



ST HELENS BOROUGH COUNCIL

DRAFT ELECTRIC VEHICLE CHARGING

INFRASTRUCTURE STRATEGY

2023-2027

SUMMARY DOCUMENT





ST HELENS BOROUGH COUNCIL ELECTRIC VEHICLE CHARGING STRATEGY

CONSULTATION SUMMARY

St Helens Borough Council is developing a strategy and action plan outlining key areas of work which will help support the roll-out of charging infrastructure for electric vehicles across our borough.

We want to hear your views on the draft strategy so that we can develop an inclusive, effective and innovative plan that will help residents, businesses and other organisations transition to electric vehicles, as part of a wider movement to a decarbonised, healthier transport system supported by walking, cycling and zero emission public transport.

This strategy covers the next five years but sets a framework for the Council's role in the long-term.

The council welcomes your views and invites you to provide comments on the plan by completing the survey by Friday 21st July 2023. The survey can be accessed via the following weblink:

www.sthelens.gov.uk/electricvehicles

This document provides a summary of the key actions and priorities contained within the draft strategy. The full draft strategy can also be accessed at the same weblink.

WHAT IS THE ELECTRIC VEHICLE CHARGING STRATEGY?

In July 2019, St Helens Borough Council unanimously voted to declare a climate emergency. Our Climate Response Plan sets out the Council's ambitious strategy for supporting the borough to achieve the highly challenging target of carbon neutrality ("net zero") across the borough by 2040.

Transport is the joint highest carbon emitting sector in the borough, and the highest nationally. Decarbonising transport is essential to achieving net zero. Nationally, road emissions account for over 90% of transport emissions. The majority of road-based emissions are from private cars.

Given the scale of the challenge ahead to decarbonise transport, walking, cycling zero emission public transport must be prioritised where possible, with all other vehicles switching to zero emission vehicles.

The LCR LCWIP and the St Helens Local Cycling and Walking Infrastructure Plan (LCWIP) sets out our priorities for promoting active travel, and the **LCR Bus Services Improvement Plan** sets out our priorities for enhancing the local bus network. The Electric Vehicle Charging Infrastructure Strategy aims to address the transition to zero-emission vehicles.

We know that a key barrier to the transition to electric vehicles is a lack of charging infrastructure to power these vehicles. Charging infrastructure is needed at home, at key destinations (town centres, supermarkets, leisure centres etc.) and on route, with each requiring different power and charge time specifications. The strategy sets out how the council and partners will support the transition to electric vehicles within this framework, though promoting and providing comprehensive, accessible, and efficient charging infrastructure. It also includes a suggested initial prioritised potential sites list, based on a data-led appraisal framework.

We are aware there are a number of common misconceptions about electric vehicles and barriers to future uptake, and you may find it interesting to view some key FAQs from the Government's Office for Zero Emission Vehicles, available at:

<https://www.gov.uk/government/publications/common-misconceptions-about-electric-vehicles/common-misconceptions-about-electric-vehicles>



“GIVEN THE SCALE OF THE CHALLENGE
AHEAD TO DECARBONISE TRANSPORT,
WALKING, CYCLING AND ZERO
EMISSION PUBLIC TRANSPORT MUST
BE PRIORITISED WHERE POSSIBLE”



WHAT IS THIS CONSULTATION ABOUT?

The council has worked with key partners to develop a draft Electric Vehicle Charging Strategy, and we want to know what you think. Your feedback will help ensure the strategy focuses on the right issues and actions to provide the infrastructure which will support accelerated adoption of electric vehicles in St Helens as part of the broader development of a healthy, decarbonised transport system for our borough. We want to hear the views of our residents, businesses, and other organisations on the key priorities and proposed areas for action set out in the strategy.

WHAT HAPPENS NEXT?

Findings from this consultation will help shape the final St Helens Electric Vehicle Charging Infrastructure Strategy. A consultation report summarising the results will be available on the council's website later this year, and will be discussed, alongside the strategy, by the council's Cabinet. It will help to decide how the council will approach the roll-out of electric vehicle charging infrastructure going forward.

While this strategy covers the next five years, we are aware that technology and trends within the electric vehicle industry continue to quickly evolve. Through the development of future strategies, continued market and technology review, and ongoing monitoring activities, we will assess the need to develop or revise this strategy in line with future developments. There will be more opportunities to get involved in the future, particularly in the prioritisation and delivery of individual sites, which we will promote to residents, partners, and local businesses in due course as relevant. We are also creating a St Helens Borough Council webpage to invite residents, businesses and organisations to suggest future locations for charging infrastructure.

SHARE YOUR VIEWS

This consultation runs until 5pm Friday 21st July 2023. There are a number of ways you can take part:

- Complete the survey at <https://www.sthelens.gov.uk/electricvehicles>
- Email your views to: PlanningTransport@sthelens.gov.uk
- Request a copy of our consultation or survey in alternative formats, including hard copy and easy read, using the contact details above
- Copies of the Strategy and Survey will be provided at Council libraries and leisure centres.

Paper questionnaires and written responses can be returned to the following address:

Draft Electric Vehicle Charging Infrastructure Strategy Consultation,
Transport Planning Team,
St Helens Borough Council
PO Box 512
St Helens
WA10 9JX

The following sections provide a brief summary of the contents of the strategy.

STRATEGY AIMS AND OBJECTIVES

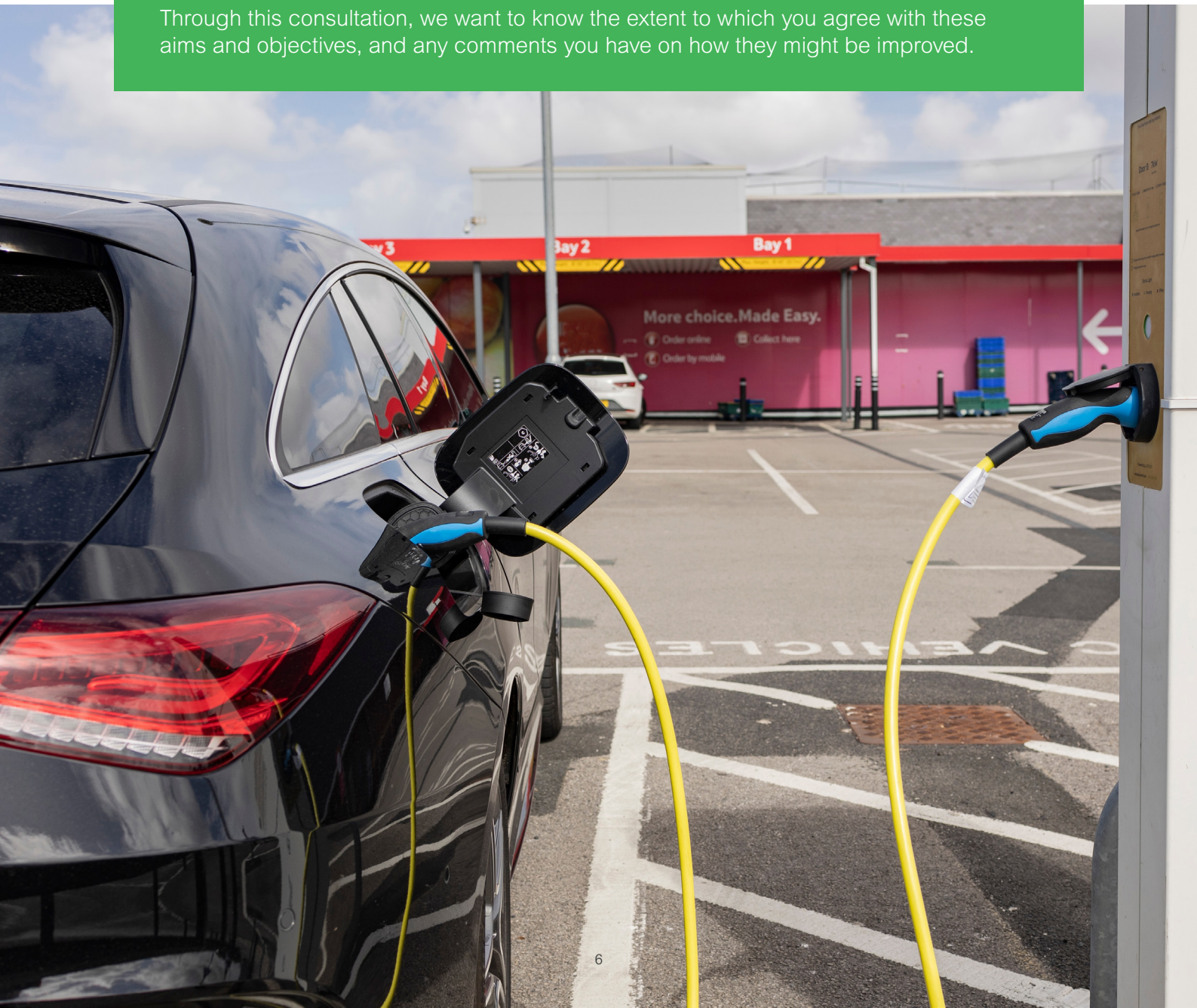
The council's aim for the St Helens Electric Vehicle Charging Infrastructure Strategy is:

- To provide a sustainable electric vehicle charging infrastructure network that supports journeys across the borough, is easy to use, is inclusive and accessible for all, and offers good value for money, both for the council and network users
- To contribute to a broader 'net zero' transport network which delivers healthier communities while supporting inclusive economic growth.

To deliver this, particularly over the next five years, we have identified the following objectives for the strategy:

- Enable and deliver a comprehensive public electric vehicle charging infrastructure network across the Borough, including through our ability to influence and leverage investment from the private sector and other partners.
- Set out an approach to managing EV charging in council car parks.
- Set out an approach to managing on highway EV charging, ensuring that residents without access to private off-road parking can access appropriate EVCI.
- Encourage new developments to include high quality electric vehicle charging infrastructure.

Through this consultation, we want to know the extent to which you agree with these aims and objectives, and any comments you have on how they might be improved.



POLICIES

The strategy sets out 12 core policies which together outline the council's future role in supporting the delivery of electric vehicle charging infrastructure. These are supported by an extensive evidence base including an extensive policy review, technological background review, data on existing electric vehicle uptake, data on current charge point supply across the borough, and anticipated future charge point demand.

Through this consultation, we want to know the extent to which you agree with these policies, as well as whether you think there is anything missing or have any comments on how they might be improved.

POLICY 1: DECARBONISING TRANSPORT HIERARCHY

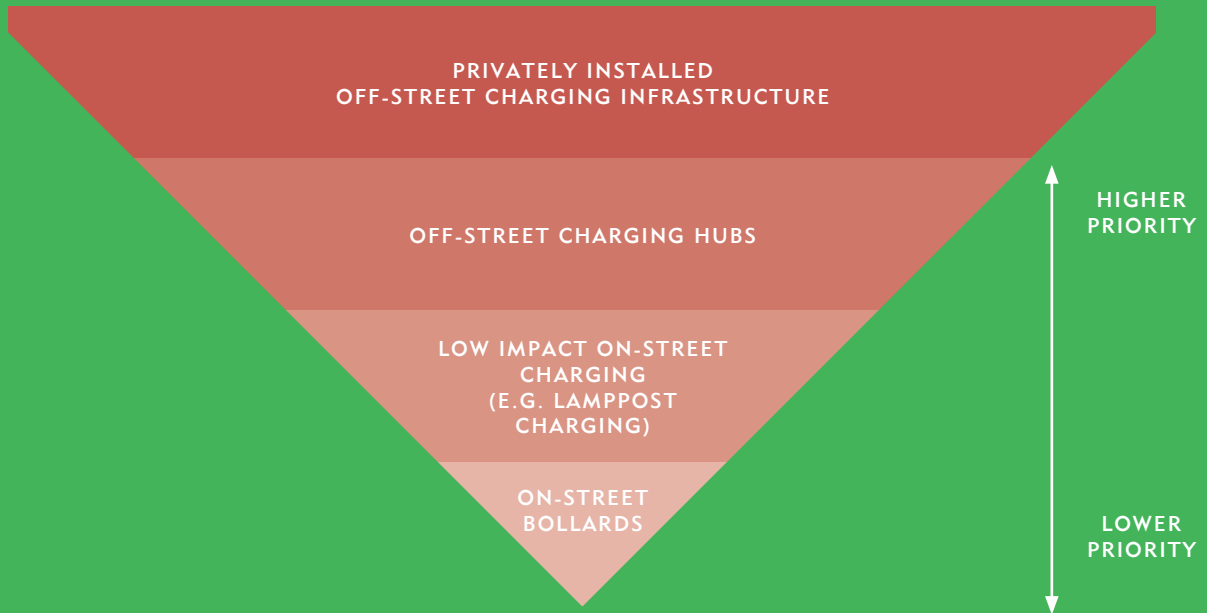
The council will seek to support the roll-out of electric vehicle charging infrastructure as part of the development of a holistic, inclusive, 'net zero' transport system. Electric vehicle infrastructure should support wider measures to increase use of walking, cycling and public transport, and benefit all parts of our communities.

POLICY 2: COUNCIL-LED DELIVERY OF CHARGING INFRASTRUCTURE

Where new charging infrastructure is to be installed by the council itself, we will prioritise town centre locations, key amenities and residential areas with limited off-street car parking. In the short term (over the life of this strategy), locations for new installations will be targeted at areas where higher levels of EV ownership are forecast. We aim to meet or exceed the regional levels of public charging infrastructure by population by 2025, and national levels by 2030. Where we procure new infrastructure, we will seek external funding to ensure a self-sustaining future network and the charge points will adhere to the latest technical standards.

POLICY 3: OUR APPROACH TO ON-STREET RESIDENTIAL CHARGING INFRASTRUCTURE

National indications suggest that up to 25% of all cars are parked on-street overnight, principally due to an absence of off-street parking options. These car owners are unable to install private charging facilities linked to their home supply. The council will follow a hierarchy of solutions for on-street residential charging, prioritising the use of off-street charging hubs within a five-minute walking distance. Where this is not feasible, other low-impact solutions will be considered.



POLICY 4: STAFF, VISITORS AND FLEET CHARGING

The council also wants to invest in charging infrastructure for staff and visitors to our offices where necessary and will continue to implement staff policies to support sustainable travel choices. We will transition to zero emission vehicles in our fleet over time where technology exists, particularly fully electric vehicles, as part of an ongoing systematic fleet review.

POLICY 5: COMPLEMENTARY STRATEGIES AND POLICIES

We will incorporate policies that support this strategy into complementary strategies where relevant, including future revisions of council-published standards and guidance, including the Local Plan, and development management standards.

POLICY 6: ELECTRIC VEHICLE CHARGING IN NEW DEVELOPMENT SITES

We will ensure all relevant development proposals deliver charging infrastructure to national minimum standards from June 2023 (Approved S Document and Smart Charging Requirements), including where the council is the developer. A new Transport and Travel Supplementary Planning Document will set out the requirements for new developments.

POLICY 7: WORKING WITH PARTNER ORGANISATIONS

Delivery of a borough-wide network of electric vehicle charging infrastructure is not something the council can do in isolation. We will explore opportunities to encourage and support organisations, businesses, and other third-party car park operators to deploy charging infrastructure, where feasible and appropriate. We will also use our online presence to signpost information which seeks to dispel myths about EVs and promote the potential benefits of EV transition, as part of a wider sustainable mobility framework.

POLICY 8: MONITORING

We will systematically monitor the usage and tariffs of charge points and requests for new charging infrastructure across the borough to coordinate and inform where future installations should be.

POLICY 9: PROCUREMENT

We will undertake systematic market engagement to determine the best procurement option for charge point installation, with a view to adopting a coordinated approach across a full array of charging types, including public, fleet and workplace charging needs.

POLICY 10: ENERGY GENERATION AND STORAGE

We will seek to increase the emissions reductions benefits of electric vehicles by encouraging the use of renewable energy generation, off-peak usage policies (a mandatory functional requirement with option for manual override in private charger installations) and battery storage infrastructure, where appropriate.

POLICY 11: WORKING WITH OUR DISTRIBUTION NETWORK OPERATOR

While the grid as a whole can accommodate forecasted electric vehicle adoption, localised capacity constraints are a key barrier to delivery of a comprehensive charging network. The council will work in partnership with Scottish Power Energy Networks (SPEN) the electricity Distribution Network Operator for our borough to address key points of weakness holding back the delivery of key infrastructure promoted by the council and its partners.

POLICY 12: INSTALLING TO THE RIGHT SPECIFICATION

It is important that the right charging infrastructure is installed in the right place, to support the wider transport decarbonisation hierarchy and ensure public safety. The Council will only support or procure installation of charging infrastructure where sites are well chosen, well-lit, safe & secure, physically accessible for disabled people with limited mobility, with appropriate bay markings where necessary, and do not cause any obstructions to others.

Charging infrastructure should not introduce additional car parking where parking spaces are not currently provided or allowed and should avoid the creation of additional unnecessary street clutter. Infrastructure proposals should comply with local and national planning policy and should meet national accessibility standards.

Full details of each of the above policies are contained within the draft strategy.



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