



**CITY LEAP
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BRISTOL

EV Infrastructure Update

Scrutiny Meeting 7 March 2024



Electric Vehicle Infrastructure (EVI) – progress to date

Background

- The Revive electric vehicle charging network was launched by the West of England (WoE) local authorities in 2019 to increase number of public EV charge points across the WoE, to encourage EV uptake
- Over 200 public charging bays have been installed across the WoE region with 80 in Bristol
- Charge points for car club vehicles and taxis have also been installed, as well as 40 private charging bays for the Council's fleet, to support electrification
- Since go-live of City Leap, the role of the Revive Operational Team (responsible for operating Revive on behalf of the Council, for the Revive Network Board) has transferred to City Leap

Key activities in the past year have included

- BCC has begun producing an Electric Vehicle Infrastructure (EVI) strategy document (ETA late 2024)
- City Leap has continued to develop several EVI projects begun by the Council's Energy Service prior to City Leap stand up
- BCC has been awarded Local Electric Vehicle Infrastructure (LEVI) "capability funding" which is being used to support a fixed term post to assist with delivery of LEVI "capital funding" project (awarded to BCC for rolling out new public charge points), and to help co-ordinate the approach to EVI across the council, overseeing the expansion of the Revive network and managing assurance of EVI delivery by Bristol City Leap
- Roll out of the Centre of Excellence funded programme for installation of public ultra-rapid charge points to support the electrification of BCC's fleet, as well as public commercial vehicles
- £1m of the decarbonisation fund has been allocated to support BCC fleet EV charging projects

WECA Green Recovery Fund (GRF)

- West of England Combined Authority (WECA) have been developing an EVI strategy for the region, which includes supporting and promoting Revive as the region's Local Authority operated public EV charging network.
- Up to £4.9m has been offered by WECA across the region, of which up to £2.46m will be allocated to Bristol
- Acceptance and spend of this allocation approved by Cabinet in February 2024
- The GRF is fully financing an extended roll out of on and off-street charge points as follows:
 - On-street residential charging (e.g. single or double socket 5-7kW AC charge points installed on-street – 150 planned for Bristol)
 - Community charging hubs (i.e. typically standard/fast 7kW AC charge in off-street car park in residential or suburban environment) – 11 planned chargers across 7 provisional sites
 - Destination charging (i.e. where drivers are visiting a location e.g. supermarket or shopping centre and take the opportunity to top up their charge) – 26 planned chargers across 4 provisional sites
- Increased roll-out of destination charging continues the approach of the Revive network which has already installed fast and rapid chargers in council owned car parks.
- As part of the on-street residential delivery, the GRF will be used as match funding for a lamp post charge point trial (150 single socket charge points to be fitted to columns) for an existing BCC grant awarded by the On-street Residential Charge point Scheme (ORCS) scheme, replacing previously required BCC match funding.
- Travelwest site selection tool can be used by the public to suggest sites. Feedback gathered from this tool has helped inform site selection.

Local Electric Vehicle Infrastructure (LEVI)

- UK Government has recognised that pace of delivery of public on-street charge points represents a material challenge for the sector as commercial business case is often weaker
- The government invited councils to apply for LEVI grants in February 2023, intended to:
 - deliver a step change in deployment of local on-street charging infrastructure; and
 - accelerate commercialisation of and investment into local charging infrastructure sector.
- BCC's approach will be to “choose the right charger for the right location” – including a mix of on-street chargers, community hubs/car-parks and rapid chargers.
- BCC will seek to use Ameresco under the City Leap delivery model to roll-out LEVI funded charge points, and bring in additional investment required to match the government grant.
- Three stages of LEVI:
 - Stage 1 submission of interest – submitted 26 May 2023
 - Stage 2 submission of draft tender by WECA and WoE authorities – submitted 30 November 2023. Successful submissions will be awarded 90% of their share of the WECA funding allocation upfront (remainder held until stage 3)
 - Stage 3 – finalise draft contracts with commercial partner for review by OZEV. If approved, remaining 10% of funding released and project progresses to delivery.
- Expected funding of up to £4m for BCC.

Local Electric Vehicle Infrastructure (LEVI)

- LEVI approach supports work to date by Revive network and builds on the delivery under Green Recovery Fund
- A public site suggestion tool is being developed by WECA as part of the LEVI project to enable sites to be recommended by the public. This is due to be released shortly.
- Site selection methodology is being finalised, as are the terms for delivery that BCC will expect Ameresco to sign up to. This is likely to follow closely requirements that are put in the WECA procurement tender.

Key considerations for future EVI roll-out

- **The right charge point for the right location:**
 - sometimes this will be ultra-rapid charge points offering shorter charging times, but more often it will be more suitable for charge points offering longer dwell times. This supports the behaviour change from “going to fuel up” to “what to do whilst charging”.
 - Off-street locations will be identified (as per BCC’s preference), but there will be a need for on-street locations too. When on-street, this will be carefully planned with BCC Highways ultimately signing off, taking into account not only charge point users, but other pavement users too.
- **Accessibility and usability** should be at the heart of EVI roll-out now and into the future. This is already being factored into standard design work, in preparation for GRF, LEVI and other sites. National recommended standard PAS 1899:2022 is being considered in preparation for this.



Key considerations for future EVI roll-out

- **Traffic Regulation Orders (TRO)** will be key to ensuring enforceability, but will require buy-in and resource prioritisation within BCC to ensure this is not a bottleneck to delay charge point installations
- **Site suggestions** continue to inform data-led insights showing where charge points are needed.
- **Cable gully solutions:** current BCC Highways position is not to allow any trailing cable solution on the Highway, and to monitor trials to determine whether this solution is sensible for Bristol in future.
- **The projected number of charge points** needed in Bristol (9000+ by 2040) exceeds the expected roll-out that GRF and LEVI enables, so in addition Ameresco will bring forward further proposals for funded EV charge points beyond delivery of GRF and LEVI through the BCL Joint Venture.

