

South Hams District Council Electric Vehicle Strategy 2023-2025

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Introduction

South Hams District Council declared a Climate and Biodiversity Emergency in July 2019. Following this a Climate Change and Biodiversity Strategy was adopted in December 2020.

The Council has committed to the following aims;

1. That the Council aim to reduce its organisational carbon emissions to net-zero by 2030;
2. That the Council commit to working with partners through the Devon Climate Emergency Response Group to aim to reduce the District of South Hams' carbon emissions to net-zero by 2050 at the latest;
3. That the Council aim for a 10% Biodiversity Net Gain in the habitat value of its green and wooded public open space by 2025;

As a proportion of overall, **Transport emissions account for around 27% of all emissions** in South Hams and as opposed to other sectors, hasn't really seen much of a reduction. The Council's Climate and Biodiversity Strategy recognises that a **reduction in total vehicle miles travelled and electrification of surface transport is needed** to meet both climate and air quality goals, and that Electric Vehicle (EV) charging infrastructure in South Hams needs to scale up significantly. However, for certain activities and particularly in rural areas of South Hams with limited public transport provision, cars and vans are the most suitable means of transport. Replacing petrol and diesel vehicles with electric vehicles, alongside facilitating a modal shift in the better populated areas is a key part of our decarbonisation goals.

This is supported nationally through the Department for Transport's (DfT) Decarbonising Transport document July 2021 which sees increasing cycling, zero emission vehicles and accelerating maritime decarbonisation as key issues¹. Furthermore, the Office for Zero Emission Vehicle's (OZEV) Taking the Charge EV strategy launched in March 2022 which outline the government's plans for meeting targets to decarbonise transport and reduce reliance on fossil fuels. The Local Authority Toolkit, launched in April 2022, also offers additional evidence to support this, and highlights the synergies with other low carbon transport modes.

The UK Government has also introduced a ban on the sale of new petrol and diesel cars and vans from 2030. The ban will speed up the transition to EVs. By 2030 it is estimated that EVs could account for up to 30 percent² of all cars and vans in the UK

According to the Department for Transport, the current transport system places wider costs on society;

¹ [Department for Transport. 2020. Transport Decarbonisation Plan.](#)

² [Energy Savings Trust. April 2020. Incorporating EV charge points into local planning policies for new developments report.](#)

Air pollution Costs to health and social care could reach **£5.3 billion by 2035**

The Stern review estimated the **overall costs of unmitigated climate change** to be **equivalent to 5-20% of global GDP each year** £10bn

It's estimated that the **annual social cost** of **urban road noise** in England is **£7 to 10 billion**

Health and obesity The UK-wide NHS costs attributable to overweight and obesity are projected to reach **£9.7 billion by 2050**.

Overall the current cost of the transport system to society is **£49.9bn** with wider costs to society estimated to reach £49.9 billion per year.

The Government see a clear role for Local Authorities for the roll out of EV chargers in particular through its EV strategy 'Taking charge: the electric vehicle infrastructure strategy'³ stating that local authorities are fundamental to successful chargepoint rollout, particularly for the deployment of widespread on-street charging. We therefore are ideally placed to identify the local charging needs of residents, fleets and visitors

In order to demonstrate our commitment to the uptake and deployment of electric vehicles, this document sets out our vision and planned approach to EV and travel support. A two-year time horizon has been set for this EV strategy, covering 2023-25. This short time horizon allows the strategy to focus on what is currently known, the current funding streams on offer, what can be practically delivered, and for the EV market in the UK to mature. The strategy will be reviewed regularly to provide opportunity to reflect upon rapid technological and socio-economic change, with a refresh published in 2025.

Scope of this Strategy

The scope of this Strategy is limited to vehicle charging with an element of transport decarbonisation through alternative electrically powered modes such as bikes and marine. Along with the Committee for Climate Change, we are of the view that zero emission cars and lorries cannot on their own meet all our climate goals or solve all our problems. However, we do need to influence this transition as an electrified transport fleet is a piece of puzzle, alongside reducing the need for trips to reduce congestion and provide safe alternatives to improve air quality, reduce noise and increase health and wellbeing. In essence, a rural solution to transport decarbonisation will involve combining public transport with more tailored on-demand and shared mobility services, including peer-to-peer and volunteer-based solutions. With all that in mind, this electric vehicle strategy covers the following areas;

- Destination Charging
- Residential Charging

³ [HM Government, 2022. Taking charge: the electric vehicle infrastructure strategy](#)

- Marine Charging
- EV and Charge Sharing
- E-bikes
- Council Fleet transition
- Charging at Council sites

Not within the scope of this strategy

- **Motorbikes** – There is currently low demand for e-motorbikes. Almost all e-motorcycles currently use 3-pin chargers and therefore no dedicated charging infrastructure is required.
- **Rail transport** – rail infrastructure is the responsibility of Network Rail. The Council has limited powers to influence the rail sector and its adoption of zero emission vehicle technology.
- **Heavy goods vehicles** - The adoption of zero emission vehicle technology will occur later than the period covered by this strategy. It is unclear at this time if electric or hydrogen will emerge as the primary energy source for powering freight vehicles.
- **Hydrogen power solutions** – The technology and vehicle availability of hydrogen powered solutions is not at a mature enough stage to be considered as part of this strategy. In addition, there is still emerging research in this area which indicates that the carbon reduction benefits of most hydrogen solutions is no better, or in some cases worse than current fossil fuel technology
- **Active Travel** – Whilst this strategy will cover E-bikes, it is not a supplement to a full active travel strategy which will emerge as part of our Placemaking commitments and work with Devon County Council as highway authority for the area

Local Picture

The main challenges involved with rural transport are symptoms of a car-oriented road infrastructure which makes it unsafe to walk and cycle. Coupled with insufficient provision of public transport and a lack of critical mass for shared mobility and market-driven solutions⁴, these challenges around decarbonising rural transport are vast and well documented.

In relation to the transition to electric vehicles, South Hams and West Devon faces very specific challenges and there is a risk that more rural locations are left behind in the shift to EV. For instance, many private charging businesses require high turnover of users, which is why cities and service areas off main trunk roads have seen the largest increase in charging availability. Furthermore, much of the more remote areas in the districts have issues around grid capacity, with some new EV connections requiring substation upgrades which can run into the tens of thousands of pounds. Equally, there is greater dependence on car travel,

⁴ UTIP, 2022. The rural mobility challenge for public transport: How combined mobility can help https://cms.uitp.org/wp/wp-content/uploads/2022/02/Knowledge-Brief-Rural-Mobility_FEB2022-web.pdf

with longer trip distances than urban areas, providing a significant opportunity to reduce carbon emissions.

The number of EVs in South Hams and West Devon is growing each year, with nearly four times as many EVs registered in both areas compared to just four years ago. There are high levels of interest in EVs in the district, combined with high levels of potential tourist demand for EV charging infrastructure. A range of EV charging infrastructure projects are already underway to support and enable this growth.

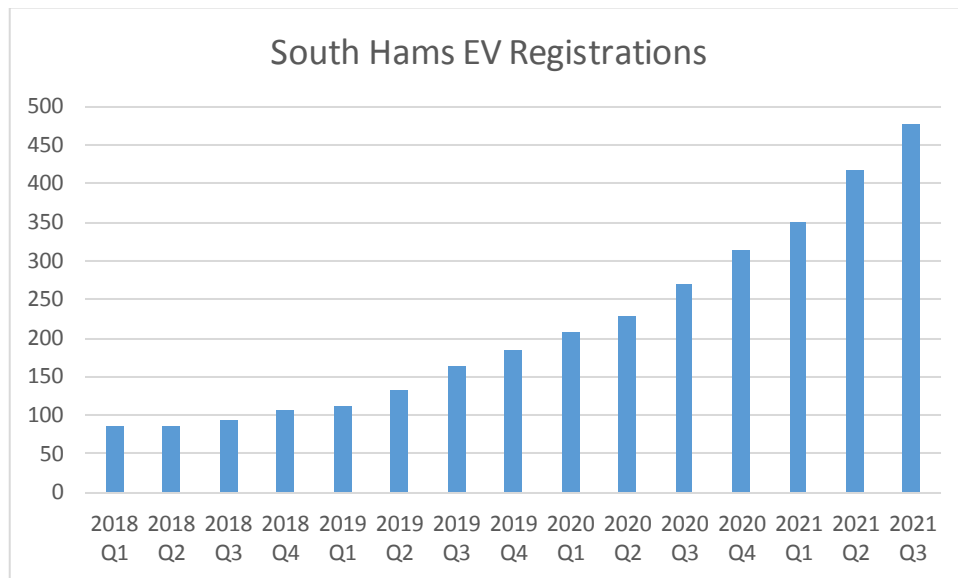


Figure 1: BEV's registered within the South Hams between 2018 and 2021 (DVLA, 2021)

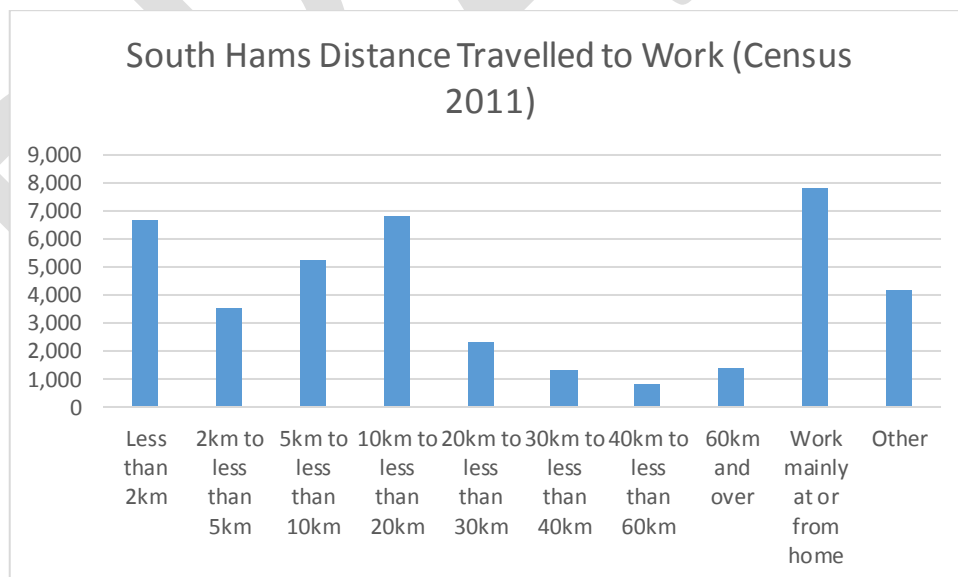


Figure 2: Distance Travelled to work in South Hams, working age population (Census, 2011)

In terms of future EV forecast, WSP have developed EV:Ready, which is a modelling tool that has been developed over the past five years to forecast electric vehicle uptake and charge point requirements for a chosen study area, between now and 2050. Forecast data is

available from consultation draft of the Devon County Council Electric Vehicle Charging Strategy by WSP. For South Hams, table 1 shows the forecast of EVs in 2025, 2030 and 2035 as well as a forecast percentage of overall vehicle types.

Table 1 – EV Forecasts up to 2035, EV;Ready, WSP, 2022

	2025 Mid Scenario	2030 Mid Scenario	2035 Mid Scenario	2025 (%) Mid scenario	2030 (%) Mid scenario	2035 (%) Mid scenario
South Hams	5,370	21,396	45,277	7.65%	30.02%	62.61%

The mid scenario represents the most likely level of uptake expected by 2030, there are wide variants between the scenarios however this is based on technological forecasts and behavioural change, as well as Government policy, legislation and subsidies that are available.

The majority of emissions are generated by the most affluent citizens, both globally and at a local level. Across the UK, the highest income group has more than three times the household emissions of the lowest income group. Figure 3 shows UK household emissions from different sources by income decile. It shows that the most affluent in society have by far the largest share of transport emissions, primarily because of increased travel distances both by car and aviation.

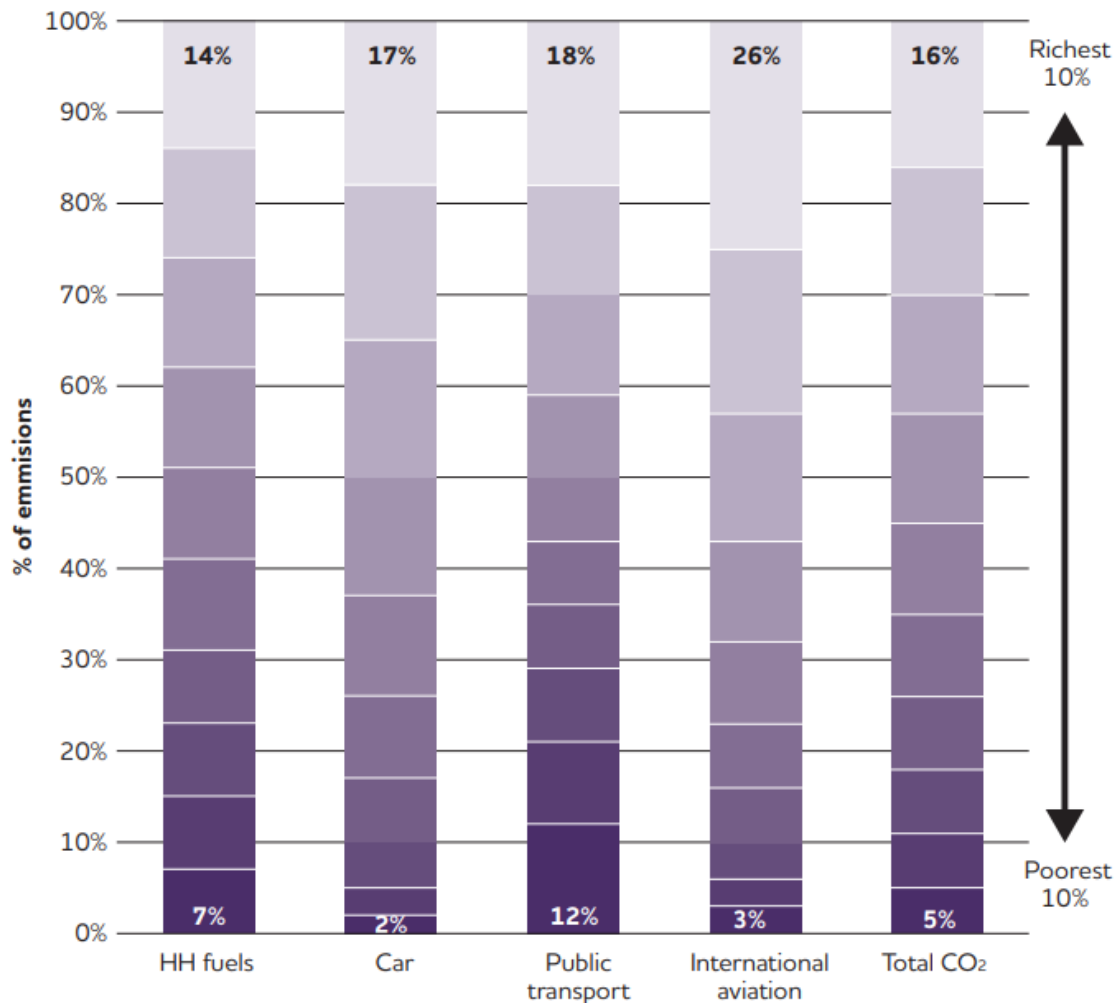


Figure 3: Percentage of UK household emissions from different travel sources by income decile - Source: CSE (2013)⁵

In order to effectively tackle transport emissions through electrification, the solutions need to be equitable, fair and seek to provide different options for different people at their needs and circumstances. Part of this will be ensure the charging infrastructure is available for those either living in remote areas or unable to install charging points at their own home but also to facilitate the availability of different options such as e-bikes and car sharing.

Relevant to South Hams is its marine transport, South Hams District Council own and operate a vehicular and passenger ferry at Dartmouth and the area is host two three popular harbours at Dartmouth, Salcombe and Newton and Noss. The marine sector is going through a rapid transformation at the moment with the availability of electric outboard motors increasing, it's likely that many people will be looking to switch from petrol and diesel in the coming years and visitors and leisure users will likely require places to charge

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https://www.cse.org.uk/downloads/file/distribution_of_uk_carbon_emissions_implications_for_domestic_energy_policy.pdf

their motors or swap out batteries. We have an opportunity to get on the front foot and begin to facilitate and accommodate this transition to future proof our harbour and work with harbour authorities and landowners to assist them as well.

Constraints

EV charging delivery is heavily reliant on costs and grid capacity the UK EVSE Association have available some indicative costs associated with each charging type⁶.

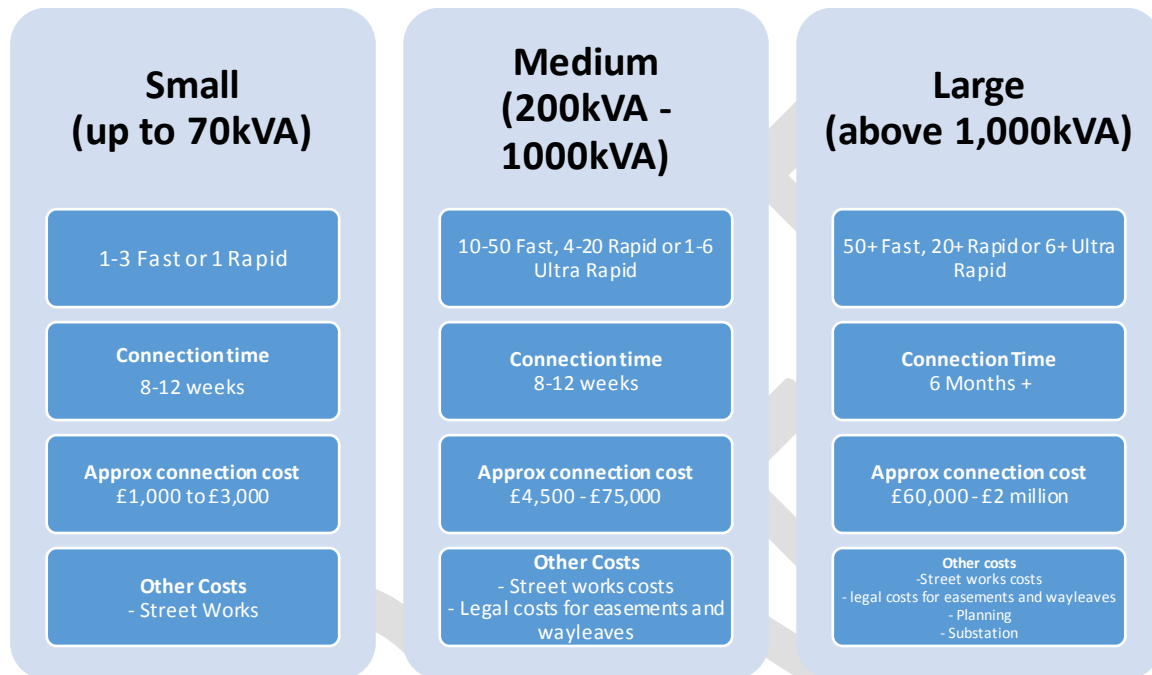


Figure 4 – Indicative connection costs, UK EVSE Association

Grid capacity varies across the District, National Grid has a map showing the capacity of primary substations for both generation and demand, EV chargers will be a demand type, the capacity of South Hams primary substations are shown below, and this map does not show the entire picture in terms of constraints however

⁶ <https://www.r-e-a.net/wp-content/uploads/2020/03/Updated-UK-EVSE-Procurement-Guide.pdf>

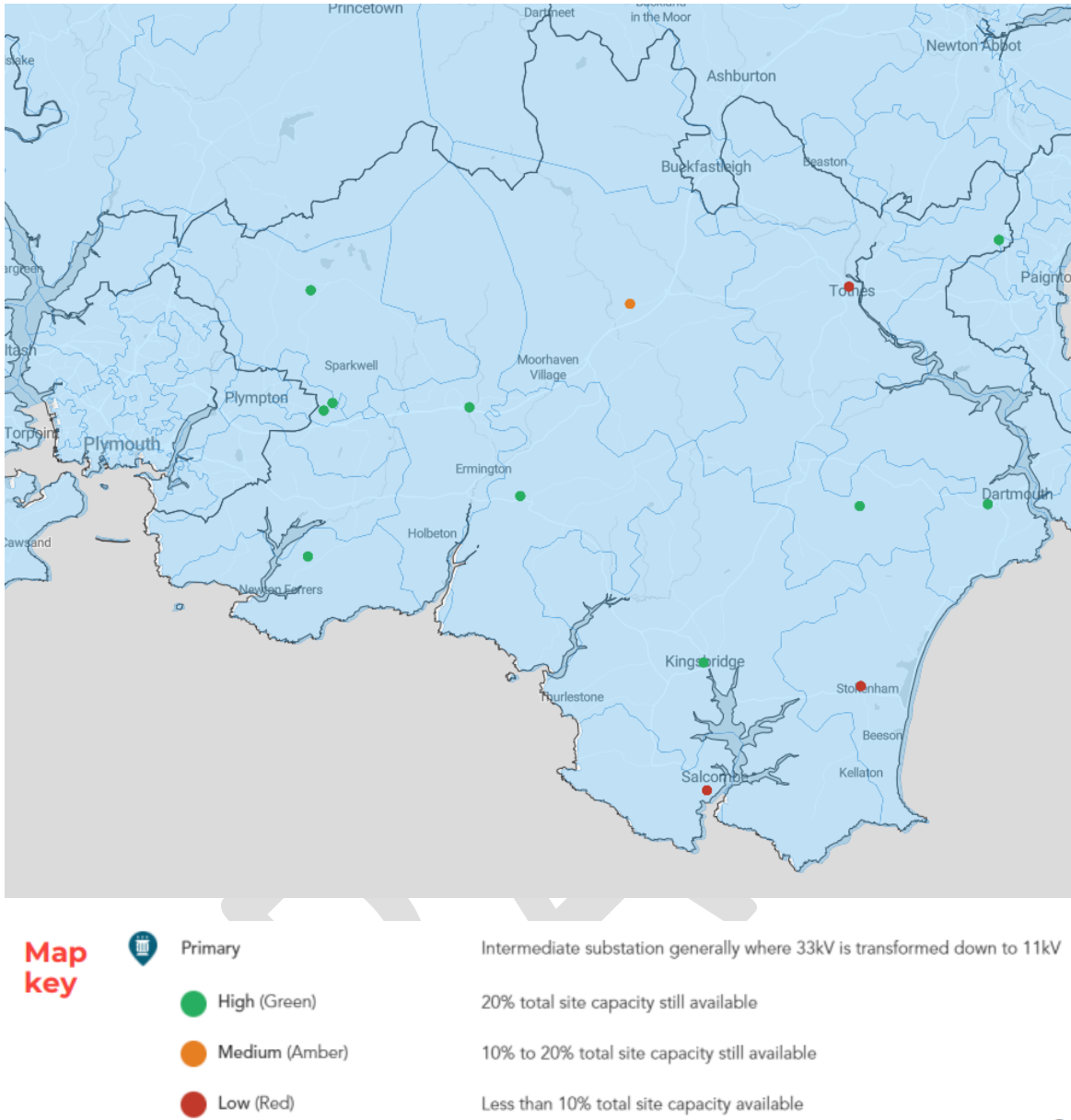


Figure 5 - Primary supply substations capacity for demand in Devon, National Grid, 11/2022

Due to the large power demand of banks of EV chargers, grid upgrades will in most circumstances be required.

Local Policy Context

This section presents a policy review, summarising relevant local policy. The South Hams District Council EV strategy should align with local policies and priorities

Devon Carbon Plan

The Devon Carbon Plan describes Devon’s net-zero vision, specific actions within the Devon Carbon are related to EV. It notes:

- T32. Develop EV Charging Strategies to deploy the right chargers in the right place.

- T33. DCE partners to use their assets to provide publicly-accessible EV charging and shared mobility infrastructure.
- T34. Provide electric charging infrastructure in harbours and marinas.
- T35. DCE partners and organisations in the County to transition their fleets to Ultra Low Emission Vehicles.
- T36. Accelerate the switch to Ultra Low Emission Vehicle taxis by placing requirements and incentives within the licensing process.

The Devon County Council EV Strategy

The Devon County Council EV Strategy is currently out for public consultation, however the recommended actions involve co-ordination between authorities and DCC to increase the availability of charging in more challenging areas and to collaborate on funding bids through schemes such as LEVI (Local Electric Vehicle Infrastructure Fund). Some of the relevant actions read;

2c. Deliver off-street residential hubs - DCC will identify where there are overlaps between areas of need and council or district owned assets to see if publicly-accessible charging could be installed.

3. Plug gaps in private-sector destination and intermediate charging provisions - DCC will actively identify sites where destination and/or en-route charging could be installed to meet market need. DCC will then work with landowner, community, public sector and private sector stakeholders to facilitate installation of rapid charging hubs.

7. Leverage scale through Devon-wide funding applications and procurement - DCC will seek to collaborate with local districts and other strategic partners when applying for grant funding, procuring services, and delivering the strategy. Specific emphasis on packaging up more and less commercially viable sites together.

8. Lead on local district co-ordination - clear benefits of ensuring local councils are co-ordinated, including strengthened funding bids. DCC will coordinate with district councils to ensure Local Plans and EV policies are consistent

Better Lives For All

The South Hams corporate strategy 'Better Lives for all' also contains actions related to EV's, specifically

- AM1.1 - Converting our environmental management vehicles to electric
- AM1.5 - Adopting an electric vehicle (EV) charging strategy

Producing this EV strategy is delivery milestone for our corporate strategy.

What have we done so far?

- Requiring EV chargers for new major development (Plymouth & South West Devon Climate Emergency Planning Policy Guidance)

- 2 chargers installed so far through DELLETI and ORCS, 10 more in delivery.
- Introduced a salary sacrifice scheme for staff to lease EV's, currently 16 members of staff have taken up the offer.
- Undertook a survey with the Energy Saving Trust to help understand our fleet requirements
- Acquired 4 fleet EV's and installed chargers at our depot

Our Vision:

Increase the number of charge points in the authority area by 50% to support uptake of 5370 EVs by 2025 and aim to reduce our organisational light fleet emissions by 50% (currently 166 tonnes of Carbon Dioxide equivalent) by 2025.

How will we achieve this?

1. Work with partners to provide high quality, and well distributed chargepoint provision –

- a. Focus on identifying charging locations in less viable and remote locations to help grow demand in those areas.
- b. Assist residents without off-street parking to access public chargepoints through partnership working
- c. Ensure chargepoints and designated parking spaces are accessible and maintained

2. Increase visibility of EV uptake and lead by example –

- a. Conversion of Council light fleet vehicles (Vans, cars and grounds maintenance equipment)
- b. support the implementation and promotion of alternative and more affordable transport modes including EV car clubs and electric micromobility options such as e-bikes.

3. Support the push for electrically propelled watercraft

- a. Re-power the tugs for the Lower Ferry, Dartmouth with low carbon power trains – at a rate of one every two years during the major re-fit.
- b. Provide information for visitors about electric outboard motors
- c. Provide and support electric boat chargepoints at Salcombe and Dartmouth harbours.

Why do we want to achieve this?

1. Achieve air quality improvements
2. Carbon emission reductions to support the councils climate emergency declaration aims
3. Resident and business engagement
 - a. To understand likely demand for EV charging and their locations
 - b. To gain support for infrastructure delivery

- c. Increase the uptake of fossil fuel transport alternatives through knowledge share (for example try before you buy schemes) and providing alternative options to car ownership
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Aims and Actions

Aim 1:

Increase EV Chargepoints across the District

Intro

Availability of public charging points is an important issue, as range anxiety is the single most quoted reason why individuals will not yet buy an electric vehicle. Different speeds of charge points are available and chargers are divided into types, based on capacity:

- • 'Slow' chargers are 3 kW (AC);
- • 'Fast' chargers are 7kW to 22 kW (AC);
- • 'Rapid' chargers are 50 kW but DC in nature;
- • 'Ultra rapid' chargers are 150 – 350 kW and again DC in nature.

At home, many people will either make use of a 3pin plug (3 kW) or have a chargepoint installed outside, usually at a rate of 7kW. Fast chargers (7kW to 22kw) are often installed in car parks, council owned ones and business car parks with some even installing rapid chargers. The type of charger installed is also dependent on grid capacity, many of the more remote areas of the district are grid constrained, meaning there is little capacity to install banks of fast and rapid chargers without an upgrade to a nearby substation.

To make the best use of resource, the council will seek to unlock opportunities to provide charging points for those who are not catered for elsewhere or lack sufficient off street home charging. This would mean ignoring the motorway / trunk road network and workplaces and also focus on the Councils' own needs (for our own vehicles), which will need adequate charging availability around the most remote areas of the District. Innovative solutions are emerging for those areas with little off street parking, retractable charge stations are now available to reduce street clutter and provide places to charge vehicles on street.



In a different vein, broadband providers are exploring ways to utilise their network infrastructure for on street vehicle charging either through cabinets or adjacent to make use of spare energy capacity.



Emerging and continually evolving technology, like those above, are why this strategy has a two-year time horizon, covering 2023-25. We will ensure we keep our attention directed

towards emerging technology and solutions to EV charging to provide the best possible strategic direction for EV charging over the next few years.

The council only has so many land available and often has to balance the need to secure parking income whilst providing charging infrastructure to visitors. To maximise opportunity, South Hams communities and parish councils play a key role in identifying local EV charging needs and could help expand the community charging network by installing chargepoints on community spaces such as village halls and parking areas. We already have a baseline of sites following a survey carried out in December 2021 which ran until February 2022. The purpose of this survey was to find out which town and parish councils were interested in hosting chargepoints and whether they had any suitable land or buildings.

To achieve a suitable number of chargepoints, it's crucial that we engage with neighbouring local authorities, Town and Parish Councils, landowners, local chargepoint stakeholders, and commercial network operators.

Action Plan

Action Ref	Action	Partners	Resources	When
EV.1	Identify opportunities to support research and innovation in EVs and submit a bid under the new LEVI scheme. This will involve a public consultation and a call for sites to identify areas for off street rural charging hubs.	OLEV, DCC	Existing internal resource	2023
EV.2	Promote and support community charge sharing scheme such as Zap-Home and CoCharge	Zap-home, CoCharge, Parish and Town Councils	Existing Internal Resource	2023-2025
EV.3	For existing workplaces, promote the OLEV Workplace Charging Scheme	LEP, DCE,	Existing Internal Resource	2023-2025
EV.4	Install 10 more chargepoints at council owned public car parks	DCC, OLEV, National Grid	Funded through DELLETTI and ORCS	2024
EV.5	Encourage stakeholders to deliver EV chargepoints at other key destinations including supermarkets and rail stations		Existing Internal Resource	2023-2025

Aim 2:

Increase the visibility of EV uptake and lead by example

How will we achieve this?

The council currently operate a fleet of 67 vehicles which are primarily used by mobile locality officers and grounds maintenance personnel. Use of these vehicles accounts for 12% of the Council's overall operational carbon emissions. Our vehicles include cars, vans, cranes, tippers, tractors and ride-on mowers. This fleet transition will be dependent on the availability of public chargers for fleet staff, however we will explore alternative options for fleet chargers through solutions such as [Paua](#) and [CoCharge](#).

Alongside the availability of public charging points many people simply are unaware of how EVs operate or cannot afford to finance the cost of a vehicle when the used combustion engine vehicle market remains buoyant and affordable, which will only increase as more people begin to sell petrol and diesel cars to buy EV's. Even as the EV market increases and costs decrease, these vehicles will still be costly for those on lower incomes. It's here where an available and affordable EV sharing scheme can help, to increase mobility, bring costs down and clean up our transport emissions across the district.

Action Plan

Action Ref	Action	Partners	Resources	When
EV.6	Complete Fleet Review to identify ICE to BE vehicle replacement schedule and costs	National Grid , Energy Saving Trust	Internal Resource	March 2023
EV.7	Install 20 chargepoints at key Council locations to facilitate fleet transition	National Grid, Charge providers (TBA)	Business case being prepared for capital (£550k). Internal resource seconded for 6 months for feasibility and electrical	2025
EV.8	Explore additional local incentives to increase EV uptake beyond additional chargepoint infrastructure, such as car sharing clubs		Internal Resource	2022-2024

	(explore car share as part of pool car provision)			
EV.9	Roll out two e-bike trials in South Hams and ascertain potential for further trials based on funding and success	CoCars, DCC, GWR	Climate Infrastructure Fund and Shared Prosperity Fund	2023

Aim 3:

Support the push for electrically propelled watercraft

How will we achieve this?

South Hams is home to three popular harbours at Salcombe, Dartmouth and Newton Ferrers. People often visit the South Hams on their own boats or yachts and use tenders and ribs to approach the foreshore, often powered by petrol and diesel outboard motors. South Hams District Council is well positioned to encourage and support the decarbonisation of the marine sector, particularly leisure craft, alongside our role as harbour authority and owning and operating a vehicular ferry at Lower Dartmouth. We are keen to support as well as lead by example by decarbonising our own water craft and support visitors in making the switch to electric by providing chargepoints and batteries at key locations in Salcombe, Dartmouth and the Yealm.



Electric boat charging is already starting to appear locally, Queen Anne’s Battery in Plymouth is now home to a 75kw chargepoint (above) with another 24kw chargepoint at the Barbican Landing Stage (below).



South Hams District Council has recently funded an electric marine propulsion project through the Climate Engagement Fund which was launched in early 2022. The project will see demonstrations of electric outboard motors and workshops held in early 2023. The outcomes of this project will be key to helping leisure users understand the benefits and ease of switching to electric propulsion for small craft.

Action Plan:

Action Ref	Action	Partners	Resources	When
EWV.1	Investigate sites and engage with harbour authorities to support the roll out of solar battery banks for off grid pontoons to power tenders and light watercraft (Example available at Mount Batten Marina)	Yealm Harbour Master, RYA, Dartmouth Rotary	Internal resources, capital fund required	2023
EWV.2	Decarbonise the Lower Dartmouth Ferry		Internal resources, capital fund required	Rolling programme – 2024 – 2032
EWV.3	Support Blue Environment Climate Engagement Fund project and communicate	Blue Environment, Plymouth City	Climate Engagement Fund	2023

	key outcomes and support next steps post April 2023	Council, Harbour Authorities		
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Delivery:

Although it's likely the Council will jointly procure EV charging with partner authorities such as Devon County Council, in the event the Council decides to seek opportunities to deliver its own charging infrastructure, it's important to highlight the different delivery model

Delivery Model	Advantages	Disadvantages
<p>Local authority network ownership – This 'own and operate' model is an approach in which a local authority appoints a supplier to install and manage chargepoints on council-owned land for the contract period and fully funds the installations, typically using grant funding and local authority capital.</p>	<ul style="list-style-type: none"> Retains full ownership of the charging infrastructure Retains full ownership of revenue Able to select sites regardless of viability Full flexibility of back office function such as tariffs and rates 	<ul style="list-style-type: none"> Full responsibility for the local authority to cover costs for ongoing operation, maintenance and upgrade Risk of equipment becoming outdated and left with obsolete charging Reputational risk associated with unreliability
<p>Public / private concessionary model - this is a model where the charging is part funded by the public sector but a private sector operators runs and maintains the charge points</p>	<ul style="list-style-type: none"> Potential for income share or land leasing revenue Reduced reputational risk associated with unreliability Local authority has no responsibility or costs associated with maintenance and repair Potential for charging type upgrades in the future as part of an agreement 	<ul style="list-style-type: none"> Reduced income vs full ownership Not all chargepoint operators are amenable to the terms, reducing the choice of suppliers Lengthy tender exercise Private operator will likely require large number of sites to make installation viable Burden of contractual disputes
<p>Private Ownership – full ownership and responsibility from a private operator</p>	<ul style="list-style-type: none"> Lowest risk across all issues highlighted above If on public sector land, potential for 	<ul style="list-style-type: none"> Many of our rural sites will likely be not viable for a private operator

	long term rental income	<ul style="list-style-type: none"> Least control, difficult to achieve ambition and vision for far reaching and equitable charging infrastructure
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Based on the advantages and disadvantages of the different models, and from existing experience, the concessionary model, with a private sector delivery partner provides a good balance of risk and control. However there is a need to ensure that the network operator fulfils their service level obligations to maintain a reliable network and provide a customer focussed support function as set out in any framework

How success will be monitored and any lessons learned be implemented?

Over the course of the strategies life, we will measure the following;

- Monitor charge point use and other market trends to inform future provision of fast and rapid charge points.
- Monitor EV take up
- No of Charge points delivered each year

Glossary

Battery electric vehicle (BEV) - A vehicle powered by a battery, which can be plugged into an electricity source to recharge. Also known as 'pure' or '100 per cent' EVs, they have zero tailpipe emissions.

Chargepoint – A charging socket which is connected to an electric vehicle via a charging cable to allow the battery to be recharged with electricity.

Chargepoint Network – The way that users access a chargepoint via RFID card or web or app.

DELETTI - Devon Low carbon Energy and Transport Technology Innovator

eBike – an electrically assisted pedal cycle. The maximum power output of 250 watts should not be able to propel the bike when it is travelling more than 15.5mph. In the UK you must be over 14 years old to ride an e bike.

eCargo bike - an electrically assisted pedal cycle featuring a minimum 125 litre cargo volume capacity and minimum 130 kg weight capacity.

EV – Electric Vehicle; the vehicle is powered by electricity so requires plugging in to recharge the battery.

ICE – Internal combustion Engine

kWh – Kilowatt Hour; unit of electricity. Car batteries are sized in kWh i.e. a 50 kWh battery stores 50 kWh of electricity.

LEVI – Local Electric Vehicle Infrastructure

p/kWh – Pence per Kilowatt Hour. Users are charged for each kWh they consume. Charging tariffs are in pence per kilowatt Hour.

Payment by bank card – In line with national regulations, all new Rapid and Ultra Rapid chargers will accept payment via a contactless bank card (credit or debit card). This allows users to access these chargers without joining a Network.

PHEV – Plugin Hybrid Electric vehicle; combines a smaller battery with a conventional internal combustion engine and an electric motor. This allows an electric range of between 20 – 50 miles and the ability to drive with an empty battery for hundreds of miles using petrol or diesel.

Pool car – a vehicle that is made available to staff to book for business travel.

ORCS - On-street Residential Chargepoint Scheme.

Overstay fee – To encourage appropriate use of charging bays and assure they are available for people who need them an overstay fee will apply after a vehicle has finished charging and grace period has been exceeded.

OZEV - Office for Zero Emission Vehicles.

WSP - Williams Sale Partnership, lead consultants for the Devon County Council EV Strategy