



Walsall Council  
Electric Vehicle Chargepoint  
Strategy  
(CONSULTATION DRAFT)

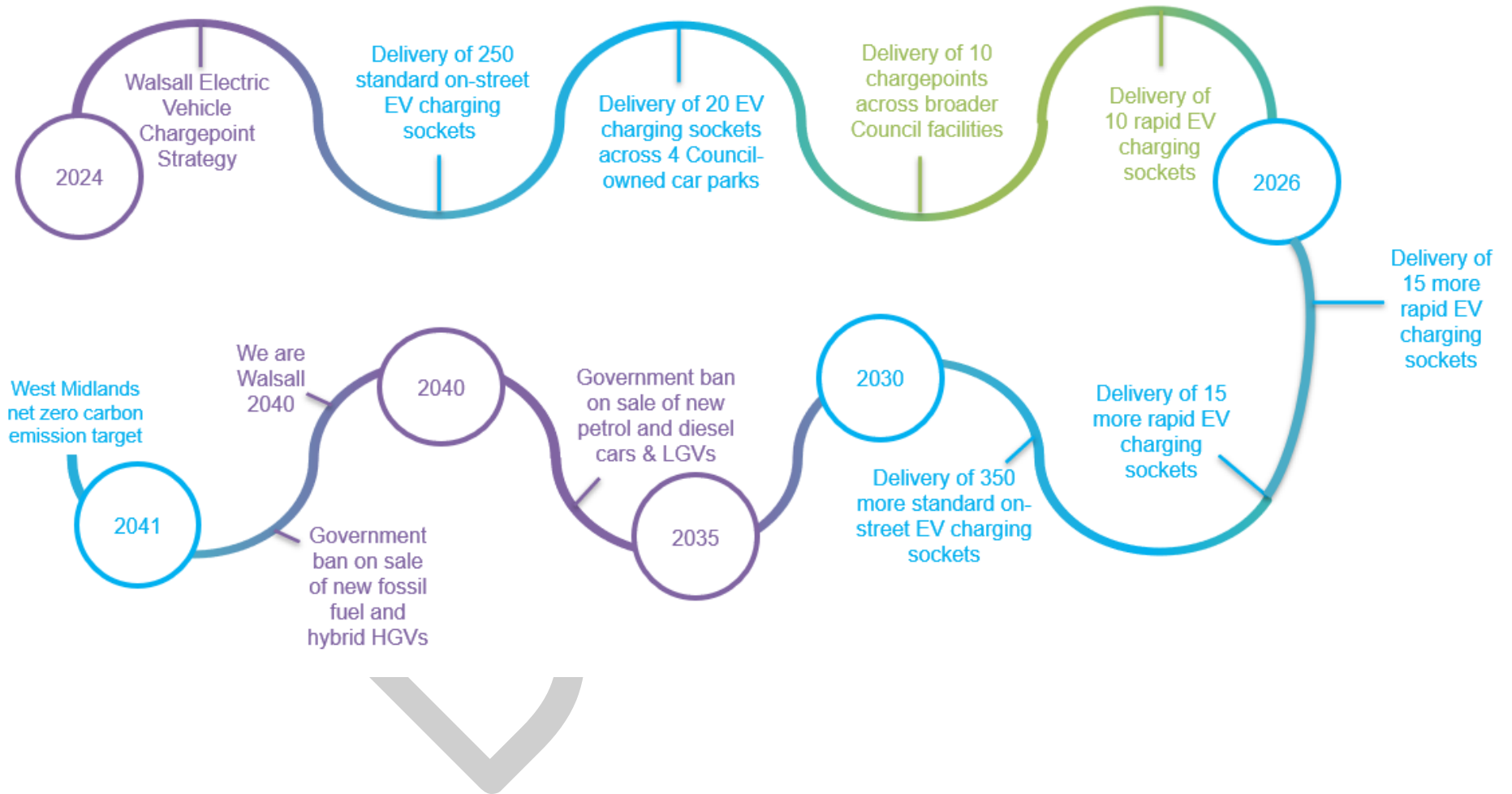




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# Walsall Electric Vehicle Chargepoint Strategy Delivery Plan





## Key Abbreviations

Abbreviation	Definition
CPO	Chargepoint Operator
CRSTS	City Regional Sustainable Transport Settlement
DfT	Department for Transport
EV	Electric Vehicle
EVCATS	Electric Vehicle Charging Area Transit Stations
KRN	Key Route Network
LEVI	Local Electric Vehicle Infrastructure Fund
LGV	Light Goods Vehicle
MRN	Major Road Network
ORCS	On-Street Residential Chargepoint Scheme
RCF	Rapid Charging Fund
SPD	Supplementary Planning Document
SRN	Strategic Road Network
TfWM	Transport for West Midlands
ULEV	Ultra Low Emission Vehicle
WMCA	West Midlands Combined Authority

Draft



# 1 Executive Summary

## 1.1 Overview & Approach

The aim of this Strategy is to provide a clear, strategic vision for Walsall, to support the delivery of new electric vehicle (EV) chargepoints in-keeping with the wider Black Country and West Midlands context. It will support the short term roll out of chargepoints while also looking ahead strategically to 2030. Our focus is 2030 as when the analysis that informs this strategy was conducted the Government's commitment was to phase out the sale of new cars and light goods vehicles (LGVs) by 2030. We acknowledge that the date has now been postponed to 2035.

This Strategy is evidenced by an accompanying Baseline Report and full technical EV Strategy which are available upon request.

## 1.2 Key Findings

- Existing Chargepoint Provision: Walsall currently hosts 16 chargepoints, none of which are owned by the Council. A range of funding has been secured which should deliver a further 102 sockets across the Borough over the next few years.
- Future Need: Forecasting has highlighted a significant difference between current delivery and anticipated future need. It indicates that 227 standard and 56 rapid chargepoints are required in 2023, rising to 1,134 standards and 153 rapids by 2030.
- Funding & Delivery Models: Whilst funding allocated to date will undoubtedly help kickstart delivery of chargepoints, some of the funding has been allocated across the region and therefore the proportion available to support delivery within the Borough is limited. To help address the gap we recommend that the Council explore further funding options to ensure the Borough is well-positioned for the transition to EVs.
- Opportunities on Council-Owned Land: The Council has opportunities to deliver chargepoints on Council-owned land. This includes delivering on-street standard chargepoints, and rapid chargepoints for high mileage vehicles, alongside potentially rolling out infrastructure in Council car parks, at leisure centres, libraries, and community centres. There is also an opportunity to influence through the planning system, via specifying the level of provision required through the Local Plan or a Supplementary Planning Document.

## 1.3 Recommendations

The findings and insights gained whilst developing this Strategy have supported the development of key recommendations to support the accelerated delivery of EV chargepoints across the Borough. These include targets for delivery of standard and rapid chargepoints, opportunities to deliver on Council-owned land and providing a good spatial spread of chargepoints to support equity.

## 1.4 Next Steps

It is anticipated that the Strategy will be adopted by Summer 2024.

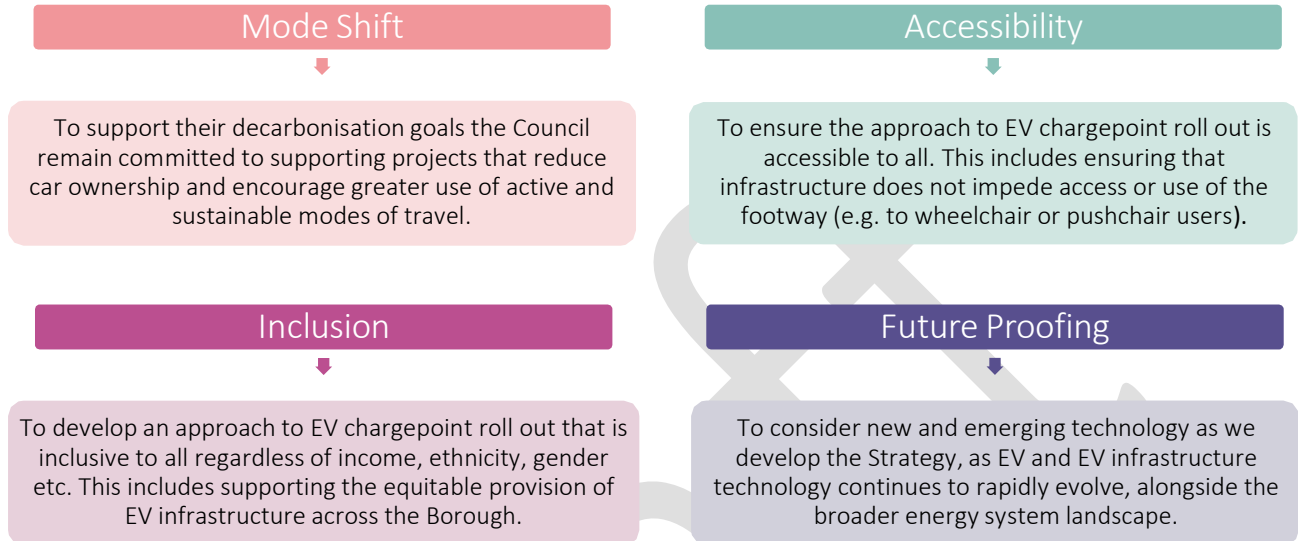


## 2 Introduction

### 2.1 Key Principles

The Council has identified four core principles which will ensure that the EV Chargepoint Strategy aligns with and supports its broader vision and goals.

The EV Charging Strategy & Delivery Plan principles are as follows:



#### 2.1.1 Chargepoint Definitions

The definition of standard and rapid chargepoints, along with usual charging times for a typical 60kW battery) used within this Strategy are shown in Table 2-1.

Report Terminology	Charging Type	Charging Speed	Time to Full Charge
Standard	Slow	3.7kW	16 hours
	Standard	7.4kW	8 hours
	Fast	11 – 22kW	3-4 hours
Rapid	Rapid	43 – 50kW	1-2 hours
	Ultra-Rapid	50 – 350kW	30 mins or less

Table 2-1: Charging Speed Terminology



## 3 Current Situation

### Chapter at a Glance

This Chapter provides an overview of the current policy landscape and existing chargepoint provision within Walsall Borough.

### 3.1 Policy & Strategy Landscape

To ensure this Strategy aligns with national, sub-regional and local policy, we reviewed a range of policies, strategies, and documents. The review highlights that at a national, sub-regional and local level there is a clear policy framework to work towards a net zero future, with an emphasis on accelerating the transition to EVs.

- National: The government are providing a range of tools and funding to support local authorities to plan and deliver local public charging infrastructure.
- Regional: At a regional level, this Strategy will build on the work delivered in the Black Country Ultra Low Emission Vehicle (ULEV) Strategy and integrate with the forthcoming West Midlands Combined Authority (WMCA) Infrastructure for Zero Emissions Vehicles Strategy.
- Local: The Council has refreshed its net zero commitment, to meet the wider regional WMCA target to be net zero by 2041 and developed We Are Walsall 2040. Walsall Area Action Plan reflect a desire to improve the availability of sustainable transport options including EV charging, and a need to deliver on the infrastructure requirements set out in the Black Country ULEV Strategy.

### 3.2 Existing Chargepoint Provision

#### 3.2.1 Chargepoint Locations & Types

According to the National Chargepoint Registry there are 16 EV chargepoints currently available to the public across the Borough (as of June 2023). Of the 16 chargepoints, 11 are standard and five are rapid. The Borough's existing chargepoints are all located within the car parks of commercial establishments including hotels, shopping centres and large supermarkets. At present no chargepoints have been delivered by Walsall Council (although plans are underway), and there is a lack of on-street, publicly accessible chargepoints in residential areas to support households that do not have access to off-street parking.

## 4 Future Demand

### Chapter at a Glance

This Chapter summarises the results of the chargepoint forecasting and outlines the anticipated chargepoint needs for the Borough in the future.

#### 4.1 Approach

To establish the anticipated number of chargepoints required in Walsall for 2025 and 2030, we used a forecasting tool which is available to all local authorities. The tool predicts the number of EVs and the required chargepoints, based upon the size of the current vehicle fleet and EV sales predictions.

It should be noted that while the outputs may vary between this report and other regional forecasts due to the selection of different scenario assumptions, all forecasts indicate the need for a significant increase in the availability of charging infrastructure across the region.

#### 4.2 Anticipated Chargepoint Need

Figure 4-1 sets out the anticipated EV chargepoint needs for Walsall, considering the Borough’s residents, visitors, and businesses.

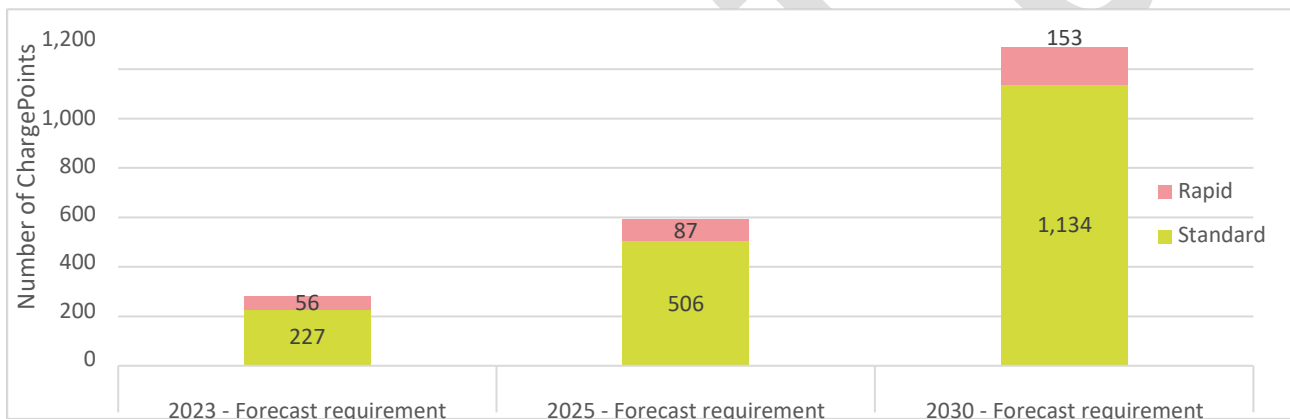
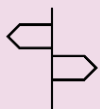


Figure 4-1: Anticipated EV Chargepoint Provision (NEVIS, 2021)

There is a clear gap between current chargepoint provision and anticipated need in the immediate and short/medium term. At present the Borough has a total of 16 chargepoints – 11 standard and five rapids, compared to anticipated need for 227 standard and 56 rapids in 2023. By 2030 this rises to 1,134 standard and 153 rapids. A substantial increase in both standard and rapid chargepoints is required at pace, to meet anticipated need and support the Borough’s net zero goals.

### Council Action



**Anticipated Chargepoint Need:** The forecasting has demonstrated that there is a significant gap between existing and future chargepoint infrastructure needs. Rapid progress on delivery of chargepoints is required to help accelerate the uptake of EVs. To support an acceleration in delivery of chargepoints to meet future demand, the Council will commit to delivery targets for standard and rapid chargepoints.



## 5 Chargepoint Delivery

### Chapter at a Glance

This Chapter builds on the anticipated chargepoint need for the Borough as outlined in Chapter 4 and considers various delivery models which could support the roll out of EV

### 5.1 Approach

This Strategy has been developed in close collaboration with key stakeholders to support local and sub-regional alignment, to harness local knowledge and insights and align and respond to the needs of the Borough's residents, visitors, and businesses.

### 5.2 Supporting Chargepoint Delivery on Council-Owned Land

There are a number of ways for Walsall Council to support chargepoint delivery on its land, to increase standard chargepoint provision, accelerate the delivery of rapid chargepoints, and ensure an equitable spread of chargepoints across the Borough.

#### 5.2.1 Standard On-Street Chargepoints

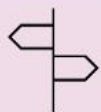
Based on data about housing types within the Borough approximately 39% of residents (those that live in flats/apartments or maisonettes and terraced houses) do not have access to off-street parking. Through supporting on-street chargepoint delivery the council can support equitable access to chargepoints for residents that lack access to off-street parking.

The analysis showed that there are clear areas of good off-street parking that we assume correlate to households living in detached and semi-detached homes. However, it also highlighted areas that have low levels of access to off-street parking including Druid's Heath and Willenhall town centre. This points to the importance of on-street EV chargepoint provision such as the 70 sockets planned over the next year.

#### 5.2.2 Car Parks

The Council owns and manages 17 public car parks. The car parks are primarily clustered within central Walsall and Willenhall. A total of 961 bays are provided across all car park sites. At present none of the sites provide EV chargepoint facilities.

#### Council Action



**Car Park Review:** Whilst the car parks clearly provide a significant opportunity for chargepoint delivery, the Council will conduct analysis to identify any car park sites that require investment or may be repurposed. Chargepoint delivery can then be targeted at the long-term car park sites to avoid inefficiencies. e.g. the removal of chargepoints.

#### 5.2.3 Broader Community Facilities

There are a number of additional car park facilities that are owned and operated by the Council. These include libraries, community centres, and leisure facilities across the Borough. There are 19 facilities in total, delivering approximately 1,145 spaces. Whilst not all the sites are likely to be suitable for chargepoint delivery the Council will explore opportunities at the larger car park sites. This includes at leisure centres (including Oak Park, Bloxwich and Darlaston) Walsall Arena and at community centres.



## Equitable Transition



Walsall Council are committed to ensuring that Council-owned infrastructure is spread across the Borough, providing access to chargepoints for all users. This includes those without access to off-street parking as well as people with disabilities, mobility impairments and the elderly.

### 5.2.4 Pay & Display Bays

The Council own and operate approximately 225 pay and display bays across the Borough. The majority of these are located in Walsall town centre and provide short-term parking (e.g. for 2 hours max). As centrally located and visible locations, they provide ideal sites for standard chargepoints (both slow and fast).

### 5.2.5 Rapid Chargepoints

Alongside supporting on-street public chargepoints, there is also a need to accelerate the delivery of rapid chargepoints that are essential for fleet users (e.g. taxis, and fleet operators) and longer distance drivers, to ensure that a lack of chargepoints does not negatively impact the Borough and the local economy. At present the borough has five rapid chargepoints, however the forecasting indicates that 87 are required by 2025 (and 153 by 2030). In the short-term, particularly looking to 2025, we propose that Walsall's key focus should be on-street delivery. However, Walsall Council will also explore supporting the delivery of rapid charge points on or near key strategic roads. Whilst it is anticipated that the private sector (e.g. CPOs) will lead rapid chargepoint delivery, they lack access to land and therefore in our role as landowners, local authorities can support rapid delivery. High flow routes, such as the Strategic and Major Road Networks (SRN & MRN) and the West Midlands Key Route Network (KRN), are of interest to rapid CPOs and present the potential for revenue generation for the Council.

### 5.2.6 Planning Influence

There are a number of EV charging requirements listed within the Building Regulations that define which buildings must have chargepoints provided, and how many.

As the local planning authority, we have the opportunity to set higher standards for chargepoint requirements in developments within our area. This would ensure that developers provide appropriate levels of infrastructure to meet future demand and support our goal of increasing the level of provision.

## 6 Key Findings, Recommendations & Next Steps

### Chapter at a Glance

This Chapter consolidated the key findings from the development of the Strategy and outlines recommendations to support infrastructure delivery.

### 6.1 Key Findings

The key findings are as follows:

- **Existing Chargepoint Provision:** Walsall currently hosts 16 chargepoints, none of which are owned by the Council. A range of funding has been secured which should deliver a further 102 sockets across the Borough over the next few years.
- **Future Need:** Forecasting has highlighted a significant difference between current delivery and anticipated future need. It indicates that 1,134 standards and 153 rapids by 2030.
- **Funding & Delivery Models:** While some public funding that has been secured will undoubtedly help kickstart delivery of chargepoints, some of the funding has been allocated across the region to date to support delivery within the Borough. We commit to seeking further public funding and exploring options with chargepoint operators to ensure the Borough is well-positioned for the transition to EVs.
- **Opportunities on Council-Owned Land:** The Council is a significant landowner and as such there are many opportunities to deliver chargepoints on Council-owned land. This includes committing to the delivery of on-street standard chargepoints, and rapid chargepoints for high mileage vehicles, alongside rolling out infrastructure in Council car parks, at leisure centres, libraries, and community centres. There is also an opportunity to influence through the planning system, through specifying the level of provision required in the Local Plan or a Supplementary Planning Document.

### 6.2 Key Recommendations

There are a number of key actions that the Council will consider to accelerate delivery of chargepoints (Table 6-1).

No.	Key Recommendations	Rationale
1.	Continue to explore future funding options for delivery of chargepoints	There is a significant gap between the anticipated need outlined by the forecasts and current and planned delivery. Whilst the Council should continue to maximise match funding from Government, we will also consider exploring options with private CPOs.
2.	Promote the EV chargepoint request form on the Council's website.	To understand need and help identify suitable sites for early roll out. Responding to demand should also help accelerate the transition to EVs.
3.	Commit to delivering 250 standard on-street sockets by 2026, and 600 by 2030.	Analysis indicates that approximately 39% of the Boroughs residents do not have off-street parking. On-street chargepoints are essential to support equity.
4.	Commit to delivering ten rapid sockets by 2026, and 25 by 2030.	Rapids are essential to fleet vehicles (e.g. taxis and private hire vehicles) and to long distance private drivers, which is pertinent given the influence of the M6 motorway. We propose a phased approach to rapid delivery, so that officers can capitalise on expertise from the initial roll out to scale up delivery.



No.	Key Recommendations	Rationale
5.	Conduct a car park review to determine which of the Council's sites have a long-term future. Long-term and high-quality car park sites can then be assessed for chargepoint suitability. We	Car parks present a significant opportunity to the Council. We currently operate 17 car parks that can support both standard and rapid chargepoint installation. Site feasibility assessments will be required e.g. to assess electrical capabilities at each site.
6.	Commit to delivering ten sockets across the broader community facilities (e.g. leisure and community centres) by 2026.	Community facilities are generally located in the heart of communities and therefore provide convenient, central locations that can support an equitable and inclusive approach to chargepoint delivery.
7.	Commit to delivering ten sockets in Pay and Display bays across the Borough by 2026.	The Council owns and operates approximately 225 pay and display bays across the Borough. The majority of these are located in Walsall town centre and provide short-term parking (e.g. for 2 hours max). As central, visible locations they provide ideal sites for standard chargepoints (both slow and fast), and for catering to the needs of all drivers.
8.	Work with a wide range of CPOs and explore charging prices.	To support choice and reduce costs to the users, we will consider working with a variety of CPOs, providing a range of benefits including a variety of tariffs for users to choose from and allows the Council to monitor both chargepoint reliability and revenue potential over time between CPOs.
9.	Commit to ensuring that there is good spatial provision of chargepoints across the Borough.	Council Officers shall use their influence to actively work with CPOs to ensure that there is an equitable provision of chargepoints across the Borough. The distribution of chargepoints will be continually monitored and evaluated to ensure an equitable approach.
10.	Utilise the Office of Zero Emission Vehicles' accessibility specifications	To support the Strategy's accessibility principle, and design in access for all users, including people with disabilities and in parent and child spaces.

Table 6-1: Summary of Key Recommendations

### 6.3 Next Steps

The Council are undertaking consultation on the EV Chargepoint Strategy. It is anticipated that the Strategy will be adopted in Summer 2024.