Electric vehicle

Infrastructure Strategy

2022-2026

Tewkesbury
Borough Council

Contents

Our vision

'To encourage the use of electric vehicles through the development of a robust and practical electric vehicle charging network across the borough. The council's role will be that of an enabler, to encourage equitable public charging working with other authorities, the private sector and partners to accelerate the roll-out of charging points.'

Electric vehicle charge points will help maintain the borough as both a destination and on route charging venue, meeting the needs of the rapidly increasing number of local residents and businesses who are electric vehicle users.

Introduction

This strategy has been developed to encourage, support and enable the transition away from petrol and diesel fuelled vehicles travelling within the Borough of Tewkesbury, as part of the sustainable transport hierarchy. The strategy seeks to complement the growth in electric vehicle (EV) charging provision in the private sector and help to fill gaps in the existing network by identifying trends in the growth of electric vehicles and demand for electric vehicle charging points across the Borough, including how this demand is being met.

Working within local and national policies and dovetailing with Gloucestershire County Council's transport strategies, Tewkesbury Borough Council will assist in provision across all areas of electric vehicle charging infrastructure.

It explores existing electric vehicle usage and the current provision of electric vehicle charge points, the rapid rise of the use of electric vehicles across the UK, national policy and funding. This will include public and private sector policies and objectives within the Borough. This data will then help develop an action plan which considers potential for providing charging points, by whom, their locations, type of chargers, costs, funding and procurement models.

The primary benefits of electric vehicles are:

- A reduction in greenhouse gas emissions (fundamental to the council's declaration of a climate emergency in 2019*).
- A public health benefit resulting from the improvements in air quality.
- Economic benefits from responding to the changing resident, commuter and visitor travel needs.

The actions within the strategy, focus on the short and medium term and will be reviewed regularly to ensure adaptability to changes in technology, trends in mobility and financial considerations.

The electrification of the council's fleet and commercial vehicle fleet is being considered separately and will not be covered by this document. At this time, charging infrastructure for e-bikes and other micro-mobility solutions such as escooters are also not included in this strategy but may form the basis for future consideration.

* Full lifecycle vehicle emissions detailed in section 3.

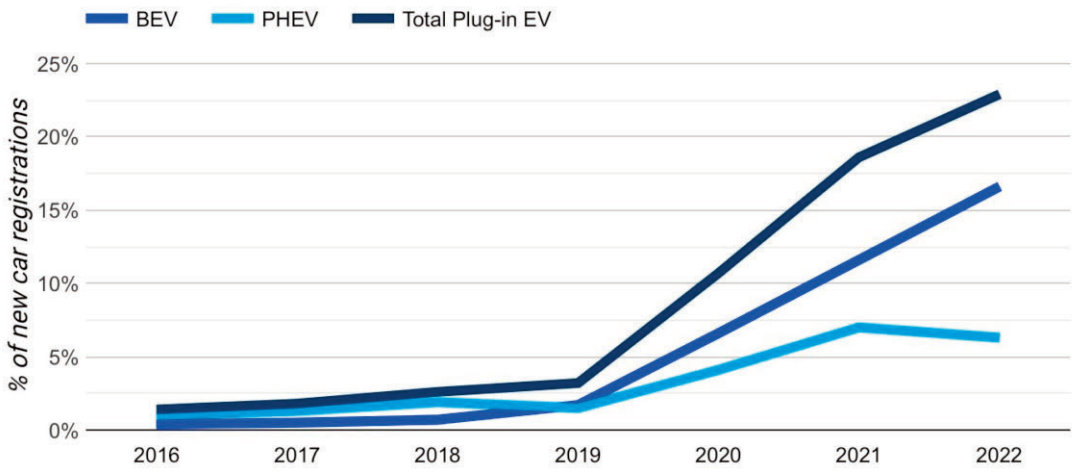
Background

Electric vehicle growth

The shift to electric and hybrid vehicles has already started within the UK, aided in part by government policy announcements and support packages.

In the month of December 2021, over a quarter of all new cars sold in the UK were battery electric vehicles. The equivalent figure for 2019 was less than 2%. The current EV infrastructure is serving around 750,000 plug-in vehicles (of which over half are pure battery electric) *. According to Western Power Distribution there were 612 electric vehicles in Tewkesbury Borough in 2021**.

Annual market share - plug-in market share of new car registrations (2016 to date)



Source: SMMT, December 2022

Vehicle types

There are a few different types of electric vehicle (EV):

- **Battery electric vehicle** - This means the vehicle runs purely on electricity and gets all its power when it's plugged in to charge. This vehicle type doesn't need petrol or diesel to run so it doesn't produce emissions like traditional cars.
- **Plug-in hybrid** - These vehicles can be run-on electricity but also have a traditional fuel engine so you can use petrol or diesel too if they run out of charge. When running on fuel, these vehicles will produce emissions but when they're running on electricity, they won't. Plug-in hybrids can be plugged into an electricity source to recharge their battery.
- **Hybrid** - These run mainly on fuel like petrol or diesel but also have a small electric motor and battery pack, which is recharged through regenerative braking. These generally don't run on electricity alone except at very low speeds and have short ranges. These vehicles cannot be plugged into an electricity source and rely on petrol or diesel for energy.

* Taking charge: the electric vehicle infrastructure strategy.
** Distribution Future: Energy Scenarios 2021 - Tewkesbury

How to charge an EV

An EV can be charged either by plugging it into a socket or by plugging into a charging unit. There are three types of charging cables:

- **Three-pin plug** - a standard three-pin plug that you can connect to any 13-amp socket.
- **Socketed** - a charge point where you can connect either a Type 1 or Type 2 cable.
- **Tethered** - a charge point with a cable attached with either a Type 1 or Type 2 connector.

How long does charging take?

At present there are four categories of EV charging speeds:

- **Slow** - typically rated up to 3-5kW. Often used to charge overnight. Charging time: 12-17 hours.
- **Fast** - typically rated at either 7kW or 22kW. Tend to be installed in car parks, supermarkets, leisure centres and houses with off-street parking. Charging time: 4-8 hours.
- **Rapid** - typically rated from 43 kW. Only compatible with EVs that have rapid charging capability. Charging time: 30-60 minutes.
- **Ultra-rapid** - above 150kW. These are increasingly being installed in charging hubs. Charging time 10-20mins. At present the number of EVs that can charge at this speed are limited but technology is expected to catch up fast.

It should be noted that the ultimate determiner of the rate of charge can be the EV specification. An EV that charges at 7kW can be plugged into a 22kW unit but will only receive a maximum of 7kW charging speed.

Where do people charge EVs? *

- 60% at home
- 30% in the workplace
- 10% at destination or on route

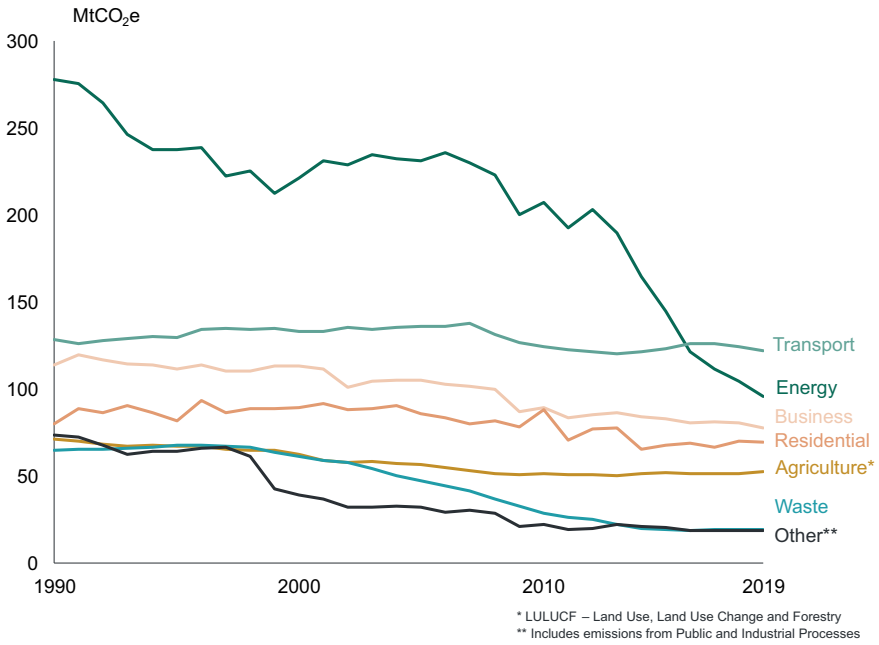
Greenhouse gas emissions by sector

Meeting the UK's 2050 climate change target to achieve net zero emissions, means decarbonising all parts of the economy.

With the transport sector accounting for 27% of greenhouse gases emitted in 2019**, the rapid take up of electric vehicles (EVs) will be vital.

This Strategy recognises that moving to EV's alone isn't enough and that through the transport hierarchy all road vehicle mileage should be reduced alongside increased cycling and walking.

* to Charge an Electric Car | Pod Point (pod-point.com)
** Transport and environment statistics: Autumn 2021 - GOV.UK (www.gov.uk)



* LULUCF – Land Use, Land Use Change and Forestry
** Includes emissions from Public and Industrial Processes

Electric vehicle lifecycle carbon footprint

It is important for the council to understand the whole lifecycle emissions of electric vehicles, which takes into account emissions from its production to its end-of-life disposal:

"Due to the UK's very clean electricity mix, already in 2020, a typical battery electric car is estimated to save ~65% GHG emissions compared to an equivalent conventional petrol car. By 2030, EVs are estimated to deliver a ~76% green house gas reduction." *

So, whilst there are initially higher manufacturing related emissions, EVs will have a significantly reduced impact on greenhouse gas emissions over the vehicle's lifetime.

On an individual level, this can be further reduced by linking charging with renewable energy generation provision.

Travel hierarchy

- **Active travel** – encourage wheeling and walking as the first preference for trips that need to be made.
- **Public transport** – where a longer trip is required public transport should be used.
- **Shared vehicles** – if public transport is limited, the use of shared vehicles preferably low carbon options, is encouraged.
- **Zero emission vehicles** - for those trips that still need to be made in private vehicles the shift should be towards EV. This strategy aims to incentivise the use of EVs by providing high quality facilities to support the adoption of electric vehicles with associated air quality and climate change benefits.

* Lifecycle analysis of UK road vehicles - GOV.UK (www.gov.uk)

National and local policy

National policy & legislation

"Taking Charge" the electric vehicle infrastructure strategy (published 25 March 2022) sets out the UK government's vision and action plan for vehicle charging infrastructure in the UK, which:

- ends the sale of new petrol and diesel vehicles by 2030 (sales of hybrid vehicles will end in 2035).
- requires all new cars, vans and HGV's up to 26 tonnes, to be fully zero emission at the tailpipe by 2035, with all HGV's to be zero emissions by 2040.

By 2030, they expect there to be a minimum of 300,000* public charge points in the UK, with the following principles applied:

- Everyone can find and access reliable public charge points wherever they live.
- Effortless on and off-street charging for private and commercial drivers.
- Fairly priced and inclusively designed public charging.
- Market-led rollout for the majority of charge points.
- Infrastructure is seamlessly integrated into a smart energy system.
- Continued innovation to meet drivers' needs.

To support this policy the government has various funding programmes including the Local EV Infrastructure (LEVI) Fund and On Street Residential ChargePoint Scheme (ORCS) which are both managed by the Energy Saving Trust and can be accessed by local authorities.

Role and importance of local authorities

The UK's EV Infrastructure strategy sets clear expectations for major stakeholders, including local authorities.

Local authorities are responsible for overarching planning policies in their areas, including street alterations and parking.

Highway authorities own or have responsibility for lamp posts, bollards and other street furniture which can be adapted to incorporate public charging, as already demonstrated in many areas.

Many local authorities also own local car parks, which can be adapted to include local charging infrastructure.

Importantly, local authorities understand the transport needs of their local population, which they should be considering as part of transportation planning.

Roles vary across tiers of local government along with powers and related competencies – and charging strategies vary between areas, based on local needs and contexts. Through policies and published strategies, local authorities can facilitate and guide the market to meet the charging needs of residents, businesses and visitors.

Writing or being part of a wider local EV or EV infrastructure strategy is vital to establishing objectives, ways of working, responsibilities and a pathway to delivery.

In places where a two-tier structure exists, such as Gloucestershire, district and borough councils must work with the relevant highways authority on a coordinated strategy to deliver EV charge points.

*Currently around 33,996 public charge points.
Find and use data on public electric vehicle chargepoints - GOV.UK (www.gov.uk)

Tewkesbury Borough Council motion

In 2019, Tewkesbury Borough Council declared a climate change emergency and has committed to becoming carbon neutral by 2030.

To deliver on this commitment the council is implementing a carbon reduction programme which contains the following objectives in the Year 3 (2022-23) plan:

- Publish an Electric Vehicle Charge Point Strategy.
- Install electric vehicle charge points in council owned public car parks.
- Support Gloucestershire County Council's on street EV charging programme.

This Electric Vehicle Strategy supports a priority in the Council Plan to promote a healthy and flourishing environment in the borough. This strategy will build on the significant improvements in the air quality in Tewkesbury town centre since an Air Quality Management Area was declared by this council in 2008 and subsequently revoked in July 2022.

Tewkesbury Borough Council planning policy

Tewkesbury Borough Council's current planning policy for EV charging points within new development is set out in the newly adopted Tewkesbury Borough Plan. Policy TRAC9 (Parking Provision).

New development should incorporate facilities to enable the charging of plug-in or ultra-low emission vehicles. This includes the provision of communal facilities at employment, retail and community development and for residential on-street parking or parking courts.

Existing provision of public charge points

National public charging

Since 1 April 2021, the number of public devices has increased by 33%, corresponding to 7,500 devices giving a total provision of 33,996. The number of rapid devices (rapid charges are greater than 24kw) increased by 29%, with an additional 1,235 public devices giving a total provision of 5,494 rapid chargers as of April 2022. Most of the provision of this infrastructure has been market-led.

Local public charging

In Tewkesbury Borough, the current provision of public electric vehicle charge points is 31 charge points per 100,000 population* , which is similar to Stroud, Cheltenham and Gloucester. Cotswold currently have 81 charge points per 100,000 and are in the top 20% of UK local authorities. Nearby in the southwest, South Gloucestershire also rank highly.

Public electric vehicle charging devices in the UK (April 2022) – Gloucestershire local authorities and neighbouring authorities. **

Ranking Nationally (1-375)	Local Authority	Total public charging devices	Charging devices per 100,000 population
36	Cotswold	73	80.9
75	South Gloucestershire	157	54.5
159	Herefordshire	71	36.7
160	Wychavon	48	36.6
205	**Tewkesbury**	**30**	**31**
213	Stroud	36	29.8
219	Cheltenham	34	29.3
220	Gloucester	38	29.3
327	Forest of Dean	15	17.2

Tewkesbury's 30*** public charging points are scattered across the borough including Tesco stores in Brockworth and Churchdown, Twigworth local centre, Shell petrol stations at Hucclecote and Little Witcombe, plus a small number of hotels and restaurants.

* DFT gov.uk website April 2022
** www. maps.dft.gov.uk/ev-charging-map/index.html
*** A charging device may have more than one charging connector and be able to charge more than one vehicle at a time.

The area in the south of the borough sandwiched between Gloucester and Cheltenham is better served. However, there is currently no provision of public chargers within large populated areas such as Bishop's Cleeve, Winchcombe and Northway, Twyning and other rural settlements.

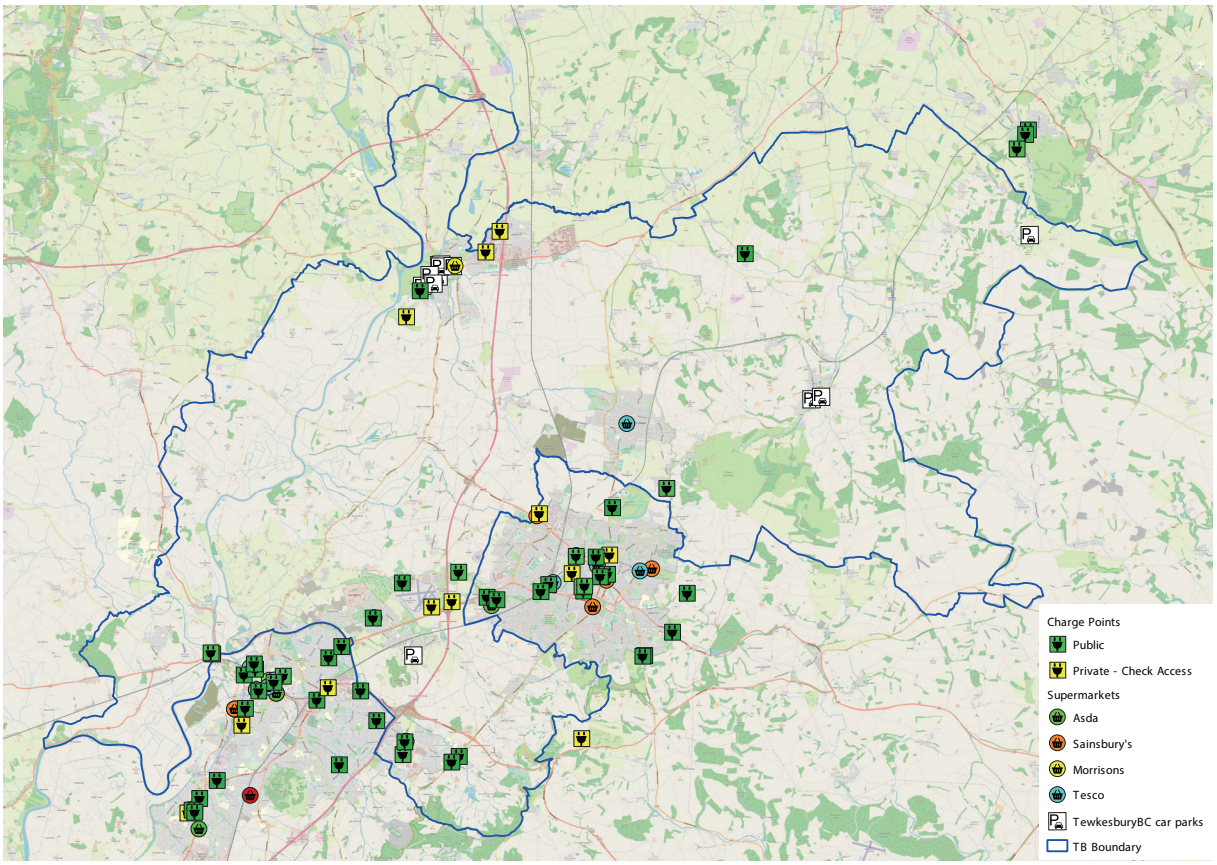
Tourist areas such as Winchcombe are currently at a disadvantage compared with similar neighbouring locations such as Bourton on the Water, Stow on the Wold and Moreton in the Marsh, which all have public EV charging provision.

The town of Tewkesbury has four charge points at the Public Service Centre and further charge points at the Tewkesbury Park Hotel, however there is no provision within the town centre itself.

In the borough just four locations have been identified as having rapid charging points.

*Note that although there are 30 charge points, there are less individual charging locations as many of these charge points locations have more than one chargepoint.

Current charging provision is mapped out below



This Strategy aims to complement and dovetail with Gloucestershire County Council's Ultra Low Emission Vehicle Strategy.

National home charging on street

8 million GB households outside of London have no off-street parking and therefore would need to rely on public charging. 90% of these are currently outside of a 5-minute walk to a public charger. *

Good coverage can be provided without significant infrastructure costs. Brighton and Hove for example have provided good access to 67% of its on-street households with only 139 chargers. **

Local home charging on street

Within Gloucestershire, Tewkesbury Borough is positioned worst in terms of proximity to a public charge point for residents without access to off-street parking. 96.7% (10,000 households) of these are currently outside of a 5-minute walk to a public charger.

Gloucestershire County Council on-street charging programme targets residential charging needs and aims to install 1000 on street charge points (500 dual chargers) across Gloucestershire by 2024.

Off street

For the 74% of households in Tewkesbury Borough who have off-street parking, government funding is available, to help some residents lower the costs of installing charge-points at home.

Grant schemes for electric vehicle charging infrastructure - GOV.UK (www.gov.uk)

* On-Street Households: The next EV Challenge and Opportunity - Field Dynamics (field-dynamics.co.uk)
** On-Street Households: The next EV Challenge and Opportunity - Field Dynamics (field-dynamics.co.uk)

Key considerations

Suitability of public charge point locations

To assess the suitability of public charge point locations, various criteria should be taken into account, such as (but not limited to):

- Proximity to amenities and key routes (for on route and destination charging).
- Within 5 minute's walk of homes without parking (for on-street charging).
- Impact on parking supply and traffic.
- Current parking behaviour.
- Nearest existing chargers.
- Meeting funding criteria.
- 3rd Party and community land availability.
- Power supply availability and cost of upgrades.

District network operator considerations

Whilst suitable sites may be identified and considered ideal given their location, the electrical supply and connectivity to the electricity grid maybe a barrier.

District network operator approval will be required to connect charge points to the electricity grid. Accommodating new infrastructure may require upgrade works and there will therefore be cost implication, particularly if an additional transformer is needed.

The district network operator will need to understand the number of charge points and potential electricity load to advise further.

It is useful to note that grid connection costs are changing from April 2023.

Anticipating future demand

Electric vehicle charge point projection for Tewkesbury Borough (Western Power Distribution).

The table on page 12* helps understand future capacity requirements and likely demand for electric vehicle charge points in the borough, based on "steady progression" at a low level of change to "Leading the Way" which is a very high level of change.

*Distribution Future – Energy Scenario 2021 – Local Authority – Tewkesbury District (B)

Electric vehicle charge point projection for Tewkesbury

Year	Scenario			
	Steady Progression	System Transformation	Consumer Transformation	Leading the Way
Baseline	358	358	358	358
2022	456	525	824	740
2023	620	783	1260	1259
2024	851	1109	1886	1933
2025	1163	1579	2746	2892
2026	1570	2206	3830	4184
2027	2095	3070	5203	5933
2028	2754	4241	6865	8354
2029	3560	5710	8787	11256
2030	4532	7541	11123	14638
2031	5783	9708	14028	18212
2032	7253	12262	17064	21980
2033	8907	15149	20012	25440
2034	10740	18273	22673	28369
2035	12691	21588	24979	30605
2040	24158	34124	30022	33587
2045	30619	36216	30339	34077
2050	32245	36299	30539	34627

The figures include both public and private charge points and by 2025 there are projected to be between 1163 - 2892. By 2030 this is set to be 4532 – 14638.

Knowing that 10% of charging is currently being undertaken at destination or on route locations, it could be projected that by 2025 there will need to be a minimum coverage of 116 to 289 public charge points in Tewkesbury Borough (10% of total charge points).

Charge point operating models

There are different operating models that offer different levels of risk, reward and resourcing.

Fully owned and managed - fully owning charge points where all costs are paid for by the site owner gives full control and has the potential to provide the highest income, but will need resourcing to manage, operate and maintain. The Energy Saving Trust advise that this resourcing can be a significant cost and the revenue generation potential from chargepoints is not expected to be significant in the first 3-5 years of operation.

Site owner, owns the charge points and they are managed by third party provider - a concessionary model, whereby the site owner funds the installation and the private operator maintains the site which can lead to a higher level of income without the running costs. An advantage of this option is that sites can be pooled together through procurement to balance risk, whereby higher revenue generation sites support less economically viable sites, but together provide a more equitable offering to the public.

Third party provision, these sites can be fully financed by a private operator through a leasing agreement, which will provide a guaranteed income. The income may be low and only the most commercially viable sites may be covered.

For the local authority considering its own car parks it will be necessary to engage with the market to select an operating model that provides a good level of service whilst achieving the best financial yield.

Private sector operators will be attracted to sites that can be delivered on a commercially viable basis, but in order to provide an equitable level of provision, less financially lucrative sites need to be considered alongside more viable sites during the procurement process.

Other considerations

All proposed sites will need to be appraised with a disability impact assessment and will need to fully consider PAS1899 specification for electric vehicle charging.

A key consideration when providing charging points on route and destination charging is to ensure they are always operational 24/7 with relevant support.

Pricing for the electricity received through public charging infrastructure will need consideration on a location, by location basis.

Opportunities and action plan

As a local authority our role is to be an enabler, understanding local need and working with the county council, the private sector and other partners to accelerate the roll-out of charge points.

Recognising the need to maximise resources to deliver EV charging infrastructure, Tewkesbury Borough Council's focus will be on addressing gaps in provision and where there is a greatest need. This is supported by the government strategy which states that the majority of charge points should be market-led.

Around 60% of charging is undertaken at home, with 30% at the workplace and a further 10% at destination or on route locations.*

Home charging

Tewkesbury Borough Council can support residential charging through:

- **Raising awareness** of government funding and support, such as the EV chargepoint grant that currently focuses on providing funding towards the cost of installing electric vehicle smart chargepoints for owners and tenants of rental accommodation across the UK. The Energy Saving Trust also offers free and impartial advice.
- **Relationships with partners** such as Gloucestershire County Council "On Street Charging Programme" to improve the proportion of residents (without off street parking) living within walking distance of a charge point and with adequate capacity to meet demand.
- **Regulating** for future demand through building regulations and a planning policy that requests new developments incorporate facilities to enable the charging of plug-in or ultra-low emission vehicles.

Workplace charging

Tewkesbury Borough Council can support workplace charging through:

- **Raising awareness** of government funding and support such as the Workplace Charging Scheme** that currently provides funding of up to 75% towards the cost of installing electric vehicle smart chargepoints at commercial properties across the UK. The Energy Saving Trust also offers free and impartial advice.
- **Regulating** for future demand through building regulations and a planning policy that requests new developments incorporate facilities to enable the charging of plug-in or ultra-low emission vehicles.
- **Relationships** via the Growth Hub and Local Economic Partnership - businesses can be encouraged to install charging infrastructure as part of wider decarbonisation ambitions to decarbonise fleets, support and retain local skills, and meet visitor needs.

Destination or on route charging

Tewkesbury Borough is ideally placed geographically with good transport links to attract both tourist visitors and residents using local services.

Electric vehicle charge points will help maintain the borough as both a destination and on route charging venue, enabling economic growth while meeting the needs of the rapidly increasing number of electric vehicle drivers.

* How to Charge an Electric Car | Pod Point (pod-point.com)
** Workplace Charging Scheme: guidance for applicants - GOV.UK (www.gov.uk)

Tewkesbury Borough Council can support destination and on route charging by acting as an Enabler and Exemplar by

- **Engaging** with commercial but publicly used locations such as supermarkets, tourist attractions, garden centres, leisure and hospitality venues, and other privately owners to understand their charge point plans and how it interacts with local authority charge point provision.

- **Provision** for visitor, destination and on route charging requirements, by looking at its own estate, in particular the public car parks.

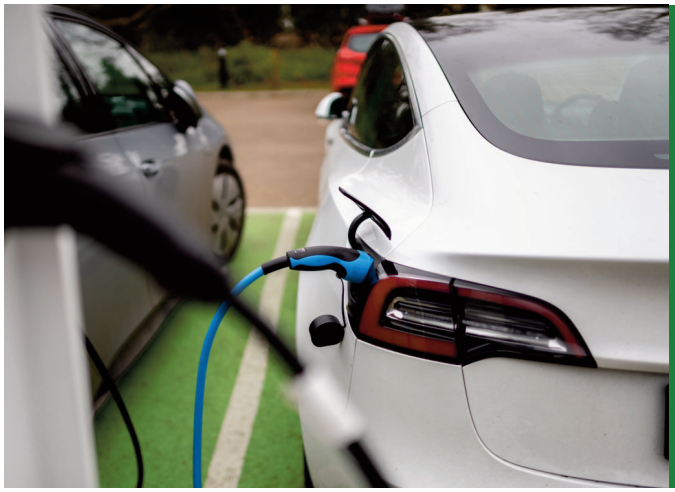
  We have the opportunity within our own estate to lead by example, through installing charge points in our own car parks and other land to help satisfy existing demand and help provide capacity for future growth of electric vehicle ownership.

- **Partnership initiatives** and funding opportunities as they arise to contribute to the wider vision.

Future proofing

Tewkesbury Borough Council planning policy supports this strategy by specifying:

"New development should incorporate facilities to enable the charging of plug-in or ultra-low emission vehicles. This includes the provision of communal facilities at employment, retail and community development and for residential on-street parking or parking courts."



Implementation plan

Objective 1 **Installing EV charge points by Tewkesbury Borough Council.**

Tewkesbury Borough Council will be installing charging points as per the strategic need of on route and destination objectives.

(Phase 1) Winchcombe and Tewkesbury public car parks.

(Phase 2) Other suitable sites as defined in the strategy.

Stage	Activity	Timescales*
1	Approval of Electric Vehicle Charging Strategy	November 2022
2	Identify sites - suitable car parks (phase 1)	November - December 2022
3	Procurement of Service Provider (phase 1)	November 2022 – February 2023
4	Commence Charge Point Installation Works (phase 1)	February – April 2023
6	Start Usage of Charge Points	April 2023 onwards
7	Identify further suitable sites and provide installations (phase 2)	January 2023 – March 2026

*We recognise that the timescales in the above table are ambitious and maybe influenced by any potential funding requirements and supply chain lead times.

Maximising government funding, encouraging private funding and generating income from the chargepoints will contribute to delivering an appropriate level of infrastructure at an appropriate cost to the local authority.

We will work with Gloucestershire County Council to understand the needs of residents.

Objective 2 Support Gloucestershire County Council's on street EV charging infrastructure roll out.

Gloucestershire County Council are installing 1,000 on street charge points across Gloucestershire between 2022 – 24, this will help meet the borough's "On street parking" needs.

Currently only 3.3% of on street residents are within 5 minutes of a public charge point (the lowest in Gloucestershire). We aim to increase this to 50% by 2025.

Tewkesbury Borough Council will continue to work with Gloucestershire County Council in identifying suitable sites.

Objective 3 Promote electric vehicle usage within a transport hierarchy which reduces the need to travel and prioritises cleaner modes of transport such as walking and cycling.

Working alongside partners across Gloucestershire initiatives that reduce the need to travel, promote walking, cycling, lift sharing and other forms of sustainable travel will be encouraged, utilising the council's website, social media and other communication channels.

Modes of transport which aren't primarily fuelled by petrol or diesel, will increase as a share of overall travel by 2025.

Objective 4 Promoting the councils low carbon salary sacrifice purchase scheme.

Supporting Tewkesbury Borough Councils low carbon salary sacrifice schemes for the purchase of bicycles and electric vehicles. Through staff recruitment and staff awareness of the benefits of low carbon transport.

Objective 5 Encourage full utilisation of existing publicly owned charge points.

Present Tewkesbury Borough as a good place to charge electric vehicles and creating user confidence by ensuring sites are accessible, sign posted, price appropriately and are well maintained, reviewing usage periodically, ensuring enough capacity and confidence in chargepoint reliability.

During 2023 – 2026 marketing of infrastructure to attract tourist and business users will be undertaken.

Objective 6 Continuous partnership working to explore latest technology in charge point provision incorporating smart charging, battery and renewables where financially viable.

Keeping abreast of the technologies in the market and engaging with suppliers will help enable future proofing and solutions that best meet Carbon Neutral targets.

Working alongside organisations such as the Energy Saving Trust and Southwest Energy Hub to share information with local partners, private and public sector organisations, interested in installing charge points.

Executive Summary

Across the UK and within the borough of Tewkesbury, we are witnessing the rapid take-up of electric vehicles by homeowners, businesses and public organisations a like. Around one in every five new cars produced is now battery electric. In just seven years' time (by 2030), there are due to be no more new petrol or diesel cars and vans sold in the UK.

Transport is now the UK's largest sector for producing greenhouse gas emissions. Electric vehicles can have a key role in helping the UK meet climate change targets and this aligns with Tewkesbury Borough Council's declaration of a climate emergency in 2019.

The continued growth of Infrastructure, such as electric vehicle charge points, is essential to ensuring that users can charge vehicles when they need to and enjoy the transport experience standards that they expect.

This strategy sets out how Tewkesbury Borough Council can target its finite public resources alongside other private business and public organisations to become an enabler, encouraging equitable public charging across the Borough.

By December 2025 we are striving to see in Tewkesbury Borough:

- Installation of EV chargepoints in Winchcombe and Tewkesbury Public Car Parks.
- An increase in publicly accessible chargepoints.
- The percentage of "on-street residents", that are within 5 minute's walk of a charge point, exceeding the national average.
- Is viewed as a good destination for charging.
- A shift away from petrol and diesel fuelled transport.

Currently there are only a limited amount of public charging opportunities in the borough, compared with the national average, particularly in rural areas and even in larger populated settlements like Bishop's Cleeve and tourist destinations like Tewkesbury and Winchcombe.

But, there are many opportunities for the local authority to enable future charging at home, at work and for destination or on-route charging needs.

For residents, the council can raise awareness of government funding towards charge points at home and work with Gloucestershire Council to provide facilities for homeowners without drives. Similarly, awareness of government funding for workplaces and advice can also be made available.

Tewkesbury Borough is ideally placed geographically with good transport links to attract both tourist visitors and residents using local services; who will require access to electric vehicle charging.

The council has an opportunity through its planning policy and engagement with the county council, use of its own land to provide a fair and equitable coverage of publicly accessible charge points across the borough, filling, where possible, the gaps in provision.

The council's planning policies also manages the future need by requiring new commercial and residential developments to incorporate charging facilities.

Supporting electric vehicle growth alongside promotion of other clean transport modes such as cycling and walking, will help in tackling climate change, improving air quality and support local businesses. With technology rapidly advancing, the next revision of this strategy in 2026 may provide a whole array of new opportunities building on the progress of this strategy.