

# CABINET

THURSDAY 23 FEBRUARY 2023

At 7.00 pm

in the

GREY ROOM - YORK HOUSE,

## SUPPLEMENTARY AGENDA

### PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
6.	<u>ELECTRIC VEHICLE CHARGEPOINT IMPLEMENTATION PLAN</u>  <b>Planning, Parking, Highways &amp; Transport</b>  To consider the feedback from the public consultation and approve the Electric Vehicle Charge Point Implementation Plan.	3 - 36

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Royal Borough of Windsor & Maidenhead

# Electric Vehicle Chargepoint Implementation Plan

February 2023

## About this document

This is the Electric Vehicle Chargepoint Implementation Plan for the borough, which lays out how the council will ensure charging provision for electric vehicles (EVs) keeps pace with demand between 2023 to 2035.

### Document accessibility

Effort has been made to ensure that this document is presented in a widely accessible format.

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- Telephone: 01628 683 800



## Development of this plan

The development of this plan has been informed by:

- A public consultation, 1 December 2022 to 9 January 2023
- The objectives and priorities of the borough's [Corporate Plan](#)
- Technical support from the Energy Savings Trust's Local Government Support Programme
- Early supplier engagement with 12 chargepoint suppliers representing the breadth of business models and technology solutions available

- Resident expressions of interest for future residential chargepoint locations
- Learning from pilot chargepoint initiatives across the borough
- EV strategy options paper developed by Project Centre (dated January 2021)
- Participation in the Energy Saving Trust's national LA-EV Forum and Transport for the South East's Regional Decarbonisation Forum, where local authorities share knowledge and experience

## Foreword

Many residents and businesses have already embraced electric vehicles, and we know that many more are keen to do so.

We recognise that for everyone to make the switch, the right charging infrastructure will need to be available around the borough.

This plan, which we committed to deliver in our Corporate Plan 2021-2026, sets out how the council will play its role in ensuring infrastructure is put in place, in readiness for the upcoming national bans on sales of petrol and diesel vehicles.

5

Through this plan, we will enable the delivery of electric vehicle charging infrastructure to meet growing demand. We will ensure there is provision of charging infrastructure in the public spaces that we manage – our car parks and our streets.

Increasing the availability of electric vehicle charging infrastructure will help us to deliver on our ambition for the Royal Borough of Windsor & Maidenhead to be a sustainable borough of opportunity and innovation.



**Cllr Phil Haseler**

Cabinet Member for Planning, Parking, Highways & Transport

## Our electric future

The sale of new petrol and diesel cars and vans in the UK will end in 2030, ushering in a new era of clean, electric vehicles on our roads.

Petrol and diesel vehicles release pollution into the air through their exhaust pipes and are the leading cause of climate change and poor air quality in our borough. One third of all the borough's carbon emissions come from transport<sup>1</sup>, whilst 40% of ambient air pollution in our Air Quality Management Areas comes from road traffic<sup>2</sup>. With our commitment to net zero from the borough's Environment and Climate Strategy and an increasingly pressing need for the UK to secure cheaper power and energy independence, we want to ensure our residents are able to make the switch to electric.

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 Nationally, the government's Decarbonising Transport strategy has committed the UK to phasing out petrol and diesel vehicle fuels. To support this, the government's Taking Charge plan recognises that local authorities will need to play a role in planning the rollout of 300,000 chargepoints nationwide, up from 30,000 today. Local authorities with clear rollout plans will be able to apply for funding to kickstart these plans, most notably the government's new £450m Local Electric Vehicle Infrastructure fund.

<sup>1</sup> RBWM Environment and Climate Strategy, 2021

<sup>2</sup> RBWM Air Quality Action Plan, 2016

The transition to electric has already begun. Many car manufacturers are now offering electric versions of their most popular models, with improved technology meaning the range of vehicles now comfortably meets most peoples' everyday needs. Nationally, sales of electric vehicles rose 77% in 2021<sup>3</sup> - meaning a quarter of new vehicles on UK roads have a plug.

Locally, we have taken action by introducing additional chargepoint sockets in the borough this year. We recognise that as electric vehicles become ever more popular however, we will need to scale up that rate of rollout, and the purpose of this plan is to allow us to do so.

### How many EVs and chargepoints?

Currently, around 4% of the c. 97,000 cars in the borough are electric<sup>4</sup>.

The switch to electric vehicles is expected to pick up pace in the lead up to the ban on sales of new petrol and diesel cars and vans in 2030. The University of Oxford's SCATE model predicts that the vast majority of the switchover will happen between 2030 and 2040, with around 15-20% of cars and vans being electric in 2030, jumping to 80% by 2040 (and 100% by 2050). This reflects that most people will upgrade their car to electric when their current vehicle is due for replacement rather than trading their current vehicle in early. It also reflects that a great proportion of vehicles are bought second-hand, and electric vehicles will need to occupy a much more dominant share of the

<sup>3</sup> <https://www.gov.uk/government/news/quick-off-the-spark-electric-vehicle-sales-continue-to-soar-in-green-revolution>

<sup>4</sup> DfT VEH0142, VEH0105 for Q1 2021

second-hand vehicle marketplace before many people will make the switch.

Table 1, below, estimates how the number of electric cars will change within the borough over time, based upon the SCATE model trajectory (with an allowance made for population growth in line with the Borough Local Plan).

Year	Estimated no. electric cars registered in borough
Today	4,000
2025	8,000 – 10,000
2030	15,000 – 20,000
2035	50,000 – 60,000
2040	90,000 – 100,000

Table 1: Projected number of electric cars registered in our borough over time

This plan seeks to set the borough on a path to 2035, the ‘turning point’ moment when half of cars in the borough will be electric. Table 2, below, shows the anticipated types of chargepoints and number of chargepoint sockets that will need to be provided in the borough by this date, to meet demand<sup>5</sup>.

Chargepoint type	Public chargepoint sockets today	Public chargepoint sockets needed by 2035
On-street	35	588
Council car parks	17	122
Rapid recharge service stations	2	98

Table 2: Projected number of chargepoint sockets, by type, needed by 2035

<sup>5</sup> Assumptions and calculations are published in Appendix 1.

(A **chargepoint** is an installation that can charge electric vehicles; a chargepoint may have one or more **chargepoint sockets** which vehicles can plug into – the number of vehicles that a chargepoint can recharge at once is equal to the number of chargepoint sockets.)

Alongside a role in meeting demand, the council also wants to give as many people as possible the confidence to switch to an electric vehicle at the earliest opportunity, to decarbonise borough emissions as rapidly as we can. Ensuring that there is good availability of chargepoints, and that chargepoints become a common, prominent and visible part of everyday borough life is critical to offering this reassurance. As a result, this plan proposes that:

- We deliver slightly more (c. 2%) capacity than we need for 2035 during this growth period;
- We deliver that two years early, by 2033;
- We programme delivery evenly (linearly) across the 10-year plan, thereby over the first five years outpacing the (exponential) growth in the numbers of electric vehicles, which will initially be slower before picking up pace;
- We continuously monitor uptake, and adjust our plans as needed where evidence shows this would be beneficial.

### Reducing transport emissions

Transport emitted 219 ktCO<sub>2</sub> in our borough in 2020. By 2050, this figure needs to be reduced to 0 ktCO<sub>2</sub> (net) to protect against the consequences of climate change. With government planning

a decarbonised national power system by 2035<sup>6</sup>, electric vehicles make net zero transport emissions by 2050 achievable.

However, the total amount of CO<sub>2</sub> released through borough transport emissions between now and 2050 will be too high, if we only rely upon a switch to electric vehicles as our means of tackling the climate emergency.

In the borough's Environment and Climate Strategy, the Tyndall Trajectory identifies how *fast* borough emissions need to fall, in addition to the 2050 end date by which they need to reach zero. The borough's targets, set by that trajectory, are to reduce borough emissions by

- 50% by 2025
- 75% by 2030
- 94% by 2040.

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Whilst this chargepoint rollout plan will create the conditions that enable as many people to switch to electric as soon as possible, there will simply not be enough electric vehicles manufactured and available for sale soon enough for the trajectory to be kept, given that the rest of the country – and indeed the world – also needs to make the switch. Figure 3, below, shows the gap between the rate at which transport emissions need to be reduced (the Tyndall Trajectory) and how fast we expect them to reduce as a result of this chargepoint plan and the widespread adoption of electric vehicles.

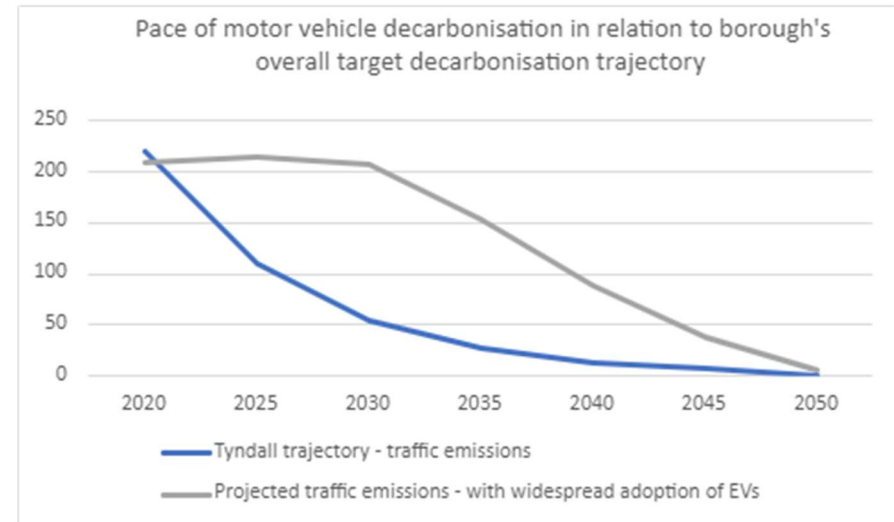


Figure 3: Pace of motor vehicle decarbonisation in relation to borough's overall target decarbonisation trajectory

For this reason, the borough will need to continue to give people better options that allow them to choose to make more journeys on foot, by public transport and using bikes and scooters, if we are to close the gap between emissions and the carbon targets that need to be met. The borough will consider the decarbonisation of travel in the round as part of the next update of the borough's Local Transport Plan.

<sup>6</sup> HM Government's Net Zero Strategy: Build Back Greener (2021)



## What role will the council play?

**Public chargepoints** are those that are intended for use by the general public; **private chargepoints** are those for exclusive use by a particular type or make of vehicle, persons engaged in a specific occupation, persons working at or visiting a specific business, or persons living in or visiting a specific dwelling<sup>7</sup>.

Public chargepoints are those that are *available for public use*, rather than always being *publicly owned*. Almost all public chargepoints will be installed, maintained and operated by commercial businesses – just as petrol stations are today.

6

The council, nevertheless, has a significant role to play where these public chargepoints will be located on highways and in council car parks. The council is the custodian of these public spaces. We are responsible for attracting investment, competition and innovation in chargepoint facilities in these locations to support the transition to sustainable motoring. Equally, we are managing these valuable, finite spaces to ensure they can continue to perform all of their functions as a public space, balancing the introduction of chargepoints against keeping carriageways and footways clear of obstructions, and continuing to provide space for regular parking and deliveries.

The council could choose to directly own and operate these chargepoints, but there is now an established and competitive marketplace of suppliers who have specialist knowledge and scale behind them, and like most councils we will choose instead to enter into contracts with chargepoint suppliers where the

supplier operates the chargepoint commercially, with the council receiving ground rent and/or a share of revenue, and securing commitments about how the chargepoint will be located, designed and operated.

**Policy EV01:** To deliver public chargepoints in our borough, we will enter into contracts with commercial chargepoint suppliers

Public chargepoints won't just be on highways or council car parks. Businesses will also be able to establish (or refit) 'electric service stations' with public chargepoints on their own land. Commercial considerations mean these will almost always be 'rapid recharge' facilities, where vehicles recharge in a short timeframe while the driver remains on site. In facilitating the transition to electric vehicles, the council will have a role in encouraging the development of these facilities, whilst managing the impacts of their construction and operation on local residents and traffic through the planning process, as it would with any other new or repurposed building.

Similarly, the council will want to support residents and businesses to introduce private chargepoints in their homes and premises, and ensure new developments come equipped with chargepoints as standard.

Chapters within this plan describe how we will fulfil our roles with regards charging privately, on-street, in council car parks and at rapid recharge service stations.

<sup>7</sup> The Alternative Fuels Infrastructure Regulations (2017)

## Vision, aims and objectives

### Vision

Borough residents, businesses and visitors have the confidence to choose electric vehicles for their journeys, to help decarbonise travel.

### Imagining life in 2035

It's 2035, and half of the borough's 110,000 cars are fully electric.

Most residents and businesses with EVs usually recharge in private drives and car parks at home, at workplaces and at depots.

However, it is easy to find privately-run 15-minute recharge service stations along main roads, or to find one of the prominent 'Green Bays' in a public car park for a top up while shopping. These are popular with tourist visitors too.

Where people don't have driveways, they can park their car at an on-street or car park chargepoint for their weekly recharge, which takes 2-3 hours, perfect for both charging overnight or between school runs. The street chargepoints are easy to find as they're usually at the end of the street, where they don't block the footway or add to parking pressure, and are clearly marked. Chargepoint availability has kept ahead of demand over the years.

All our chargepoints are accessible, use the well-established UK socket and smart charging standards, offer non-member pay-as-you-go payment and deliver the same fast 7kW or better charging residents get in their homes.

We partner with a few chosen suppliers, generating a modest income renting them our land and grid connection, which we reinvest in accelerating chargepoint rollout and maintaining chargepoints in marginal rural locations.

We lead by example – by decarbonising our own fleet, and equipping our estate with chargepoints.

## Aims and objectives

### Aims

We will work to:

- Keep ahead of demand for public electric chargepoint provision as the numbers of electric vehicles in the borough increases
- Lower borough carbon emissions, supporting the borough to reach net zero emissions by 2050
- Improve air quality along roads and at road junctions, in support of the borough's Corporate Plan objective to achieve the National Air Quality Objective across all Air Quality Management Areas by 2025

### Objectives

Success looks like:

- Delivering around 75 new places to park-and-charge each financial year in public streets and council car parks, beginning in April 2023
- By 2028, all council car parks have electric vehicle charging facilities<sup>8</sup>
- By 2035, 70% of borough homes without driveways are within a five-minute walk of a public chargepoint, with 90% of such homes within a ten-minute walk
- More than doubling public satisfaction with provision of electric vehicle charging points within five years (to 60% by 2028) and tripling satisfaction by 2035 (to 80%) (NHT Survey, measure ACQI25 Provision of electric vehicle charging points, baseline of 27% in 2021)
- Every on-street and council car park chargepoint location in the borough has at least one chargepoint socket that meets British Standards Institute PAS 1899 chargepoint accessibility standards, and 80% of all public chargepoint sockets in the borough meet these standards
- All new homes have at least one chargepoint socket per dwelling (subject to limited statutory exemptions, per Building Regulations Approved Document S)
- Our fleet is 100% zero carbon, and our estate is equipped with chargepoints

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<sup>8</sup> Where separately named car parks are immediately adjacent to one another, chargepoints may be co-located in one of the car parks for economies of scale

## Consumer needs and preferences

### When, where and how often will people recharge?

Charging takes place when the vehicle is stationary, and for the most part will take advantage of time parked at home (or in a depot), or at a destination such as a workplace, the shops or a daytrip destination whilst the vehicle's users are away from the vehicle. The average car and van in England sits parked and unused 96% of the time, according to the RAC Foundation<sup>9</sup>. Charging facilities will be needed in locations where vehicles spend time parked, both for periods during the day and overnight.

Based upon typical weekly car mileage and the ranges of vehicles now entering the market, most electric vehicles will need charging once in an average week. Department for Transport research shows that on average drivers tend to recharge their vehicle when the battery falls to around 19-24% full, rather than constantly topping up<sup>10</sup>.

On longer journeys however, vehicles will need to be periodically recharged on route. Electric vehicles now typically have sufficient range for this to coincide with the existing rest stops that people make at service stations and fuel forecourts, where ultra-rapid recharges can take as little as 15 minutes to recharge the vehicle whilst driver and passengers make use of service station

facilities such as cafes, toilets and WiFi lounges. Some chargepoints will also therefore be needed at service stations and (the equivalent of) fuel forecourts along main roads.

The anticipated demand for each type of charging scenario has been modelled to guide the development of this rollout plan – see Appendix 1. As with any emerging technology, it will be necessary to monitor whether the model's assumptions hold true over time. If necessary, this plan can be adapted over time as more data becomes available and there can be greater confidence in the relative occurrence of each charging scenario.

### Chargepoint distribution around the borough

Analysis conducted by the Energy Savings Trust on behalf of the council show that areas resident requests for public chargepoints are concentrated in our towns, Windsor and Maidenhead (figure 4). This is unsurprising, as the majority of the borough's residents and businesses are located there, and space constraints mean properties in these towns are less likely to have off-street parking (figure 5), meaning residents are not able to charge their vehicle on their own driveway.

This plan will seek to balance meeting the considerable demand for chargepoints in these built-up areas, with ensuring that we avoid creating 'not spots' where there is inadequate chargepoint provision in the borough's villages and more rural areas.

<sup>9</sup> Cars parked 23 hours a day, RAC Foundation: [Cars parked 23 hours a day \(racfoundation.org\)](https://www.racfoundation.org)

<sup>10</sup> Electric Vehicle Charging Research, Department for Transport: [Electric Vehicle Charging Research. Survey with electric vehicle drivers. Research report. \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk)

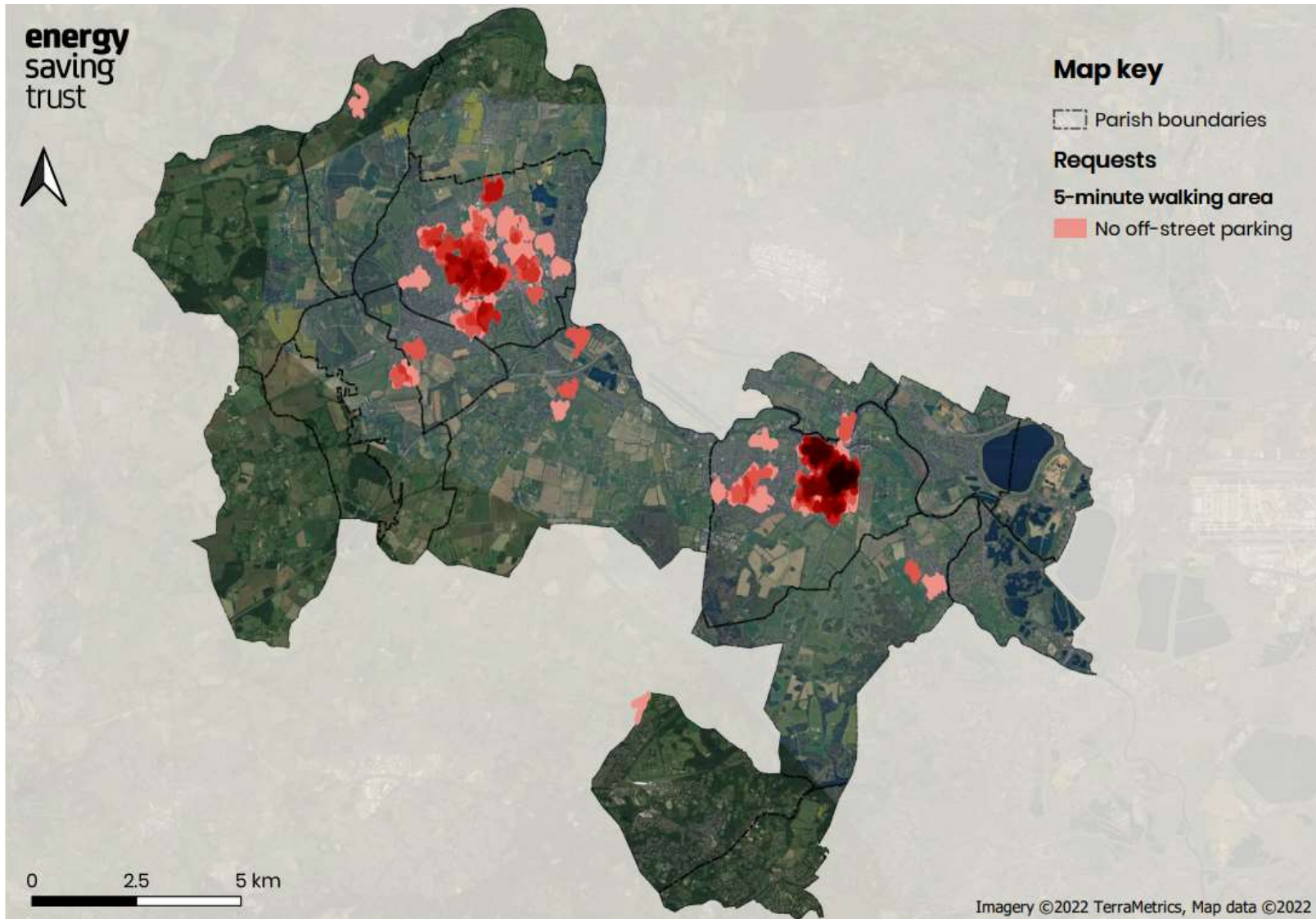


Figure 4: Density of locations within a five-minute walk of residents without off-street parking that have registered their interest with the council in having a chargepoint located near them

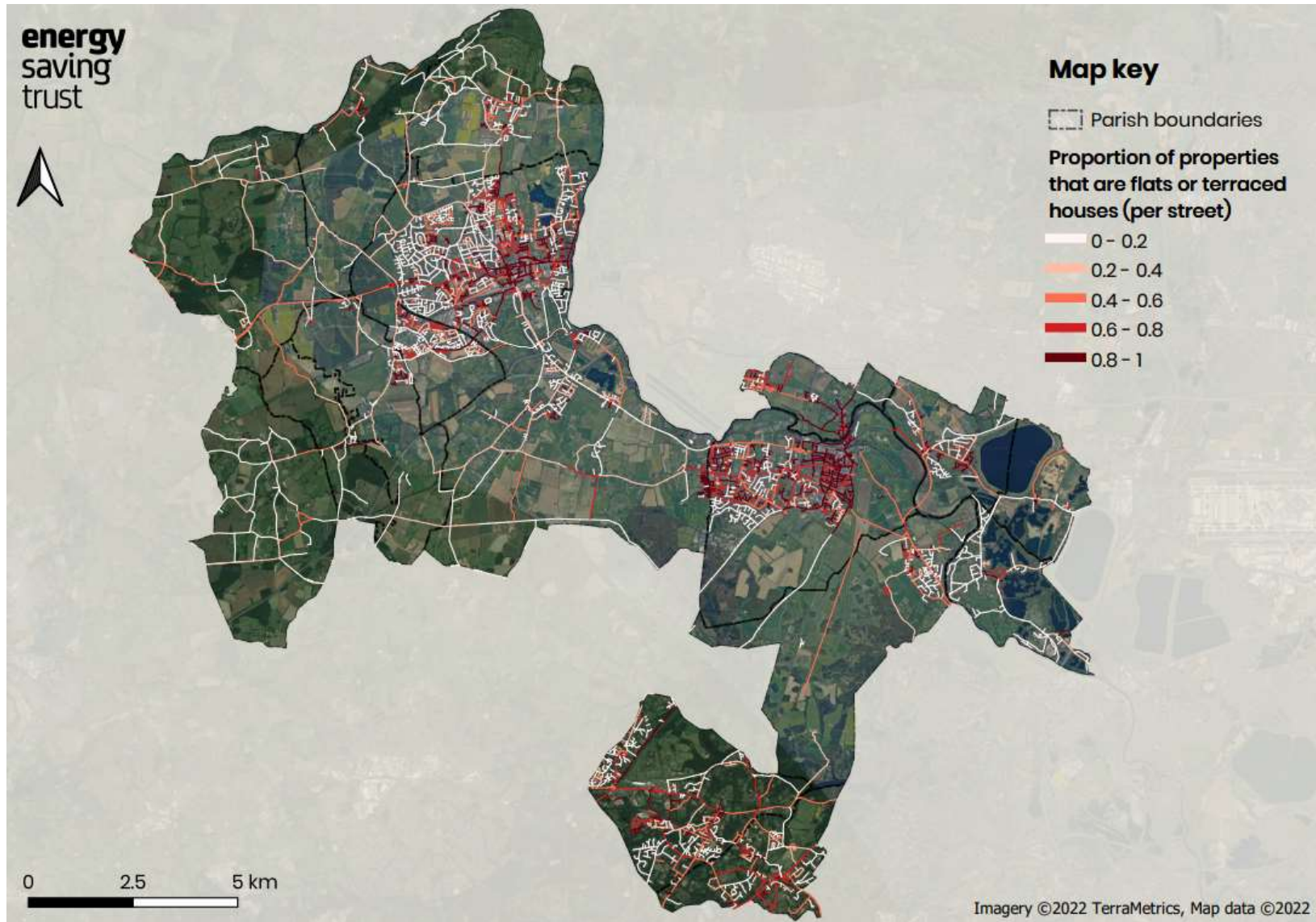


Figure 5: Estimated distribution of properties that are unlikely to have off-street parking

## Chargepoint standards

On our highways and in our car parks, we will work with chargepoint operators to introduce chargepoints that offer a substantial recharge within a 2-3 hour daytime parking period (as well as allowing overnight charging). The goal is for individual chargepoint sockets to have the capability to fully recharge multiple vehicles per day, and to be ready for vehicle batteries to continue to grow in size and range. As a result, we will install 'fast' chargepoints that are 22kW AC or similar. Where site specific requirements dictate it, some sites may be 7kW AC speed at install, but only where there is a contractual commitment for upgrading to 20kW or better at a later date.

**Policy EVO2:** We will standardise on fast, 22kW chargepoints on our streets and in our car parks

Chargepoints will be fitted with the universal Type 2 socket, with drivers supplying their own cable.



Figure 1: Type 2 universal socket

We will additionally be supportive of commercial firms developing their own 'rapid' and 'ultra-rapid' charging at 50kW DC and greater at dedicated rapid recharge service stations.

<sup>11</sup> [Consumer Experience at Public Chargepoints - Government Response to the 2021 Consultation on the Consumer Experience at Public Chargepoints \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/consultations/consumer-experience-at-public-chargepoints)

## Adopting national consumer experience standards

All our on-street and car park chargepoints will adopt the following incoming national regulations and standards<sup>11</sup>:

- No requirement for user to have mobile or internet signal to pay, or to use a proprietary app or payment system. (Contactless payment must be an available.)
- Supporting payment using multi-brand membership cards and smartphone apps (known as 'payment roaming')
- Utilise Open Charging Interface Protocol, giving drivers accurate and up-to-the-minute data on charger location, type and whether it is available (and chargepoint location will be published on National Chargepoint Register)
- Price in pence per kWh is shown to consumer before charging, and does not change during charging
- Free 24/7 helpline

We will also adopt British Standards Institute PAS 1899 chargepoint accessibility standards, avoiding heavy cables, two-handed actions and barriers to operating the device. Where site constraints mean it isn't possible for all sockets to be accessible, we will ensure at least one socket is. We will engage with the Disability & Inclusion Forum during planning for individual sites.

**Policy EVO3:** We will adopt national consumer standards around payment, live data, the display of pricing, the availability of helplines and the accessibility of facilities.

### *Off-peak charging rates*

We will work with chargepoint operators to explore opportunities for offering ‘off-peak’ prices for charging overnight when the price of electricity is often lower.

### *Minimising street works*

Where electricity network connection works are required, chargepoint sites will be installed with passive provision for additional chargepoints to be installed at a later date without needing to dig up the highway a second time.

Where timescales can be sensibly aligned, chargepoint installation will be aligned with other street works to minimise the number of times roads need to be worked on.

### *Ownership of infrastructure*

The council will seek to retain ownership of the underground infrastructure that supports chargepoints. Chargepoint operators would own and maintain the chargepoint itself. Chargepoint operators would be required to remove their hardware upon expiry of the contract, or by agreement for ownership of the equipment to pass to any incoming chargepoint operator for that site. Preference will be given when awarding contracts to chargepoint operators installing chargepoints which feature Open Chargepoint Protocol.

### *‘Green’ electricity*

Preference will be given when awarding contracts to chargepoint operators who source electricity from renewable sources. Overall, the UK is committed to a decarbonised energy system by 2035.

### *Smart charging and vehicle-to-grid*

These emerging technologies have important roles to play in smoothing the load on the electricity grid, and in potentially lowering the cost of recharging a vehicle. Smart charging enables a plugged-in vehicle to time its charging cycle to take advantage of periods of reduced demand (e.g. overnight) when electricity costs may be lower. Vehicle-to-grid technology enables vehicles to discharge their batteries into the grid through a chargepoint at times of peak electricity demand, to subsequently recharge again when demand is lower.

We will work with chargepoint suppliers to explore how these technologies, once sufficiently mature, can be integrated into on-street and council car park chargepoints, supported by restrictions or disincentives that discourage the practice of individual vehicles occupying a public chargepoint for days at a time denying others the opportunity to recharge. This includes giving preference to proposals from chargepoint operators with ISO 15118 Vehicle2Grid capability.



## Private chargepoints

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*Private chargepoints are anticipated to account for the majority of charging activity*

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### Most charging will be done privately

It will almost always be cheaper and more convenient for residents and businesses with their own vehicles and private places to park to install chargepoint(s) on their property for their own use. Doing so not only gives them exclusive access to the chargepoint when they need it, but the price of recharging the vehicle will be lower as there is no service charge to pay to a chargepoint operator, and residents benefit from the lower rate of VAT levied on home electricity.

Added to this, a significant amount of parking away from homes and depots takes place in car parks belonging to retail, leisure and hospitality businesses, as well as those operated by private car park firms. Business like these have often been proactive in installing chargepoints in their car parking, to meet their customer's expectations and attract business, and this seems set to continue.

For these reasons, it is anticipated that a majority (61%) of charging will take place away from public roads and car parks (Appendix 1).

### Supporting the introduction of more private chargepoints

Updates to building regulations in 2022 mean that new and redeveloped properties will come with chargepoints installed as standard. The council has a role here in ensuring that these are delivered.

**Action:** Ensure that building regulations ('Approved Document S') mandating the installation of electric chargepoints in new and redeveloped properties are met.

Chargepoints can also be installed on existing properties, and to help encourage more people to transition to electric vehicles there are government grants available to help with the upfront cost of installing these (subject to eligibility criteria). Installing chargepoints on existing properties will normally not require planning permission, as most will be covered by permitted development rights.

**Action:** Publicise information on permitted development rights for chargepoints and available government grants on our website.

We will investigate opportunities for community initiatives to further support the introduction of more private chargepoints and EVs, including:

- A trusted chargepoint operator scheme
- A collective purchase programme
- Local authority backed loans for EVs
- 'Try-before-you-buy' vehicles

**Action:** Investigate community initiatives to support the introduction of more private chargepoints and EVs.

## Trailing cables

**Policy EV04:** We will not permit charging cables to cross footways, carriageways or Rights of Way

A few local authorities are experimenting with permitting individuals to cross footways with charging cables, linking a vehicle parked on a street to a chargepoint in a private home. However, whilst this is a lower cost method, considerable concern remains that these ‘trailing cable’ solutions are impractical and undesirable at scale:

- Where charging mats and cable protector ramps are used, these introduce trip hazards on the footway and can become a barrier for those with mobility aids, leading to risk, public nuisance and inaccessibility, with associated legal implications for both council and homeowner
- Existing parking pressure is compounded, as the need to park directly outside a particular property becomes far more acute
- Where used, gullies need regular maintenance clearing rubbish and leaves, and gantries will often require planning permission
- Extended lengths of cable are at a greater risk of becoming damaged and causing a fire

As a result, this rollout plan does not propose trailed cables as a charging solution, and the council will not permit charging cables

to cross footways, carriageways or Rights of Way. We will continue to monitor the trials taking place elsewhere.

## Peer-to-peer charging platforms

Peer-to-peer chargepoint lending represents a low-cost, low-infrastructure solution for households without driveways.

Several commercial platforms exist that connect residents without their own charger to those with driveways that do have a charger. Individuals can book to use their neighbour’s charger when it is not in use, and pay through the platform.

## Fleets

Whilst currently electric vehicles are usually more expensive to buy, they are generally cheaper to operate than petrol or diesel vehicles, and the borough is already seeing a strong trend amongst businesses to upgrade their fleets to electric. As of summer 2022, just over half of the electric vehicles in the borough were part of a company fleet<sup>12</sup>.

## Buses and taxis

The borough is keen to support bus and taxi fleets to transition electric. It is anticipated that most recharging will take place in depots (/homes) when the vehicles are not in service, but we will introduce charging facilities in key locations and will identify a trial site for a taxi charging facility.

**Action:** Identify a trial site for a taxi charging facility.

<sup>12</sup> DfT Statistics Table VEH0142 <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

## Charging in streets

### Purpose

Not every household has off-street parking; those that don't usually leave their vehicles parked on street overnight. Whilst it will be possible to recharge away from home, there will also be times when it is important for households to be able to charge their vehicles whilst parked on-street near their house. Recharging might take place overnight, or also in periods during the day, for example between school runs. Household visitors may also need nearby places to recharge, including tradespeople.

### What infrastructure will we introduce?

**Policy EV05:** On-street charging will usually be located near street corners, serving multiple streets

We will tend to locate charging facilities near street corners, subject to suitability at each individual site. The chargepoints would be situated in the parking spaces closest to street corners, meaning that they are in a convenient location for more than one street, are minimally disruptive to existing street parking, and there will be more space available so footways can be kept clear of obstructions. Charging spaces will be suitably set back from the corner to give good visibility at the junction, and comply with highway rules. These 'Connected Corners' will have two or more, clearly signed parking spaces where charging is possible. Chargepoints will be the council's standard fast 22kW AC (or similar). At least one of the parking spaces and its associated

chargepoint socket will be accessible. Introducing on-street charging will not reduce the provision of disabled parking.

For comfort, safety and personal security, chargepoint sites will be located in lit, overlooked areas, with good drainage to prevent water from pooling. We will ensure the accessibility of both the chargepoint and the footway. Locating chargepoints near street corners makes it possible to use small build-outs into the highway to create the necessary space, where needed. Arboriculture officers will be consulted before the installation of a chargepoint to ensure excavations do not damage tree roots.

### *Parking restrictions and chargepoints*

**Policy EV06:** Parking at chargepoints will normally be restricted for charging electric vehicles only, and any Controlled Parking Zone restrictions will apply

Spaces with chargepoints will normally be restricted for use by charging electric vehicles only. Where specific local circumstances would cause this to be particularly disruptive to the area's parking, the bays will instead initially be marked as being prioritised for charging electric vehicles, with full restrictions introduced at a later date once there is sufficient regular demand for charging. We will monitor space occupancy data and chargepoint utilisation data to determine the right approach at individual sites.

Where a chargepoint is installed in a Controlled Parking Zone, vehicles charging in an associated parking space will be required to comply with those permit restrictions which in some cases includes paying for parking in addition to paying to charge the vehicle.

We will work with chargepoint operators to identify incentives and management techniques that encourage motorists to move their cars once they are charged (at their earliest convenience, and not overnight).

Any and all restrictions will be clearly signed and communicated.

### *Minimising street clutter*

Introducing new street furniture reduces the amount of circulation space on our streets and can reduce accessibility. The furniture also requires maintenance to ensure the street remains an attractive space.

We will minimise the need for additional pillars, cabinets and other street furniture, ensure they are placed carefully to keep footways clear of obstructions, and will insist on suitable inspection and maintenance regimes by chargepoint suppliers. This could include integrating chargepoints within existing street furniture, but our placement and specification decisions will be driven by delivering this strategic plan, rather than allowing existing street furniture to dictate availability and provision.

### *Connected in every sense*

Chargepoints will require both internet connectivity and power. Introducing chargepoints will open up opportunities in the future to usefully and economically co-locate other services as part of, or near to, the chargepoint – a concept known as a ‘mobility hub’. This could include:

- Spaces for electric car club vehicles
- Wi-Fi hot spots and phone signal boosters

- Live monitoring sensors, e.g. of traffic or air quality
- Automated parcel pick-up/drop-off lockers
- Electric bike and scooter charging and/or hire

**Action:** Work with chargepoint suppliers to identify opportunities to co-locate additional services, where desirable

These additional services would not form part of the initial project specification, and the suitability of each location to incorporate one or more of these additional features would need to be determined on a site-by-site basis.

The internet connectivity of a site will be checked before installation.

### **Connected Corners Programme: chargepoint rollout on public streets**

Based upon our current projections of 2035 demand, it is proposed the council plan to deploy c. 600 on-street parking spaces with charging at up to around 300 ‘Connected Corner’ sites over the next 10 years, with approximately 30 new Connected Corners per year.

We will partner with commercial chargepoint operators, who will install, operate and maintain chargepoints at Connected Corner sites over an agreed contract period under their own branding. Sites will be developed in packages where most sites are selected by the commercial chargepoint partner based upon higher levels of market demand and one or more sites is at the sole discretion of the council.

**Action:** Establish a Connected Corners Programme to deliver convenient on street 22kW AC (or similar) recharging facilities, partnering with commercial chargepoint providers.

All sites will undergo feasibility work and public consultation, to ensure proposals work in practice and not just on paper. Some sites may need supporting upgrades to the electricity network.

Demand analysis and early supplier engagement conducted in the preparation of this plan has identified that there is likely to be considerable commercial interest in introducing on-street charging in our towns (Windsor, Eton, Maidenhead and Ascot), but less commercial incentive to do so in the borough's villages in the short to medium term. The council will work with parish councils to specify site locations that it has sole discretion over – around five sites per year - to ensure chargepoints are introduced in our villages. We will look to ensure that at least one chargepoint site is introduced in:

- each of the following larger villages by 2025: Bray, Cookham, Cookham Rise, Datchet, Eton Wick, Holyport, Old Windsor, Sunningdale, Sunninghill, Wraysbury
- each of the following smaller settlements by 2029 (i.e. ahead of government cut off date for sale of new petrol and diesel vehicles): **Bisham, Burchett's Green, Cheapside, Cookham Dean, Fifield, Horton, Hurley, Hythe End, Knowl Hill, Littlewick Green, North Ascot, Shurlock Row, South Ascot, Sunnymeads, Waltham St Lawrence, White Waltham**

**Policy EV07:** Our contracts with on-street chargepoint suppliers will bundle market-led sites with council-specified sites, to ensure we introduce charging in our villages

## Charging in public car parks

### Purpose

Car parks will be a natural place to offer charging, where vehicles recharge whilst idle. A typical town centre car parking space is occupied by multiple vehicles in a 24-hour period, making them efficient places to site chargepoints as several vehicles can benefit from each socket per day.

Residents will benefit from having the flexibility of being able to recharge during a visit to town (and other locations with public car parks such as leisure centres), complementing the planned on-street chargepoint provision on residential streets. Town centre workers, tourists and others making trips to the borough will also increasingly expect to find chargepoints in our car parks; ensuring we provide for them will support our visitor economy.

Car parks can also be a place for nearby households without driveways to charge their vehicles.

### What infrastructure will we introduce?

Chargepoints will be located together in car parks in high profile, well-signed 'Green Bays', to make them easy to find, easy to distinguish from unpowered parking spaces, and reduce the cost of laying connections to the grid. Where possible, these should be located adjacent to existing accessible bays, and share their design standards and dimensions, so they can also be used by Blue Badge holders with electric vehicles. Chargepoints will normally need to be installed at ground level in multi-storey car parks to keep installation costs low, which will often correspond

with the location of accessible bays. Green Bays will not reduce the provision of accessible bays.

Green Bays will be most useful if they are found at all car parks, and if what is provided in every car park is reasonably consistent, so drivers can rely upon finding their expectations met.

**Policy EV08:** We will introduce prominent 'Green Bay' charging spaces in all council car parks

Car park chargepoints should generally be fast 22kW chargepoints (or similar), meaning parked vehicles will fully or substantially recharge during a typical car park visit. In specific locations, a rapid charger may be appropriate if average stay duration is very short. This offers a good quality visitor experience, and delivering more power to vehicles throughout the day in car parks reduces both the demand for on-street charging provision and demand for early evening charging when the electricity grid is most under pressure. 22kW charging will require a three-phase power connection to be installed with an associated cost and lead time of 6-12 months, but the higher utilisation rates that car park chargepoints will attract should usually make this easy to justify.

As with our on-street chargepoints, Green Bays will adopt incoming national regulations and standards and the British Standards Institute PAS 1899 accessibility standards.

Green Bays will ordinarily be reserved for use by electric vehicles that are using the chargepoints, monitored through existing parking enforcement measures. In smaller car parks (fewer than 60 spaces) it may not be possible to reserve these spaces exclusively for the use of vehicles charging, and in such cases

signage will ask drivers who are not charging their vehicle to be considerate and make use of other car park spaces first before occupying a Green Bay.

### Green Bays Programme: chargepoint rollout in council car parks

Based upon our current projections of 2035 demand, it is proposed the council plan to deploy 126 Green Bays in council car parks over the next 10 years, targeting 10-15 new bays per year.

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*The Green Bay Programme will deliver charging in the council's town centre car parks by 2025, and all council car parks by 2028.*

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The council will establish a Green Bays Programme to introduce chargepoints in car parks. Rollout will be undertaken in three distinct phases, initially establishing pioneer sites in town centre locations where demand is strongest, then seeking to increase coverage to all council car parks, and finally expanding established sites in line with growing demand.

Appendix 2 lists council car parks, with an indication of when we anticipate installing chargepoints, and how many.

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<sup>13</sup> Broadway car park in Maidenhead town centre has been discounted from this list as there are proposals to replace the current car park as part of town centre regeneration works.

Each site's chargepoints would be owned and operated by commercial chargepoint operators, under contract to the council for an agreed period.

Some of the borough's town centre car parks are privately owned, so they are not covered by this rollout programme. It is expected that growing customer demand will lead to the introduction of chargepoints in these car parks over time, without the need for the council to intervene.

#### *Phase 1: Pioneer in priority locations*

Larger car parks in towns are where demand for electric charging facilities is highest, and represent the sites most likely to attract investment from chargepoint operators (particularly important at this earliest stage in the programme whilst the number of electric vehicles on the roads is still small but growing). As larger car parks, the conversion of spaces to Green Bays will be minimally disruptive to drivers of petrol and diesel vehicles.

Car parks identified as priority, pioneer locations for Phase 1 are<sup>13</sup>:

- Alexandra Gardens / Alma Road / Windsor Dials, Windsor (install in one of these three adjacent car parks)
- Hines Meadow, Maidenhead
- Meadow Lane, Eton
- Stafferton Way, Maidenhead

- Victoria Street, Windsor
- Windsor Leisure Centre

These car parks will be of use to borough residents visiting the town centres as well as making our towns attractive destinations for visitors from outside the borough. They are also located in areas where there are some of the highest concentrations of residents living in apartments and terraced housing with no off-street parking, and accordingly are some of the areas where the borough has received highest volumes of correspondence from residents asking for chargepoints to be installed.

It is proposed that Phase 1 would introduce four 22kW AC fast (or similar) charging Green Bays in each of these car parks, within the first two years of the programme (2023 – 2025).

### *Phase 2: Increase coverage across borough*

Having established the Green Bay model in our pioneer sites in Phase 1, Phase 2 would ensure there are chargepoints at all council car parks by 2028, two years ahead of the government cut-off date for ending the sale of new petrol and diesel cars and vans.

In larger car parks, four dedicated Green Bays would be introduced; in smaller car parks, it would be two bays. A ‘basket’ approach can be taken to procurement, where contracts for any sites that are less commercially attractive to prospective chargepoint providers are bundled with more attractive sites, should it be needed to incentivise bids.

### *Phase 3: Expand established sites*

In the third and final phase between 2028 and 2033, electric chargepoint provision at sites where there is demand and capacity for additional chargepoints would be scaled up. This will expand provision to match the rapidly increasing numbers of EVs on the road by this point, and be driven by data on demand and utilisation.

Appendix 2 sets out the number of chargepoints that might ultimately be installed in each car park by 2035, based upon the relative number of spaces in each car park.

**Action:** Establish a Green Bays Programme to deliver convenient AC 22kW (or similar) recharging facilities in every council car park, partnering with commercial chargepoint providers.

**Policy EV09:** Chargepoint rollout in council car parks will begin with our largest town centre car parks, then will extend coverage to all council car parks before finally expanding provision to grow with demand at our most popular sites.

### *Parking charges*

In car parks where parking fees apply, drivers of electric vehicles using chargepoints will pay for both the time spent parked (at the same rate as vehicles parked and not charging) and the power consumed. Initially this will require separate transactions to two vendors – the car park operator and the chargepoint operator. Opportunities to integrate these payments should be explored, but off-the-shelf solutions for this are currently limited. In all cases, it will be critical that it is clear to the car park user what fees apply, and that the process for paying is simple.



**Action:** Once the technology to do so is better established, work to integrate parking and charging costs into a single payment

Currently, borough residents can apply for a parking permit for their electric vehicle, offering free parking in council car parks, as an incentive to make the switch to these lower emission vehicles. With 1 in 5 new car purchases now an electric vehicle, it may not be necessary to offer this as an incentive indefinitely, and the cost to the council will also become increasingly unaffordable. A review of incentives offered by the council to drivers for switching to electric vehicles will be undertaken separately, at a later date.

**Action:** At a future date, review what incentives the council can offer affordably long term, to continue to encourage EV uptake.

### All-hours car park access for residents

As well as enabling charging during the day, car parks will also be useful places for nearby residents to charge their cars overnight. We will work to provide 24-hour access to Green Bays for local residents, where possible.

**Action:** Enable local residents to recharge their vehicles in car park Green Bays overnight where possible.

### Village hall car parks

In most of the borough's smaller villages, there are no council car parks and limited locations for on-street parking. Instead, there may be opportunities for the car parks at village halls or other similar community buildings to host additional council chargepoints. Subject to the agreement of the owners of these facilities, we will work with parish councils to identify where these

locations could become additional sites within the Phase 2 of the Green Bays programme.

**Action:** Invite owners of village halls and similar community buildings in our villages to submit expressions of interest for hosting car park chargepoints, to be delivered within Phase 2 of the Green Bays programme.

### Railway station car parks

Railway station car parks fall outside the remit of the council. The council will work on behalf of residents to press a positive case to Network Rail and Train Operating Companies for the benefits of installing chargepoints that railway customers can use to recharge their cars whilst making trips by train. This will include working with the Climate Partnershp.

**Action:** Put a positive case to Network Rail and Train Operating Companies, with a view to them installing chargepoints in their railway station car parks.

## Rapid recharges at service stations

### What is a rapid recharge?

Rapid and ultra-rapid chargepoints convert alternating current from the grid to the direct current that vehicle batteries need within the chargepoint unit itself, rather than using a vehicle's more limited on-board conversion equipment. This means they can fully recharge a car in around 15 - 45 minutes, dependent upon the exact speed of the chargepoint.

Modern cars come equipped with the standard socket and on-board equipment that enable them to use both rapid recharging stations and the alternating current ('fast') chargepoints that are installed in homes and proposed for our streets and car parks.

### What role will rapid recharging play?

Rapid recharging is expected to become an essential part of the future electric vehicle infrastructure offering, but will fill a particular role within a mixed economy of charging facilities.

The ability to recharge quickly makes rapid and ultra-rapid recharging well suited to stops when making longer journeys – recharging the car whilst taking a break, getting food or drink, or using a Wi-Fi lounge. Rapid chargepoint providers are therefore moving towards business models that co-locate rapid chargepoints with these kinds of amenities – for instance at motorway service areas and converted petrol stations.

Conversely, there is a move away from installing rapid chargepoints at locations where vehicles will generally be parked for more than an hour, such as streets and car parks. When a

vehicle is parked for longer periods, it does not need to be using the premium rapid charging equipment. Rapid chargepoints are substantially more expensive than fast chargepoints to install and operate, and therefore consumers pay a premium price for using them. Rather like premium fuel prices at motorway service stations today, consumers may pay for the convenience of a rapid recharge when making a longer trip, but tend not to for their more routine recharges.

Our demand model (Appendix 1) predicts that we might need c. 100 rapid chargepoints in the borough by 2035.

### Providing rapid recharging in the borough

Rapid recharge facilities will usually need dedicated space alongside the highway or reconfigured areas within car parks, which allow for a high and regular turnover of vehicles at each chargepoint. Rapid recharge facilities of more than three units will also usually need land for a 4m x 4m substation to support them. Larger facilities may look similar to, or takeover, existing petrol stations, to offer drivers amenities while they make their quick recharge. Smaller rapid recharge facilities comprising three chargepoints or fewer may also be viable in locations close to existing shops and break facilities.

These service station type facilities need a less 'hands on' approach from the council, and can best be supported by identifying suitable council land that rapid chargepoint providers could develop a facility upon. This land can be sold or rented to a chargepoint provider, generating capital receipts or revenue streams. Some rapid chargepoint providers also offer profit share arrangements too, if the council invests a proportion of the

capital. Privately owned land can and will also be acquired by chargepoint providers looking for locations for rapid recharge stations, and the council can expect to begin receiving associated planning applications for these in the future. This could include the conversion of existing petrol stations.

**Action:** Identify suitable land that we own near major roads and offer it for sale or rent at commercial prices to companies looking to build new EV rapid recharge facilities.

Locating rapid recharging near main roads will reduce instances of vehicles on longer journeys diverting off primary roads onto the borough's minor roads to access rapid recharge stations, minimising the impact of charging on local traffic volumes. For this reason, sites near junctions of the M4 and A404(M), as well as along the A308, A330, A332 and A4094, should be particularly supported, and sites in residential areas and town centres avoided.

**Policy EV10:** There will be particular support for rapid recharge stations near primary roads. Conversely, the traffic impacts of sites proposed away from primary roads will be closely assessed when determining the site's suitability for development.

## Chargepoint rollout plan

### Delivery

We will commence both of our chargepoint rollout programmes – the Connected Corners programme and the Green Bays programme – in the 2023/24 financial year. Both will be 10-year programmes, delivering the borough’s 2035 charging requirements by the 2033/34 financial year.

For both programmes, a consistent delivery profile is in place throughout the 10-year period: the Connected Corners programme targeting 30 new chargepoint locations each year (60 parking spaces), and the Green Bays programme 10-15 new car parking spaces with charging. This will ensure provision remains one-step ahead of demand, as well as presenting a realistic and manageable delivery schedule.

### Procurement

We will adopt a flexible approach to procurement, adapting over time to match market conditions and funding availability. We will undertake two initial procurement exercises in spring 2023, one for each programme.

The council has the option of procuring through one of a number of existing framework agreements, through tendering exercises, or a combination of the two. Each time we seek to award contracts, there will be the option to award a single large bundle to one contractor, or multiple smaller bundles, tailored to the market conditions at the time.

We are prepared to work with multiple suppliers to deliver the overall borough charging network, recognising that this offers opportunities to secure competitive contracts and ensures a resilience in provision across the borough should a single chargepoint operator experience operational difficulties at a particular time. Contracts will include service level agreements that ensure chargepoints deliver the uptime and quality standards are residents need.

### Funding

Chargepoint suppliers will be expected through the procurement process to identify how they will fund their bid. We expect that initially suppliers will propose contracts that include access to government grant funding, such as the Low Emission Vehicle Infrastructure fund, and we will lead these bids accordingly. Over time, we expect chargepoint suppliers to be able to put forward proposals that do not need government grants.

It is expected that this plan can be delivered solely utilising private finance from chargepoint suppliers combined with government grant funding. The borough will therefore be able to decide each year whether it will put forward additional capital that it has access to towards the programmes. Those years where it does, the council will be able to use this additional leverage to accelerate the rollout, have additional influence over chargepoint locations, negotiate a profit-share arrangement with the chargepoint supplier, or a combination of these.

## Inspiring and leading the change

### User confidence and knowledge

To ensure that everybody has confidence that they will find a chargepoint when they need one, the borough's public chargepoints will need to become a sight that people become accustomed to seeing as part of their everyday lives.

Chargepoints should be placed where they will be seen, both by electric vehicle drivers looking to recharge and those driving petrol and diesel vehicles but thinking of making the switch. Open data will ensure that chargepoints can be found online and through in-car navigation systems, along with their availability.

We will also make sure that residents and businesses are able to access impartial and current information on making the switch to electric through our website. We will promote the benefits of switching to electric and the growing availability of the borough's charging network through the council's regular communications.

**Action:** We will publish an information hub for residents and businesses on our website, with guidance on making the switch to electric and signposting useful impartial advice.

### Our own fleet and estate

As owners of vehicles and properties ourselves, over time we will transition our own operational fleet to zero carbon operation, and specify in our contracts that those working for us must do the same. We will introduce chargepoints on our own operational estate, as necessary, to enable this.

We will additionally work to ensure that over time, occupiers of non-operational properties that we own (including housing) are able to install or otherwise have access to the charging points that they need.

## Monitoring and evaluation

### Monitoring

We will monitor our progress against our objectives annually:

- Number of new public chargepoints on public streets and in council car parks
- Proportion of council car parks with charging facilities
- Proportion of borough homes without driveways within five minutes' walk of a public chargepoint
- Public satisfaction with chargepoint provision (per NHT Survey)
- Proportion of public chargepoints that meet British Standards Institute PAS 1899 chargepoint accessibility standards
- Is the council enforcing Building Regulations Approved Document S?

To ensure the assumptions in our demand modelling remain sound as the technology becomes more widely adopted, we will also monitor the following five metrics annually:

- Number of electric cars and vans registered in the borough

- Number of petrol and diesel cars and vans registered in the borough
- Number of public chargepoints in the borough (all types)
- Number of rapid and ultra-rapid chargepoints in the borough
- Average utilisation rate of on-street and council car park chargepoints

### Evaluation

We will evaluate how successful we have been at delivering this plan by measuring progress against the plan's aims, upon completion of the plan in 2035.

- What proportion of cars in the borough are electric, from a baseline of 4% in Q1 2021<sup>14</sup>
- How many ktCO<sub>2</sub> are emitted annually from transport in the borough, from a baseline of 219 ktCO<sub>2</sub> in 2018<sup>15</sup>
- Were National Air Quality Objectives achieved across Air Quality Management Areas (per borough's Corporate Plan)

### Reporting

We will report on our progress through our Citizens' Portal, accessible at:

<https://rbwmperformance.inphase.com/>

<sup>14</sup> Any type of car with a plug, including hybrids. Total number electric cars from Department for Transport Statistics Table VEH0142, total number of cars from DfT Statistics Table VEH0105

<sup>15</sup> From the borough's Environment & Climate Strategy, based upon 'UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2018' published by Department for Business, Energy and Industrial Strategy in 2020

## Appendix 1: Projected number of chargepoint sockets needed by 2035

### Input assumptions<sup>16</sup>

#### Vehicle assumptions

Typical mileage (car, per year):	7800 <sup>17</sup>
Typical EV miles per kWh:	4 <sup>18</sup>
Cars in borough, 2035	110,000 <sup>19</sup>
Proportion of cars EV, 2035	50% <sup>20</sup>

#### Charging scenario assumptions<sup>21</sup>

Charging at home	80%
... of which on private drive	70%
...of which on street	30%
Charging on route	10%
... of which rapid recharge service station	100%
Charging at destination	10%
... of which council car park	50% <sup>22</sup>
... of which private car park	50%

#### Charge delivery assumptions

Average chargepoint utilisation	25% <sup>23</sup>
Average delivery speed (kW/hour)	20

<sup>16</sup> As with any emerging technology, it will be necessary to monitor whether the model's assumptions hold true over time. If necessary, this plan can be adapted over time as more data becomes available and there can be greater confidence in the relative occurrence of each charging scenario.

<sup>17</sup> Department for Transport statistics table NTS0901, figure for 2018

<sup>18</sup> Based upon a KIA Soul, a representative mid-efficiency vehicle

<sup>19</sup> Allows for a 10% uplift on current number of cars, linked to planned development. Current number of cars: DfT statistics VEH0105, Q1 2021

<sup>20</sup> Based upon Oxford SCATE tool (approximate)

<sup>21</sup> [EV Charging Behaviour Study for National Grid](#) estimates mix in 2017/18 was 75% at home charging, 5% on route charging and 20% destination charging. Figures have been adjusted to reflect that future drivers are more likely to be able to charge at home and on-route

<sup>22</sup> 50/50 public/private car park split from [British Parking Association 2013](#)

<sup>23</sup> Typical target utilisation rate

## Calculations

### *Power calculations*

Power per EV per year (kWh)	1950 <sup>24</sup>
Power, all vehicles, per year (kWh)	107,250,000 <sup>25</sup>

### *Power demand by location per year<sup>26</sup>*

On street chargepoints (kWh)	25,740,000
Council car park chargepoints (kWh)	5,362,500
Rapid service station chargepoints (kWh)	10,725,000

### *Public chargepoint requirements, for 2035<sup>27</sup>*

On street sockets	588
Council car park sockets	122
Rapid service station sockets	98

32

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<sup>24</sup> Typical mileage (car, per year), divided by typical EV miles per kWh

<sup>25</sup> Cars in borough (2035) multiplied by proportion of cars EV (2035), multiplied by power per EV per year

<sup>26</sup> Total power demand for all vehicles, adjusted for proportion to be delivered in each type of location

<sup>27</sup> Total power to be delivered in each type of location, adjusted for delivery speed and daily utilisation



## Appendix 2: Green Bay Programme (car park chargepoint rollout)

### Delivery timeframes

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Phase 1											
Phase 2											
Phase 3											

### Locations

Green cells indicate proposed increase in number of chargepoints within the indicated phase.

Council car park	Proposed no. Green Bays by end of Phase 1	Proposed no. Green Bays by end of Phase 2	Proposed no. Green Bays by end of Phase 3
Alexandra Gardens / Alma Road / Windsor Dials, Windsor	4	4	14
Boulton Lock, Maidenhead	0	2	2
Braywick Park / Braywick Leisure Centre Maidenhead	6 – see notes	6	6
East Berks College, Windsor	0	4	4
Haywards Mead, Eton Wick	0	2	2
Hines Meadow, Maidenhead	4 – see notes	4	16
Home Park / Romney Lock, Windsor	0	4	4
Horton Road, Datchet	0	2	2
King Edward VII, Windsor	0	4	6
Legoland Lower Car Park, Windsor	0	4	6
London Road, Sunningdale	0	4	4
Meadow Lane / Eton Court, Eton	4	4	4
Broadway, Maidenhead	See notes	See notes	16
Queen's Road, Sunninghill	0	2	2
River Street, Windsor	0	4	4
Stafferton Way, Maidenhead	4	4	12
Sutherland Grange, Dedworth	0	2	2
Sutton Road, Cookham	0	2	2
The Avenue, Datchet	0	2	2

Council car park	Proposed no. Green Bays by end of Phase 1	Proposed no. Green Bays by end of Phase 2	Proposed no. Green Bays by end of Phase 3
Town Moor, Maidenhead	0	2	2
Victoria Street, Windsor	4	4	12
Vicus Way, Maidenhead	See notes	See notes	See notes
Village Car Park, Hurley	0	2	2
Windsor Leisure Centre	4	4	4
Windsor Library	0	2	2
<b>Total</b>	<b>30</b>	<b>70</b>	<b>132</b>

### Notes

- Broadway car park (Maidenhead) is proposed for redevelopment – it is proposed that chargepoints will not be installed prior to this.
- We will invite expressions of interest from owners of village halls and other community buildings with car parks in our villages to be additional host sites for chargepoints, to be delivered during Phase 2.
- There are 6 existing car park chargepoints at Braywick Leisure Centre, which will be retained
- There are 2 existing car park chargepoints at Hines Meadow, which will be retained, and added to in Phase 1
- There are an additional nine chargepoints already installed at York House car park, Windsor, which will be retained
- Chargepoints have already been installed at Vicus Way car park, outside of the scope of this programme.

## Appendix 3: Summary of policies and actions

### The council adopts the following policies

- **Policy EV01:** To deliver public chargepoints in our borough, we will enter into contracts with commercial chargepoint suppliers
- **Policy EV02:** We will standardise on fast, 22kW chargepoints on our streets and in our car parks
- **Policy EV03:** We will adopt national consumer standards around payment, live data, the display of pricing, the availability of helplines and the accessibility of facilities.
- **Policy EV04:** We will not permit charging cables to cross footways, carriageways or Rights of Way
- 35 • **Policy EV05:** On-street charging will usually be located near street corners, serving multiple streets
- **Policy EV06:** Parking at chargepoints will normally be restricted for charging electric vehicles only, and any Controlled Parking Zone restrictions will apply
- **Policy EV07:** Our contracts with on-street chargepoint suppliers will bundle market-led sites with council-specified sites, to ensure we introduce charging in our villages
- **Policy EV08:** We will introduce prominent 'Green Bay' charging spaces in all council car parks
- **Policy EV09:** Chargepoint rollout in council car parks will begin with our largest town centre car parks, then will extend coverage to all council car parks before finally expanding provision to grow with demand at our most popular sites.
- **Policy EV10:** There will be particular support for rapid recharge stations near primary roads. Conversely, the traffic impacts of sites proposed away from primary roads will be closely assessed when determining the site's suitability for development

### The council will take the following actions

- Ensure that building regulations ('Approved Document S') mandating the installation of electric chargepoints in new and redeveloped properties are met.
- Publicise information on permitted development rights for chargepoints and available government grants on our website
- Work with chargepoint suppliers to identify opportunities to co-locate additional services, where desirable
- Establish a Connected Corners Programme to deliver convenient on street AC 22kW (or similar) recharging facilities, partnering with commercial chargepoint providers.
- Establish a Green Bays Programme to deliver convenient AC 22kW (or similar) recharging facilities in every council car park, partnering with commercial chargepoint providers.
- Once the technology to do so is better established, work to integrate parking and charging costs into a single payment
- At a future date, review what incentives the council can offer affordably long term, to continue to encourage EV uptake.
- Work to enable local residents to recharge their vehicles in car park Green Bays overnight where possible.
- Invite owners of village halls and similar community buildings in our villages to submit expressions of interest for hosting car park chargepoints, to be delivered within Phase 2 of the Green Bays programme.
- Put a positive case to Network Rail and Train Operating Companies, with a view to them installing chargepoints in their railway station car parks.
- Identify suitable land that we own near major roads and offer it for sale or rent at commercial prices to companies looking to build new EV rapid recharge facilities.

- We will publish an information hub for residents and businesses on our website, with guidance on making the switch to electric and signposting useful impartial advice
- Investigate community initiatives to support the introduction of more private chargepoints and EVs.
- Identify a trial site for a taxi charging facility