

Impact Assessment



Assessment of: Devon & Torbay Local Electric Vehicle Infrastructure (LEVI) project

Service: Planning – Climate Change, Environment and Transport

Head of Service: Rob Richards

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Assessment carried out by (job title): Chris Mason (Project Manager – Electric Vehicles)

1. Description of project / service / activity / policy under review

Devon County Council (DCC) declared a climate emergency in 2019 and helped to publish the Devon Carbon Plan which sets out what needs to be done for the county area (including Plymouth and Torbay) to respond to the climate emergency. The decarbonisation of transport in Devon is a crucial part of this response as the sector represents a large proportion of Devon's emissions.

Devon County Council (DCC) have been awarded £7,067,000 of Local Electric Vehicle Infrastructure (LEVI) capital funding by central government, one of the largest allocations in the country. DCC are working jointly with Torbay Council who have received their own separate LEVI capital funding.

DCC intend to use the LEVI capital funding to achieve the aims of the Devon Electric Vehicle Charging Strategy (adopted January 2024)¹, including the delivery of approximately 2,000 publicly accessible chargepoints across Devon, including:

- Standard (7kw) on-street chargepoints. These are small chargepoints that will typically be installed on small build-outs in the highway.
- Standard (7kw) chargepoints in parish & community car parks
- Rapid (>50kw) and Fast (22kw) chargepoints in district car parks
- Trials and roll-out of lamp column chargepoints and EV cable channels. An EV cable channel is a covered slot cut into the footway that allows residents to insert a EV charging cable. This will allow residents without off-street parking to use a home chargepoint.

¹ <https://www.devon.gov.uk/haveyoursay/consultations/devon-electric-vehicle-charging-strategy/>

Procurement of the chargepoints is anticipated in early 2025, with delivery of the chargepoints between 2025 and 2027.

2. Proposal, aims and objectives, and reason for change or review

Reason for Change or Review

The project has been made possible by an award of central government funding, and is due to go to procurement later this year.

The Devon & Torbay LEVI project will deliver a large number of publicly accessible chargepoints across Devon and Torbay, contributing to delivery of:

- Devon County Council Electric Vehicle Charging Strategy 2023, including an overall aim to deliver 2,000 publicly accessible chargepoints by 2030.
- Torbay Council Electric Vehicle Strategy 2022, including an overall aim to deliver 800 publicly accessible chargepoints by 2030.
- The Peninsula Technology and Zero Emission Vehicle Study and district authority Electric Vehicle (EV) strategies including Exeter and South Hams.

The exact number of chargepoints to be delivered will be confirmed via the procurement process.

Aims

OZEVs aims for the LEVI Fund are to:

- Deliver a step-change in the deployment of local, primarily low powered, on-street charging infrastructure across England
- Accelerate the commercialisation of, and investment in, the local charging infrastructure sector

Devon & Torbay's additional aims for the LEVI project are to:

- Accelerate chargepoint delivery to promote Electric Vehicles
- Focus LEVI capital contributions on:
 - Areas with grid constraints
 - Areas where higher uptake of EV are forecast
 - Areas without access to off-street parking
 - Areas where there is a gap in chargepoint demand and supply
- Ensure an equitable spread of chargepoints between and with Devon districts and across the three towns in Torbay
 - 90% of residents in urban areas within a 10 minute walk of a publicly accessible chargepoint

- 90% of residents in rural areas within a 20 minute walk of a publicly accessible chargepoint
- Deliver the right chargepoint solutions in the right locations

Proposal

The chargepoints will be procured via a single Open Tender led by DCC as outlined below. The EV Cable Channels will be procured separately, most likely using existing highways contracts with Milestone in Devon and SWISCO in Torbay.

Devon County Council will procure Private Sector Partner(s) (PSP) to design, build, operate and maintain chargepoints via a concessions contract. PSP(s) will be given a contribution towards costs from LEVI Capital Funding and granted a concessions contract and associated land agreements, comprising a site lease for car park sites or section 50 agreement or licence for on-street sites. PSP(s) will be responsible for all installation works and costs, including any fees payable. DCC will receive management fees from the supplier to cover DCCs ongoing management costs of the project. Landowners, including DCC, will receive a share of the income generated by the chargepoints.

Further details of the proposed approach are included in the accompanying committee report.

Social Value is a key part of the tender process to select PSPs to deliver the contract. Bidders will be awarded quality marks for contribution to wider Net Zero and Social Value goals. The tender documents will set out specific Social Value aims for Devon, including support of apprenticeships and care leavers, and Social Value aims for Torbay Council which is based on the national TOMS Social Value framework.

3. People affected, diversity profile and analysis of needs

The project potentially impacts all residents and visitors to Devon and Torbay. The diversity profile for Devon residents is presented below, with England used as a comparator to Devon.

Age

As shown below in Table 1, the population of Devon was somewhat older than the national average in the 2011 census, with the proportion aged 0-19 below the national average and the proportion aged over 65 being above the English average

Table 1: Age (Census 2011)

Geography	Total	% Age 0-19	% Age 20-64	% Age 65+
Devon	746,399	21%	56%	23%
England	53,012,456	24%	60%	16%

Data from the 2011 census shows that older households (age 65 or above) have a lower percentage of car ownership than households aged 20-64, for example, whilst 50% of households aged 20-64 own 1 car or van, this figure drops to 30% for households aged 65+.

Ethnicity

Devon as a whole is lower in ethnic diversity than the national average, with over 97% of the population being White compared to 85.4% at a national level. The non-white population in Devon are predominantly from Asian or Asian British ethnic groups (Table 2).

Table 2: Ethnicity (Census 2011)

Geography	Total	% White	% Mixed /multiple ethnic groups	% Asian /Asian British	% Black/ African/ Caribbean /Black British	% Other Ethnic Group
Devon	746,399	97.5%	0.9%	1.2%	0.2%	0.2%
England	53,012,456	85.4%	2.3%	7.8%	3.5%	1.0%

Health and Disability

Table 3 shows that the proportions of people describing themselves as being in bad health or being limited in their day-to-day activities in Devon are approximately in line with the English average.

Table 3: Health and Disability (Census 2011)

Geography	Total	% Activities Limited	% Activities not limited	% (Very) good health	% Fair Health	% (Very) bad health
Devon	746,399	19%	81%	81%	14%	5%
England	53,012,456	18%	82%	81%	13%	5%

Disabled people and those with long-term illnesses tend to make fewer trips by all modes than non-disabled people. The 2021 National Travel Survey recorded that while those with no disability made on average 809 trips a year, people with mobility difficulty on average made 485 trips, almost half as many. However, the proportion of all total yearly trips made by car as a driver or passenger is marginally higher for those with a mobility difficulty (61%) than for those without mobility difficulties (60%).

Gender

Table 4 shows that in Devon, as in England as a whole, women make up a bigger proportion of the total population than men, and this figure is marginally higher than the national average.

Table 4: Gender (Census 2011)

Geography	Total	Male	Female
Devon	746,399	48%	52%
England	53,012,456	49%	51%

The National Travel Survey highlights variation in personal car access in England. In 2021, 65% of males were recorded as being a main driver of a vehicle in their household, compared to 55% of women, suggesting that males have a higher level of car access than women. Women are currently significantly less likely to buy or lease an Electric Vehicle than men.

Socioeconomic Status

Car ownership varies across income quintiles. 38% of households in the lowest income quintile have no access to a car or van, compared to 16% in the highest income quintile. Indeed, 43% of households in the highest income quintile are likely to own 2 or more cars

or vans, only 17% in the lowest income quintile are likely to have access to multiple vehicles. Given the cost of purchasing electric vehicles is currently high, it is expected that those with higher incomes may be better placed to purchase and electric vehicle.

4. Stakeholders, their interest and potential impacts

Political stakeholders

- Central Government (Office for Zero Emission Vehicles). Funding provider.
- Devon County Council: The local transport authority and lead authority for the Devon and Torbay LEVI project. The project seeks to implement the recommendations of the adopted Devon Electric Vehicle Strategy, which are aligned with the DCC Strategic Plan, particularly in tackling the Climate Emergency.
- Torbay Council: The local transport authority and planning authority for sites within Torbay and owner of car park sites within Torbay.
- District Councils: Local planning authorities across Devon are an important part of delivering the Devon & Torbay LEVI project. A working group with districts has been established.
- Parish Councils: Around 100 parish and community car parks have been put forward for inclusion in the Devon & LEVI project.

Private stakeholders

- Private sector EV charging suppliers. Suppliers will be awarded concessions contracts and will be responsible for designing, building, operating and maintaining the chargepoints.
- National Grid. Responsible for providing grid connections to the chargepoints.

Other stakeholders

- EV Cable Channel Households. Households will be able to apply to have a "EV Cable Channel" installed outside their home.
- Members of the public will be able to benefit from the new charging infrastructure. A key negative impact in terms of loss of footway width will be avoided by placing the majority of chargepoints on build-outs in the carriageway.

5. Additional relevant research used to inform this assessment

Demographic data for the geographies affected by the proposal have been sourced from the 2011 Census, using the Nomis website. Data on the demographics of users of particular modes was sourced from the 2021 National Travel Survey.

6. Description of consultation process and outcomes

The Devon & Torbay LEVI project is delivering the recommendations of the adopted Devon Electric Vehicle Strategy. The Strategy was consulted upon during November and December 2022. The consultation included a series of webinars, a questionnaire and a webpage. Following the consultation, feedback was reviewed and used to produce the final version of the Electric Vehicle Charging Strategy before additional scrutiny and adoption from elected members in January 2024.

The Devon & Torbay LEVI project has been developed in collaboration with Torbay Council and Devon District Councils. Each authority has provided a lead officer, who is responsible for obtaining the relevant approvals within their authority. A regular working group is maintained.

A call for sites for Parish & Community sites was released in 2023. Approximately 100 Parish and community car park sites in Devon have responded, with several briefing and Q&A sessions held for Parish Councils.

A market engagement event was held in June 2024 to outline the proposals to suppliers and gather feedback.

As individual chargepoint sites are brought forward, the relevant DCC member will be notified and asked for comment.
