

# Appendix A

## Further Detail on Proposal

### Green Recovery Fund – Public Electric Vehicle Infrastructure

---

Further detail of the site selection methodology to be used to finalise location for the installation of charge points under the Green Recovery Fund are set out below.

#### Site Selection Methodology: Destination Chargers and Community Hubs

A long list of suitable sites was developed, which included key destination sites (e.g. park & ride, railway stations, hospitals and high streets), hotspots of requests from residents and high priority sites identified by the UAs. A GIS model was then developed to rank the suitability of each site, for both destination and community chargers. A range of datasets were included in the model. The methodology included:

Indicator	Source data or analysis	Destination Chargers	Community Hubs
Demographic/ Social Equity	A number of demographic indicators were used including Index Multiple Deprivation, car ownership by household, current EV uptake and National Travel Survey trip volumes.	10%	37%
Coverage	Number of existing EVCPs within a 5 min drive.	33%	26%
Ward Coverage	Whether or not the ward within which the site sits currently has any existing EVCPs.	4%	3%
Commercial Viability	EV Forecast modelling (see section 2.4). Areas identified as being likely to be attractive to private sector CPOs and will not require public investment.	47%	0%
Public Investment	EV Forecast modelling (see section 2.4). Areas identified as being unlikely to be attractive to private sector CPOs and will require public investment.	0%	29%
Air Quality	Air quality as recorded by air quality monitoring stations.	7%	5%
TOTAL		100%	100%

Officers then carried out a manual sift of highest ranked sites, to produce shortlist of priority and reserve sites:

- **Utilisation:** How well is the parking space currently used, will introducing an EV charging bay result in parking stress.
- **Political Support:** Will there be support for implementing charging at this location internally from officers and members as well as externally from residents and businesses.
- **Parking Spaces:** Is alternative parking available nearby.
- **Local Electrical Infrastructure:** Are there known electricity grid constraints in the area.
- **Awareness:** Is it in prominent public location which will promote the increasing availability of EV chargers. Perceived lack of chargers is a barrier to EV uptake amongst the general public.
- **General commentary:** Does the officer believe the site is suitable overall.

#### Site selection methodology (on-street residential):

- Demand has been assessed using a data-led approach which highlights streets where there is a lack of off-street parking (a data set analyses each building on a street and depending on the length of the driveway associated with that building assigns them a probability of having off-street parking).
- This data set is overlaid with where site suggestions have been received by the public through the Travelwest

website. At the time of the analysis there were 400+ suggestions (which has increased since).

- Scores and public site suggestions were combined to identify priority Lower Super Output Areas (LSOAs – a geographical area typically with an average population for 1500 people or 650 households)
- Priority LSOAs are then analysed for suitable lighting columns, with priority locations being those that are
  - Kerbside
  - Not directly outside resident's front doors
  - >1.6m pavement width

Further details included in 2.10 of the WECA GRF Full Business Case ([here](#))

The District Network Operator (DNO) National Grid Electricity Distribution have been consulted on these plans, including the chargers that would relate to the lighting columns, which has been given support by the DNO.