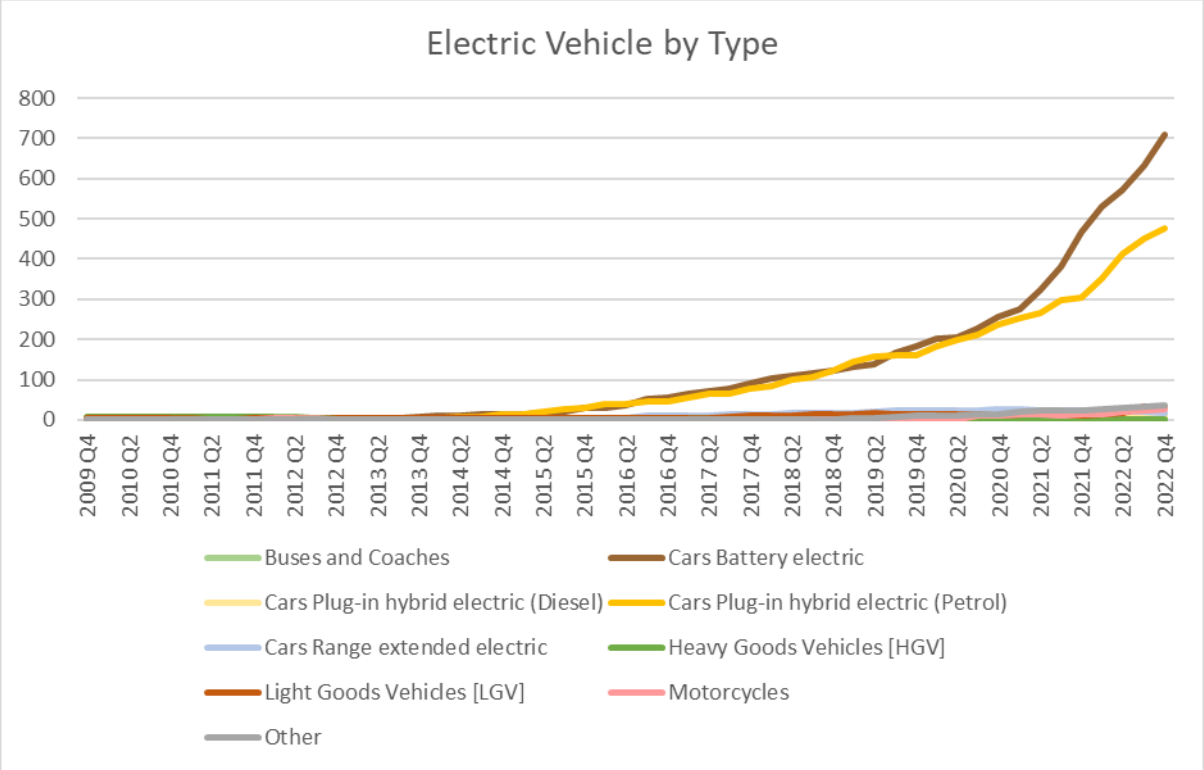
Source: [DfT and DVLA, September 2022]

1.24 An analysis of the ownership of these vehicles, using DVLA data, shows that 1,019 of the 1,312 vehicles were registered to private individuals. This equates to 77.67% of all vehicle registrations within Runnymede, with the remaining 293 registered to companies. It is however worth noting that DVLA data only identifies where vehicles are first registered, vehicles may then be based outside of the borough.

1.25 The vast majority of electric vehicles registered within Runnymede are Battery Electric. This accounts for 710 (54.12%) of all electric vehicles within Runnymede. The next largest category is Plug-in Hybrid Petrol Cars. This accounts for 476 (36.28%) of the 1,086 registered vehicles.

1.26 The number of chargers across the borough are increasing but not all of them are public. Many existing ones are owned by hotels, are private or work-based chargers. A map of current EV chargers across the borough can be found on Zap Map (https://www.zap-map.com). The site also provides information about the type of charge points available at specific locations and the state of repair. For example, users can check when the charge point was last used and whether any problems were encountered in using it.

Figure 4: Electric vehicle types in Runnymede



Source: DfT and DVLA, June 2023

1.27 There are currently few publicly accessible charge-points available in the borough and we know that an increasing number of residents and visitors are asking about the availability of electric vehicle charging points. The absence of accessible publicly available charging facilities is a constraint on the potential take-up of EVs and the current level of public charging provision is too small to meet the projected level of demand.

1.28 A limited public charging network may discourage new users or businesses to adopt this technology. Presently[16], Runnymede (70) is fifth in Surrey behind Guildford (122), Mole Valley (105), Elmbridge (74) and Waverley (74) in terms of the number of charging points available to the public. The 58 publicly available charge points within Runnymede represent an availability of 79.8 charge devices per 100,000 population compared to 56.0 per 100,000 for Surrey.

1.29 Only 14 of the publicly available charging devices installed in Runnymede are rapid charging devices, according to Government data[17], with the remainder being fast or slow chargers. This provision puts Runnymede 3rd in terms of the provision of the 148 rapid chargers in Surrey, behind Guildford (32) and Elmbridge (25). In terms of the availability of rapid charge points per 100,000 residents, this equates to 16.0 per 100k in Surrey as opposed to 12.3 per 100k in Runnymede.

Purpose of the Runnymede Electric Vehicle (EV) Strategy

1.30 Given the background context set out in the preceding chapters, it is clear that Runnymede Borough Council has an important role to play in supporting the replacement of internal combustion engines with electric vehicles by creating a supportive policy environment; enabling the creation of new charging facilities for electric vehicles; promoting their benefits to a wider audience and working with its partners and private enterprises to encourage wider take up.

1.31 Uptake of electric vehicles is increasing rapidly and whilst most users currently prefer to charge at home, there is demand for destination-based charging, particularly for longer journeys. In order to promote the visitor economy, commuting and to provide options for residents, publicly available charging infrastructure is therefore required in the borough.

1.32 It is not the intention of this EV Strategy to increase the number of vehicles on the borough's roads, its aim is to ensure that, for journeys where cars and vans remain an appropriate mode of transport, a far higher proportion of these vehicles using highways across the borough are producing less harmful emissions than those vehicles powered by petrol and diesel fuels. This strategy therefore also looks at encouraging the use of e-bikes as well as electric vehicles.

1.33 The main purpose of this EV Strategy is to start to develop a borough wide approach in the period up to 2030 to encourage the transition from petrol and diesel vehicles to electric vehicles as part of a sustainable transport system.

[16] As at July 2023 Department for Transport data table 1a
[17] Source: https://www.gov.uk/government/statistics/electric-vehicle-charging-device-statistics-april-2023

1.34 To achieve this, the Strategy has the following aims:

- To increase provision of publicly available electric vehicle charging infrastructure and ensure that the charge points are accessible to those with mobility issues.
- To help reduce carbon emissions and improve air quality in Runnymede.
- To integrate RBC charging infrastructure with other EV charging initiatives being undertaken locally, such as those being installed by Surrey County Council and private sector companies, so as to avoid duplication and ensure that overall, sufficient infrastructure is installed across the borough to help to incentivise the use of electric/hybrid vehicles over internal combustion engine powered equivalents.
- To ensure residents and businesses understand the options for, and benefits of, EV ownership as well as where they can find information about charging points.
- To make residents and businesses aware of available grants.
- To lead by example by ensuring our own Council fleets uses cleaner EV technology at the earliest opportunity, where it is practical and offers the taxpayer good value for money.
- To encourage staff to transition from fossil fuel-based vehicles by supporting measures designed to aid transition e.g., staff salary sacrifice schemes.

1.35 This strategy contains seven key action points, with the initial priority actions that the Council intends to take to implement the Strategy grouped around them. These actions tend to, at this early stage, set out investigative options for gaining a greater understanding of the type and locations for charge points most suitable in the Borough (see more detail below in action one) before making financial commitments. The Council's view is that whilst there is strong growth in the electric vehicle market, nationally and locally, it is important not to overprovide and waste public money. Understanding what can be implemented and at what cost will be crucial to ensure that we offer the taxpayer good value for money. Further actions will therefore be added within future iterations, to take the Strategy through to its end date of 2030.

1.36 The focus of this Strategy is currently on electric power innovation; however, development is occurring across a range of alternative fuel sources, including hydrogen-based technologies. It is important to be ready to quickly respond to developments and future changes, so this strategy is designed to be flexible and responsive. It is recognised that the Council is not best placed to stay on the cutting edge of technological development. It is therefore anticipated that, once the Council has decided on the type and locations of chargers, that it will appoint a charge point operator(s) to work with us and deliver the Council's ambition across the borough.

1.37 As well as focusing on EVs, the action plan also considers what can be done to encourage the use of e-bikes in Runnymede. E-scooters were also looked at but were ruled out for safety and legal reasons at the current time. It is anticipated that the action plan will be reviewed regularly (on an annual basis) to ensure adaptability to changes in technology, and to allow consideration of any changes to trends in mobility as well as current financial considerations to ensure that it remains up to date and deliverable.

Action Plan 2022-26

2.1 To initiate delivery of the EV Strategy, an action plan has been formulated based on 7 action points. This is a short-term action plan covering the period up to the end of the current business plans i.e., 2026. It is our intention to include longer term actions when this action plan is reviewed.

2.2 The planned actions and anticipated outcomes are outlined below.

Action One: Explore opportunities to increase the network of publicly available electric vehicle charge points across Runnymede on both Council owned land and other public sector land. This includes both on and off-street chargers.

What has been done to date?

- Runnymede Borough Council has been working with Surrey County Council to ensure a coordinated approach to charge points across Runnymede. As part of this work, a survey was undertaken with residents to suggest locations for charge points in the borough. The survey results will feed into work to inform the possible installation of charge points in Runnymede. In addition, Runnymede BC was one of six boroughs and districts in Surrey that signed up to a pilot scheme with SCC to subsidise the installation of on-street charge point sockets. Four 'standard' on-street charge point sockets have been installed at each of the following locations:

    - Victoria Street, Englefield Green
    - Egham High Street, Egham
    - Station Parade, Virginia Water
    - London Street, Chertsey
    - St Pauls Road, Egham

- A car club has been set up in Magna Square in Egham with Enterprise UK. This enables people locally to rent fuel-efficient, hybrid and electric vehicles for use by the hour. Meetings have also been held by officers with potential car club providers to investigate the feasibility of introducing more new car clubs using EVs within Runnymede. This can incentivise a reduction in car ownership.

- Officers have contacted Energy Saving Trust and held several meetings to discuss working together to facilitate public charging points across the borough on Council owned land, subject to demand and available funding. This work is discussed in more detail below.

What are we proposing to do in the short-term period 2023-2026?

The Council is working with Energy Saving Trust to establish how many charge points and what types (e.g. standard, fast and rapid) we need to provide between now and 2030 and also taking advice from them on the procurement approach that we should adopt. This work is also looking at what the barriers are to delivering Electric Vehicle infrastructure in Runnymede.

The next phase of the work will be to establish and facilitate where charge points should be located in the borough, subject to demand and funding. In terms of Council owned land, the intention is to initially focus on Council owned car parks. As part of this work, we will be carrying out an exploratory stock condition survey. This is intended to be a clear and simple survey of car parks using criteria, such as those outlined below, to shortlist potential locations.

- General Site Conditions.
- Power Supply availability and cost.
- Proximity to key attractions.
- Proximity to key routes.
- Proximity to existing charging points and their costs.
- Proximity to Food/Drink outlets.
- Cost of implementation.
- Links and proximity to AQMAs.
- Local demand (based on any data that is available locally on this).
- Impact on parking supply.
- Passive provision for potential expansion of charging points.
- Statutory Utilities.

2.3 Although we will initially be looking at Council owned car parks, we want to be ready and able to implement more charge points across different locations within the borough if and when required. Locations other than car parks will therefore also be considered, based on the advice received from Energy Saving Trust and, where available, local demand data.

2.4 It is critical that the Council explores the feasibility of increasing coverage in areas currently without access to charge points and secures delivery where possible across the whole of the borough i.e., gets charge points installed in the least commercially attractive areas and not just the attractive locations.

2.5 These locations will be mapped on to our Geographic Information System (GIS). Once this work is complete and we have a list of potential locations for chargers, the EV Strategy together with its accompanying action plan, will be updated to include this more detailed information.

A third key part of the Council's approach to delivering EV charge points is to focus on how we can overcome any barriers, identified in the research work, to delivering the charge points needed.

2.6 One such barrier, relates to the accessibility of EVs and their infrastructure to people with disabilities installed on Council land. It is essential that the Council is complying with the Equality Act 2010, and also in ensuring a just transition for those with mobility issues. The Council will require thought to be given at the outset of any scheme to install new charge points, to the needs of people with accessibility needs. PAS 1899:2022[18] is a new standard giving designers, procurers and installers essential specifications on how to provide accessible public charge points for electric

[18] https://www.bsigroup.com/en-GB/standards/pas-1899/

vehicles. This issue is also referred to in the Runnymede Parking Guidance Supplementary Planning Document[19].

2.7 It covers the physical aspects of the environment surrounding fixed charge points (e.g. kerb height, ground type); the location, placement and spacing of charge points within the streetscape/public realm; the information, signals and indicators to be provided to users; and the factors to be taken into account in the design and specification of accessible charge points (e.g. height of charge point, cables and cable management systems, bollard spacing, colours used on screens, weight and force and ease of use of the equipment).

2.8 Another key barrier is equity of access. It is important to ensure that EV charge points are available across the borough, to all residents, and access is not dependent on where you live (to encourage the switch to EV in areas considered less commercially favourable by charge point operators).

Grid capacity and associated grid costs

2.9 One key barrier that is expected to be identified relates to the grid capacity and associated grid connection costs for the installation of new charging points. It is therefore critical that we work closely with the Distribution Network Operator (DNO)[20] to discuss any plans for grid reinforcement work so as to reduce wait times for installing charge points in the borough. Officers will therefore be contacting the DNOs to discuss our needs at an early stage in the work. This could be negated in some cases if these costs could be funded by commercial charge point operators or through the possible use of photovoltaic (PV) canopy installation in car park areas which could reduce the initial outlay (although in this case there may be increased maintenance costs).

2.10 There is also the opportunity for the Council's site requirements to be fed into the Network Plan being developed by Surrey County Council (SCC) as part of their joint work with the districts and boroughs on developing the charging infrastructure in the County. Runnymede can sign up, using the agreed contract, at any stage and as a result will be able to become part of this Plan and also be eligible for any LEVI grant funding which SCC apply for through the Office for Zero Vehicle Emissions (OZEV).

On-street charging points

2.11 It is also expected that properties in the borough without access to their own driveways will be another key barrier to accelerating the roll out of charge points and EV use across Runnymede. As already set out, SCC are installing some on-street chargers in the borough, including looking at lamp column charges and cable gullies.

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[19] See para. 4.20

[20] A DNO is a company licensed to distribute electricity in the UK. These companies own and operate the system of cables and towers that bring electricity from the national transmission network to our homes and businesses. Since April 2023, the costs of new connections in most cases will be socialised across the network and will present less of a cost barrier to the installation of new EVCPs. There may be some cases where this cost is not covered, but this is expected to be for very few cases - and those that are not covered are expected to be the very high demand cases - such as creating a new ultra-rapid hub where potential grid load is very high.

Additionally, officers intend to investigate allowing residents who live close to car parks to charge their cars overnight in some of the Council's car parks.

Operation of proposed charging infrastructure:

2.12 As set out above, the management of the charging points in Runnymede is likely to be by charge point operator(s) and not RBC. It is unlikely Runnymede would own charge points and be responsible for their maintenance. Although this strategy does not preclude this where market conditions prevail. Work is currently underway, with Energy Saving Trust, to assess in more detail the procurement approach that best meets the needs of the Council. This will include considering whether it is best for Runnymede to join in with the Surrey County Council Electric Vehicle scheme or to sign up directly with a private company(ies) to manage the charging points. It is considered that working with a third party to manage the charging points, as opposed to the Council being the scheme operator, has several advantages which are summarised below:

- Benchmarking shows that this is the option preferred by other local authorities that have already installed charging points at their car parks;
- RBC could be at disadvantage compared with experienced operators as the Council doesn't have the level of expertise or resource to be the scheme operator across a wide network of charge points;
- Opportunity to connect electric vehicle charging point infrastructure in Runnymede to an existing network of charging points across the country;
- A third party operating the charging points will potentially be a better use of public money and better for the user because this is business as usual for charge point operators, and would be a new service that RBC would be taking on.
- Less risk of the council being left with stranded or redundant assets at the end of the contract
- External operators are responsible for maintenance, upkeep and upgrade of chargepoints
- The council can still benefit from a revenue (or profit) share with the operator
- Should there be a sector shift to new technologies RBC would not be left with the ongoing capital liability for legacy infrastructure.

Parking Fees

2.13 Parking fees will be tailored to suit the needs of the EV provider and reflect market conditions. In some cases, parking fees will remain in public car parks for EV users as it is important, for congestion management purposes; to ensure that car use is not incentivised over other sustainable modes of transport and this is also an important source of revenue for the Council. In addition, it is considered that owning an EV is beyond the means of some lower income residents and therefore in terms of equality it would not be fair to allow these potentially more affluent car users free parking.

2.14 Overstay fees will also apply to encourage EV users to move on after their allotted charging time, this could be in addition to any Traffic Regulation Order (TRO) (see below).

Charging bay enforcement

2.15 If RBC install charging points in RBC owned parking facilities, bays with charging infrastructure included must be used only by electric vehicles that are plugged in and charging and will have a time restriction to prevent abuse. This will be determined by the type of charger associated with the recharging bay i.e., the time period needed to charge an EV using a standard charger will obviously be longer than the time needed to park to use a rapid charger, for example.

2.16 These bays may need to be supported by a new TRO and be signalised using Department of Transport approved signs. Any new TRO could also introduce fines for misuse of charging bays. In addition, overstay fees can also be introduced through the EV charge point back-office system to encourage EV users to move on after their allotted charging time.

2.17 The use of innovative technology to support proposed charge points will be considered. For instance, as previously mentioned, there are possibilities around installing solar panels and battery storage at appropriate locations to improve the sustainability of the electricity generation.

The Council will also work with other public sector organisations to encourage the provision of charge points for staff and visitors. This will include promoting any funding opportunities available to them.

Action Two: To explore opportunities to implement electric vehicle technology within RBC for the fleet and employees.

What has been done to date?

- The Council has in place a bike purchase scheme for staff – this can cover e-bikes as well as normal pedal bikes.
- The Council has undertaken a staff survey on personal transport use for work purposes for the Climate Change Study.
- In 2022/2023, when needing to replace the existing Meals at Home lease vehicles, a review of both the fleet options and operational delivery model was undertaken, resulting in six different service delivery/vehicle options being considered. The purpose of doing this was to identify whether it was possible to switch to an EV solution, and if so, whether there were service delivery models that would support this, or indeed, which would be compromised by the switch to EV. In completing this work, and after considering the various options, the Meals at Home vehicles was switched to electric in June 2023, decreasing carbon emissions by at least 1.1 tonnes per vehicle a year, contributing towards the Council's ambition of delivering Carbon Net Zero on their operations by 2030.

Short term actions – 2023-26:

Employees

1. Investigate the demand and viability of electric pool vehicles for council staff use. This could possibly take the form of a car club service which could then be available for the general public outside of office working hours.

2. In order to ensure that RBC employees are incentivised to use their own electric vehicles for travelling to work and site visits over internal combustion engines, RBC will investigate establishing charging points at key working locations for staff. In the interests of equality, staff will be expected to pay for any electricity used to charge their vehicles.

3. The Council will explore schemes which would support its employees to transition to the use of electric vehicles such as, for example, by introducing a salary sacrifice scheme. A salary sacrifice scheme allows staff to pay part of their monthly salary towards the cost of an electric vehicle, at a reduced cost to them as the cost of the car would not be subject to Income Tax or National Insurance.

Fleet

1. A review to determine the future service delivery model for the different elements of the Council's fleet (including the grounds maintenance, community transport and meals at homes services) is being undertaken, which will identify the future fleet requirements.

2. RBC will review the procurement route for new vehicle acquisitions, from the implementation date of this strategy, and this will include a business case and financial appraisal on a whole-life cost basis and the ability to transition from fossil fuels to electric vehicles and other emerging technologies.

3. Work with suppliers to ensure that the issue of using EV vehicles in place of internal combustion engines (ICE) vehicles has been considered for supplier contracts carrying out RBC work or services.

Action Three: Bid into relevant third-party funding opportunities to move towards delivery of electric vehicle charging infrastructure.

2.18 Grant funding primarily from central government is expected to continue ahead of the ban on sales of new internal combustion engine powered cars and vans in 2035. Some of this funding, such as Local Electric Vehicle Infrastructure (LEVI), will be allocated to higher tier authorities (i.e., Surrey County Council) working in partnership with the districts and boroughs. Runnymede Borough Council will, as already mentioned under Action One, consider if and if so at what stage in the process it wishes to engage with this partnership.

2.19 RBC will research, identify and target appropriate funding opportunities, including for feasibility studies, with a view to enabling the provision of further charging infrastructure across Runnymede. The work that is currently underway with Energy

Saving Trust will also assist us in identifying potential funding opportunities for charge point infrastructure.

2.20 Relevant funding opportunities will also be promoted to other organisations, such as businesses, taxi drivers/companies and bus companies should they present a suitable opportunity to fit with this strategy.

Action Four: Condition private developers and landowners to provide EV charge points and supporting infrastructure (such as power supply) on future development sites.

What has been done to date?

2.21 RBC as a planning authority can place appropriate requirements on new developments. The adopted Runnymede 2030 Local Plan requires that subject to feasibility, electrical vehicle charging points should be installed in accordance with guidance issued by Surrey County Council. The current guidance is set out in the Vehicular Electric Vehicle and Cycle Guidance for new development (July 2022). This requires that all new housing developments will be required, subject to feasibility, to provide a fast charge socket per house or flat21. It also requires that 20% of available spaces in C2 Care and Nursing Home and C3 Elderly (Sheltered) be provided with a fast charge socket or power supply to provide a fast charge socket. The guidance also requires the installation of EV charging infrastructure for commercial developments including offices, employment, retail and leisure uses and for high demand, short stay land uses such as service stations, large petrol filling stations and large or major development and regeneration projects.

What are we proposing to do in the period 2023-2026?

Share growth plans with the District Network Operators as early as possible to try and ensure that the necessary capacity is built into the network.

2.22 As already set out above, a significant constraint in providing new EV chargers within the borough is likely to be the capacity of the district network operators (DNO) to supply the power to these units. Runnymede BC will continue to share growth scenarios for both housing and employment with the DNO in response to their annual requests for data; and will share growth scenarios that arise as part of the Local Plan Review at the earliest possible opportunity to ensure that they are fully aware of our needs in advance and to try and ensure that capacity is put in place sooner rather than later.

Revisit policies in the Local Plan as part of the Local Plan Review.

2.23 The Local Plan Review offers a significant opportunity to revisit the policies in the Runnymede 2030 Local Plan to consider further the requirements for new chargers and whether additional provision should be included for developments in the borough or whether we should instead continue to reflect SCC guidance. We will investigate

[21] This requirement is based on the previous definition of a fast charger being one that is typically rated between 7-22kW and take 3-4 hours to charge.

the feasibility of increasing the EV charge point infrastructure requirements for both EVs and e-bikes, in new developments as part of the Local Plan Review work. As part of this exercise, we will work with Surrey County Council to determine how any revised requirements identified as part of the Local Plan Review align with the new Part S to the Building Regulations, which came into effect in June 2022 (see above).

Consider funding opportunities for EV infrastructure through the Community Infrastructure Levy

2.24 In March 2021, the Council introduced the Community Infrastructure Levy (CIL), which allows local authorities in England to raise funds from developers who are undertaking new building projects in their area. The money collected must be used to fund the provision, improvement, replacement, operation or maintenance of infrastructure to support new development. CIL is now the primary mechanism for securing developer contributions, although S106 obligations will still be used for some site-specific infrastructure delivery. There will be many competing schemes applying for CIL funding, and a key criterion will be whether other sources of funding will be available, or whether there are other agencies with the means to fund and deliver projects to support growth. However, projects which deliver EV charge points and supporting infrastructure in line with this EV Strategy have been included on the Council's revised 'Infrastructure Delivery Schedules', which will allow relevant EV schemes to be considered for CIL funding in the future, should additional sources of funding be required. This is in recognition of the fact that 'active and sustainable transport improvements and facilities' have been identified as 'essential' in the Infrastructure Hierarchy contained in the Council's Infrastructure Delivery & Prioritisation SPD (November 2020)[22].

Action Five: Investigate opportunities with partners, in the private sector, to provide additional charge points.

What are we proposing to do in the period 2023-2026?

1. The existing workplace charging grant will be promoted to large employers to encourage them to install facilities. This will include promoting opportunities for businesses to access grants, such as the Workplace Charging Grant from the Office for Zero Emission Vehicles (OZEV). To this end, information will be made available to give out to those that are interested.

2. Contact will be made with the largest supermarkets and local fuel retailers to discuss the potential for them introducing additional charging infrastructure.

[22] Available at: https://www.runnymede.gov.uk/downloads/file/786/adopted-infrastructure-spd

Action Six: To look at opportunities to incentivise and promote the use of e bikes within the borough.

What has been done to date?

2.25 Electric bikes broaden the accessibility of cycling to a wider group of people and incentivising their usage can be a strong way to reduce the number of journeys taken by motor vehicles. Increasing the uptake of electric bikes therefore offers significant social, environmental, and economic benefits including reductions in traffic congestion, increased public health, and local air quality improvements. The Council has assessed a number of methods aimed at encouraging the greater uptake of e bikes within the borough during the end of 2022.

What are we proposing to do in the period 2023-2026?

1. Investigating the feasibility of launching a small bikeshare scheme with a fleet consisting solely of e-bikes. The Council has begun to gauge the support of potential partners to launch a pilot scheme in part of the borough and is currently investigating potential funding sources for this, with a view towards developing a business case in the near future.

2. The Council, in partnership with Surrey County Council, will also seek to identify funding to improve infrastructure to encourage and promote all forms of cycling, including the priority proposals outlined in the recent Runnymede Local Cycling and Walking Infrastructure Plan (LCWIP).

3. The Council has also considered the possibility of expanding the e-bike scheme to include the provision of e-scooters. This, however, has been ruled out for the time being due to issues with the public perception of e-scooters as a result of potential safety risks, as well as uncertainty regarding their future legal status due to delays in proposed government legislation.

Action seven: Raise awareness of the location of charging points in the Borough as well as the benefits of EV ownership, such as reduced environmental impacts and improved air quality.

What are we proposing to do in the period 2023-2026?

1. In order to maximise the usage of the charge points and the uptake of EVs by Runnymede residents a variety of tools will be used in order to publicise the locations and see what residents think about the installation of further charge points in the borough and their locations and type.

    - The infrastructure will be advertised on the RBC website; a dedicated webpage will be set up signposting members of the public to details of charging points within the borough. This will need to link to Zap maps or another similar site so that people can view live updates on whether or not the chargers are in operation and the type of charge points that are available.

- Any new charge points will be added to the National Chargepoint Registry.

- We will contact car dealerships with charge point locations, so they can pass this information onto potential electrical vehicle car purchasers.

- We will endeavour to secure some press coverage of the launch of the strategy, the consultation and implementation of the scheme. In addition, we will seek to get social media coverage from RBC accounts for the various national days/ events/ campaigns that EV charge points could be a feature of.

- We will discuss with SCC about the introduction of signage to direct people to charging points and have links to the RBC webpage from the SCC website.

- We will promote existing grants to residents and business.

Targets and Monitoring

3.1 It is important that this strategy can adapt to changes in technology, trends in mobility, changes to Government and sub regional policy and financial considerations. This Strategy will therefore be subject to regular review on an annual basis. All changes to this Strategy, will be noted within the Version Control at the start of the document, and an updated version will be uploaded to the Council's website.

3.2 Key Performance Indictors (KPIs) will be developed for inclusion in future drafts of the EV Strategy once the baseline position is clearly identified. At this stage, the Council is focusing on undertaking feasibility studies rather than setting ambitious targets which are not evidenced based, and which we may then not be in a position to meet.

Appendix 1 – Policy Context

National EV Strategy

Taking Charge [23] (published in March 2022) is the Government's electric vehicle infrastructure strategy. It sets out the Government's vision and action plan for the roll out of electric vehicle charging infrastructure in the UK and comes with an ambition to see 300,000 (as a minimum) publicly available charge points across the UK by 2030 and it has set its sights on local authorities to achieve this.

In particular, local authorities will be asked to identify:

- How to scale up and oversee the delivery of public charge points on local streets;
- How to provide affordable and convenient charging without causing pavement disruptions that could discourage walking and cycling; and
- How such charging opportunities could be rolled out for other vehicles, including e-bikes and motorbikes.

Whilst the Government's plans provide a clear direction and an opportunity to shape the responsibilities of key stakeholders in this field, they also represent a significant undertaking for all local authorities, requiring dedicated resource, time and cost.

Building Regulations (Part S)

The Government has introduced new Building Regulations[24] (Part S[25]) to drive the delivery of charging infrastructure in new development. These regulations set out that:

- From June 2022, every new home including those created from a change of use, with associated parking, must have a charge point
- Residential buildings undergoing a major renovation which will have more than 10 parking spaces must have at least one EV charge points per dwelling with associated parking, along with cable routes in all spaces without charge points
- All new non-residential buildings with more than 10 parking spaces must have a minimum of one charge point and cable routes for one in five (20%) of the total number of spaces
- All non-residential buildings undergoing a major renovation that will have more than 10 parking spaces must have a minimum of one charge point, along with cable routes to one in five spaces.

Transport for the South East EV Strategy

In March 2023 Transport for the South East (TfSE) published an EV Strategy for their area, together with an accompanying action plan[26]. This Strategy supports the Government's

23 UK electric vehicle infrastructure strategy - GOV.UK (www.gov.uk)
24 Approved Document S: Infrastructure for the charging of electric vehicles (publishing.service.gov.uk)
25 The Building Regulations 2010 (legislation.gov.uk)
26 Transport for the South East Electric Vehicle Charging Infrastructure Strategy

electric vehicle infrastructure strategy. The TfSE Strategy forecasts that up to 28,500 charge points are needed across the TfSE area by 2030. According to the TfSE Strategy, at the start of 2022 there were 2,308 public chargers in their area. The TfSE EV Strategy aims to accelerate the roll-out of EV charging infrastructure across the South East in an efficient and cohesive manner, through better local engagement, leadership and planning.

The map below shows the area covered by TfSE

Surrey County Council EV Strategy

Surrey County Council (SCC) has developed a county-wide electric vehicle strategy[27]. The main driver behind the SCC Strategy supporting the transition from conventional petrol or diesel internal combustion engine (ICE) vehicles to EVs, is the beneficial impact this will have on transport-related pollutants, including:

- Reduced greenhouse gas emissions at the vehicle exhaust.
- Reduced emissions of harmful nitrogen oxides (NOX) emissions.
- Fewer exhaust emissions means improved air quality and therefore better public health.

In addition, SCC have produced on-line Healthy Streets for Surrey Guidance. This document provides links to the EV requirements set out above and also includes a number of design requirements for on-street charge point installation.[28]

[27] Surrey Transport Plan Electric Vehicle Strategy Nov 2018
[28] Electric Vehicle (EV) charging | Healthy Streets for Surrey (surreycc.gov.uk)

Runnymede Borough Council documents

This EV Strategy forms one part of Runnymede's response to Climate Change. It should be considered alongside, and read in conjunction with the following documents:

i. Climate Change Strategy
ii. Health and Wellbeing Strategy
iii. Economic Development Strategy
iv. RBC Air Quality Management Area Action Plan and annual status reports
v. Runnymede Parking SPD, 2022
vi. The emerging Local Cycling and Walking Infrastructure Plan SCC/ RBC
vii. Runnymede 2030 Local Plan, adopted March 2020
viii. The emerging Environmental Protection SPD
ix. Capital & Investment Strategy
x. Medium Term Financial Strategy
xi. Asset Management Strategy

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