



Report to Transport, Environment & Climate Change Select Committee

Date:	24 th January 2024
Title:	Update on Wendover Electric Vehicle (EV) Demonstration Town project
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For Information:	To note progress with delivery of the Wendover EV Demonstration Town project, which includes in- pavement cable channels for home EV charging, and on- street EV chargepoints.

Background

- 1.1 The number of EVs on our roads is rapidly increasing, with nearly 1 million EVs on our roads as of November 2023¹. To meet the growing demand for public chargepoints, and to address the aims of our EV Action Plan² and Climate Change and Air Quality Strategy³, the Council secured £70k external funding to trial in-pavement cable channels and public EV chargepoints in Wendover, as an 'EV Demonstration Town' project⁴.
- 1.2 This trial is supported by £70k funding from the 2022/3 Local Electric Vehicle Infrastructure⁵ (LEVI) 'pilot' fund, as well as £23k Wendover & Villages Community Board funding.

¹ Zap-Map EV statistics, November 2023: <https://www.zap-map.com/ev-stats/ev-market#:~:text=How%20many%20electric%20cars%20are,growth%20of%2040%25%20on%202021>.

² Buckinghamshire Electric Vehicle Action Plan 2022-2027: <https://buckinghamshire.moderngov.co.uk/documents/s43677/Appendix%204%20Electric%20Vehicle%20EV%20Action%20Plan.pdf>

³ Climate Change and Air Quality Strategy: <https://www.buckinghamshire.gov.uk/environment/climate-change-and-sustainability/how-were-responding-to-climate-change/the-climate-change-and-air-quality-strategy>

⁴ Scheme details on Buckinghamshire Council website: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/parking/electric-vehicles/wendover-electric-vehicle-charging-trial/>

1.3 A Wendover EV Working Group has been established which meets once per month, and includes local Members, Parish Council representatives and a local interest group 'Climate Action Wendover', who raised the initial request for Community Board funding in 2022.

2. In-pavement cable channels

2.1 In-pavement cable channels offer a means for homeowners without access to a driveway to charge their EV at home, without trailing cables causing an obstruction to pedestrians (see Figure 1).

2.2 Following an application process for Wendover residents which took place in early 2023, we will be installing three of these channels outside participating homes. Following a four-quote competitive procurement process, Oxford Delivery Services (ODS) scored highest based on quality and were selected to install their 'Gul-e'⁶ product at these sites. Installation at the sites was initially planned for on or around 26th January 2024, however this has been delayed by ODS as a result of emergency works caused by flooding within Oxfordshire. Confirmation of re-scheduled installation dates at each of the sites is expected imminently. As part of this contract, the first 10 channels will be installed free-of-charge by ODS. To make the best use of this offer, it is intended that a second application process will be opened later this year to encourage further uptake and increase the number of households involved in the trial (later channels will cost £754 each, plus any administration costs for the Council).

2.3 Participants have been encouraged to consult the Gul-e user manual before use to ensure the cables are laid correctly in the channels to avoid any trips or falls by the general public. In terms of liability, participants have been made aware that an adequate insurance policy is required to cover them in the event that they mislay their cables that could cause injury to the general public. Participants have been asked to show proof of insurance.

2.4 Participants have also been made aware that there are no parking restrictions in place outside their homes and therefore other residents are allowed to park next to the channel if they wish to do so.

⁵ Local electric vehicle infrastructure fund: <https://energysavingtrust.org.uk/grants-and-loans/local-electric-vehicle-infrastructure-scheme/>

⁶ Gul-e: <https://gul-e.co.uk/>

3. On-street EV chargepoints

- 3.1 To complement the in-pavement cable channel trial, we are planning to install 10 on-street lamppost- or bollard-style 'slow' (3kW) public chargepoints. An example of an on-street chargepoint from supplier Char.gy is shown in Figure 2, however other types of chargepoints and suppliers are available. The choice of a lamppost or bollard mounting will depend on the position of the lamppost from which power is to be drawn; if the lamppost is to the rear of the pavement, a bollard mounting the chargepoint will be installed toward the roadside, to prevent obstruction to pedestrians.
- 3.2 An initial list of 42 potential installation locations (i.e. lampposts) was put forward by the Wendover EV Working Group. Preferred sites have been determined based on physical suitability, stated preferences from local stakeholders including the Parish Council, and likely future demand (as assessed by the Office for Zero Emission Vehicles' 'NEVIS' tool).
- 3.3 A shortlisting exercise was undertaken by Buckinghamshire Council and resulted in 12 locations identified as suitable locations, which include sites in Wendover Parish Council's priority areas of Castle Park, Tring Road, Town Centre, Witchell and Princess Mary Gate.
- 3.4 As recommended in the EV Action Plan⁷, using lessons learnt from the early introductions of on street chargers in Buckinghamshire, future on street charging points should be supported with EV only bay markings and accompanying Traffic Regulation Order. This can be accommodated within the existing budget, and a consultation process would also be required which would take up to three months to complete. It would also result in the extension or removal of the existing parking restrictions in the two Town Centre locations identified in Figure 3. A maximum one hour stay currently applies at these locations, however as these will be slow 3-6kW chargepoints, a much longer stay will be required to ensure a suitable charge for the vehicle. It is important to note that there is no guarantee that, after a consultation period, stakeholders would be willing to have the restrictions lifted. TROs will have been put in place for a locally-significant reason at the request of residents, for example to stop people parking there who then get the train to London for the day.
- 3.5 In case the selected service provider deems any of these 12 locations are unsuitable following site visits, a reserve list of nine alternative locations will also be provided (Figure 4). Offering these reserve lampposts will help to ensure that we are able to

⁷ Buckinghamshire Electric Vehicle Action Plan 2022-2027:
<https://buckinghamshire.moderngov.co.uk/documents/s43677/Appendix%204%20Electric%20Vehicle%20EV%20Action%20Plan.pdf>

meet our original aim for 10 chargepoints. The remaining locations provided by the Wendover EV Working Group were not shortlisted due to safety concerns, parking conflicts with local residents' private parking or potential obstruction to traffic flows. Additionally, areas with relatively good access to off-street private car parking were given lower priority.

- 3.6 To date, there has been no feedback received from the Wendover EV Working Group on the proposed 12 locations. The procurement of these chargepoints will commence once the preferred installation locations (i.e. lampposts) have been agreed with the Wendover EV Working Group.

4. Next steps and review

- 4.1 Several factors have caused delays to the programme, including unanticipated steps in the legal process for channel installation, understanding the required permissions, and awaiting feedback from external partners regarding site selection.
- 4.2 Once installed, the in-pavement cable channels will be in place for a trial period of two years, during which time we will gather user feedback. If these initial sites are successful, we plan to extend the trial to additional participants within Wendover.
- 4.3 For the on-street chargepoints, following site identification, we aim to procure suppliers and deliver these by Summer 2024.
- 4.4 A separate document containing frequently asked questions has been submitted as an Appendix to this report.



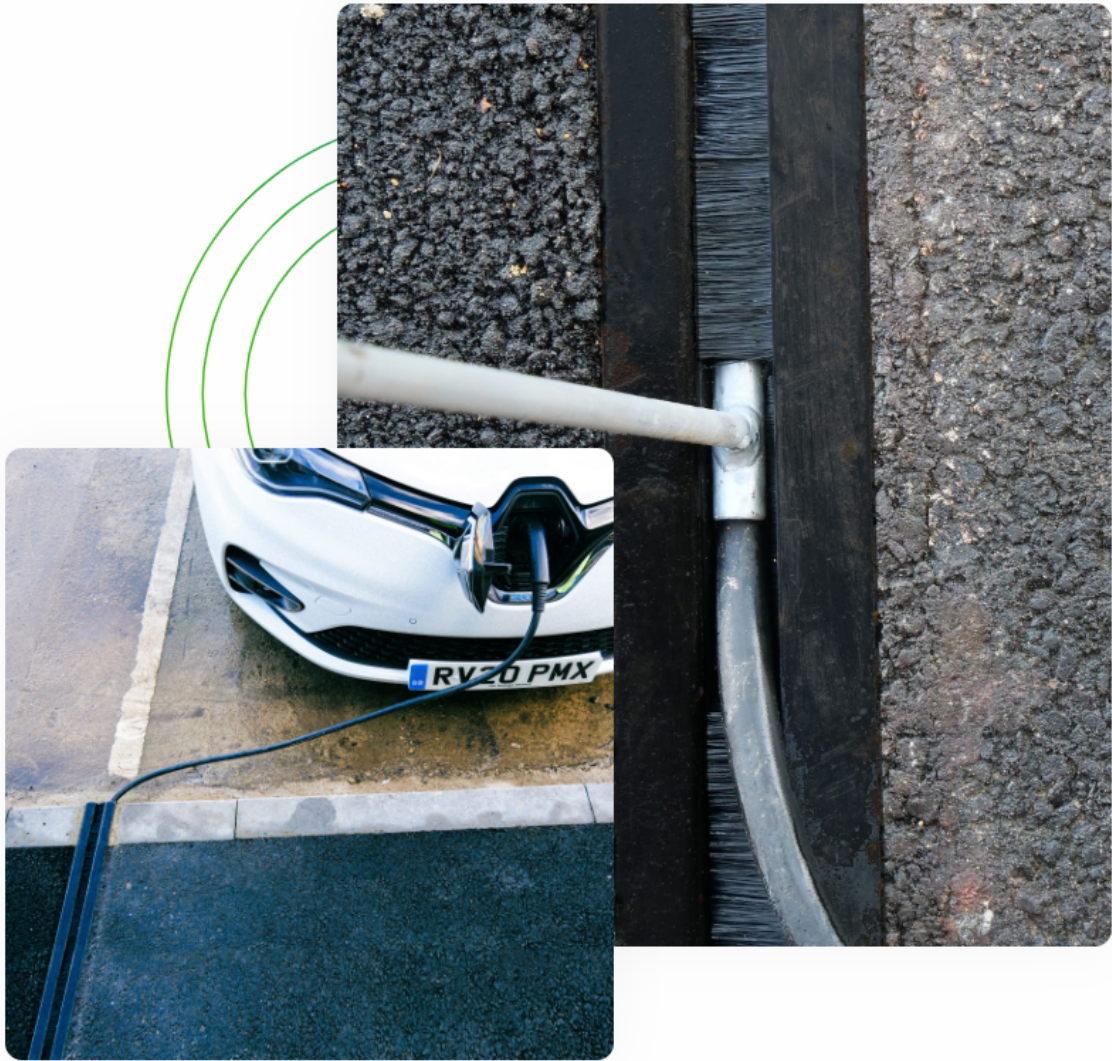


Figure 1 – ODS 'Gul-e' in-pavement cable channels (source: <https://gul-e.co.uk/>)



Figure 2 – Example on-street chargepoint from supplier Char.gy (source: <https://char.gy/>)

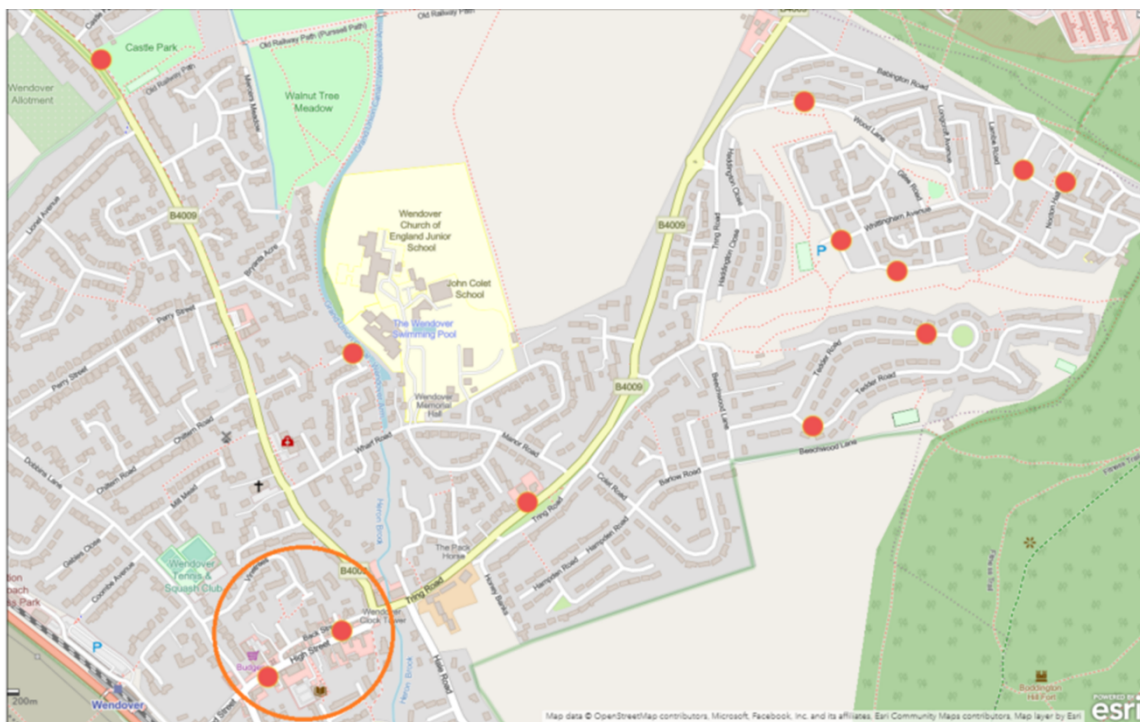


Figure 3 – Priority list of 12 potential lamppost chargepoint locations, highlighting two Town Centre locations with existing TROs.

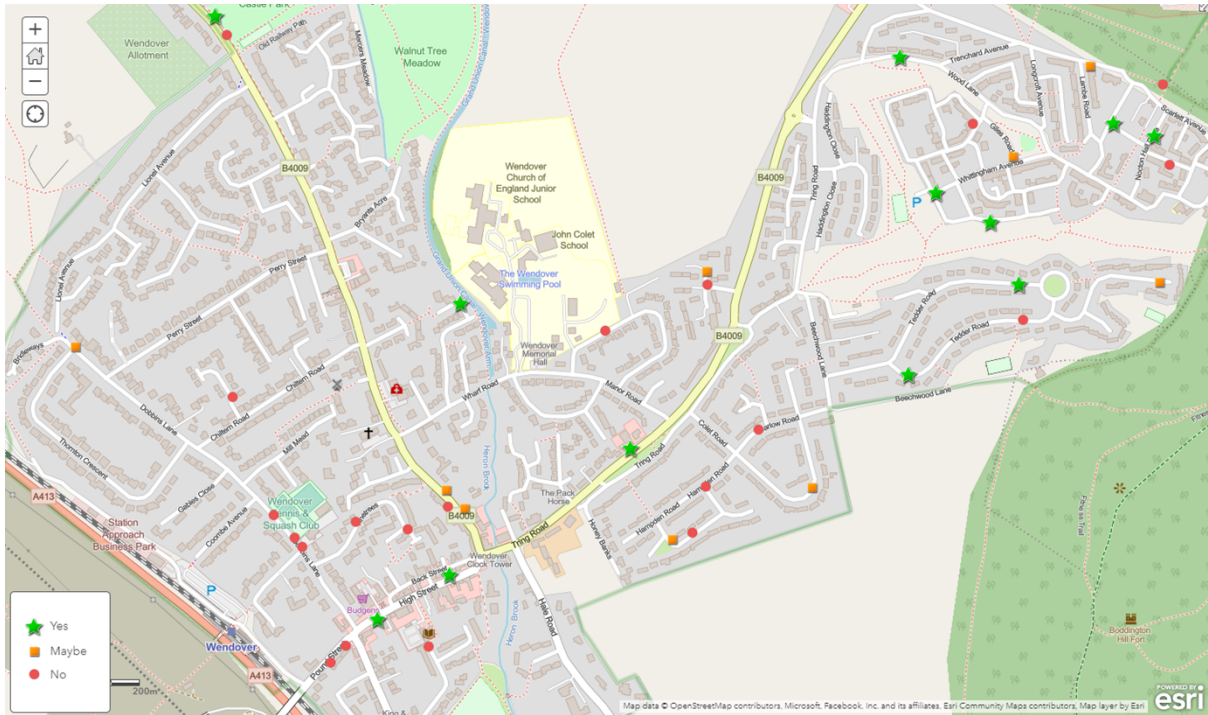


Figure 4 – Suitability of potential lamppost chargepoint locations. ‘Yes’ indicates shortlisted priority sites for lamppost/bollard-mounted chargepoints. ‘Maybe’ indicates sites held in reserve. ‘No’ indicates sites not shortlisted or held as reserve options.