



[Home](#) > [Parking, roads and transport](#) > [Parking](#) > [Electric vehicle charging points](#)

> [Electric Vehicle Charging Strategy](#) > [Electric Vehicle Charging Strategy Accessible](#)

Electric Vehicle Charging Strategy

Contents

- [Foreword](#)
- [Introduction](#)
- [Background](#)
- [Aims and objectives](#)
- [Demand / Supply](#)
- [Over-arching principles](#)
- [Delivering our over-arching principles](#)
- [Monitoring](#)
- [Appendix one](#)
- [Appendix two](#)

Foreword by Cllr Andy Konieczko, Cabinet Member for Strategic Planning and Infrastructure

Strategy published February 2025

In 2019, borough councillors unanimously called to declare a climate emergency for Basingstoke and Deane as we recognised the need to take urgent action on the threat posed by climate change both locally and globally. Our declaration set our borough an ambitious target to become net zero carbon by December 2030, and this council must play its role in making that happen.

Currently, more than half of the borough's greenhouse gas emissions come from transport, which includes people travelling locally as well as driving on strategic roads, such as the M3, that cross our borough. One key part of our action must, therefore, be to support people to travel in cleaner and greener ways, cutting local carbon emissions as we also improve the quality of the air that we breathe.

Low and zero-emission electric vehicles, as more environmentally friendly ways of travelling, are particularly effective for this and we will soon have at least one charge point in every ward in the borough, supporting residents to transition to electric cars.

Our electric vehicle charging strategy sets out our vision and priorities for how we will continue to drive forward the installation of vehicle chargers across Basingstoke and Deane. Complimenting ongoing work to enable more trips by foot and by bike and our already significant investment in chargers in council car parks and community centres, this strategy covers where and how we can make a difference, our areas of focus and the principles that will guide our work. It also includes specific actions related to supporting the creation of new charging points on our own assets, through our regulatory responsibilities as a council, by working with partners and by lobbying.

This strategy is a living document that will continue to evolve as these actions are taken forward, as more electric vehicles take to our roads and as further charging points are brought forward across our borough in years to come.

Introduction

Recognising the transition to electric vehicles, the desire to support residents and visitors to Basingstoke and Deane and in response to our climate emergency, the borough council has adopted a proactive approach to delivering charging infrastructure locally. This strategy recognises the importance of giving people a choice of high-quality travel options, and that the car will continue to be an important mode of transport in the borough, particularly for those living in rural areas. In doing so, this draft strategy aims to provide a framework for future actions to support the further roll-out of chargers in the borough responding to the different mobility needs of residents, in addition to transitioning the council's fleet away from petrol and diesel vehicles.

By enabling journeys to be made in low or zero emissions vehicles directly align with our adopted Climate Change and Air Quality Strategy and Transport Strategy by having a direct impact on reducing carbon emissions and increasing air quality.

Focus has been on our own land and assets, primarily in council-operated car parks, buildings and depots. However, it is recognised that developing a strategy document will allow us to:

- set out our ambitions to support residents more generally;
- take a more considered and planned approach to provision; as well as
- guiding charging infrastructure in locations where the borough council has a direct interest, such as our wider property portfolio including community centres;
- support businesses occupying council land or buildings where appropriate; and
- consider and provide details of any issues when proposals come forward on council owned assets.

The strategy is accompanied by a short action plan that will be updated periodically to track progress and to consider new initiatives that need to be taken forward to ensure that residents, businesses and visitors have good access to charging infrastructure to meet current and most importantly future needs

Background

The national approach to the provision of electric vehicle chargers has evolved over recent years, with guidance primarily set out in:

- Taking charge: the electric vehicle infrastructure strategy (March 2022)
- Decarbonising Transport: A Better, Greener Britain (2021)
- UK's Road to Zero Strategy (2018)
- subsequent Government response documents; and
- updates to the Building Regulations, primarily Part S in respect of EV Charging.

These have established a nationwide framework for the provision of EV chargers, support to fiscal measures to incentivise take-up of chargers and guidance and specific requirements to support drivers of electric vehicles, with these being updated as technology changes and other policy approaches required to effect change.

At a regional level, Transport for the South-East published its EV Charging Strategy in March 2023, highlighting a forecast need for up to 28,500 charge points are needed across the region by 2030. The strategy outlines how it will work with transport authorities and others to support roll out of chargers to meet the needs of residents and business and is intended for use in lobbying for funding and investment generally.

More locally, Hampshire County Council (HCC) is the highway authority with responsibility for roads, pavements and street furniture (such as lamp posts) across the borough. Like the borough council, HCC has declared a climate emergency and have an adopted strategy in place to take forward actions to reduce emissions. HCC will benefit from Government in funding to support the provision of EV infrastructure and it will be important to work in partnership to ensure that borough residents benefit from a proportion of this investment.

At present, high-level guidance on charging infrastructure is set out in the HCC's Local Transport Plan (LTP4) which was adopted in February 2024. This includes a carbon management hierarchy to minimise emissions and outlines the following vision:

A carbon neutral, resilient, and inclusive transport system designed around - and with - people, which: supports health, well-being, and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique natural and built environment.

It sets out proposals to develop an EV Charging Strategy and generally supports the approach of transitioning to electric vehicles over time, with support for actions that help to achieve this in Hampshire.

The Government's document Taking Charge, the Electric Vehicle Infrastructure Strategy of 2022 requires all highway authorities to support the roll-out of EV charging infrastructure and to prepare strategies to outline how this will be achieved.

There will be a requirement to ensure that any emerging guidance from HCC compliments this document.

At a borough level, the council declared a climate emergency in September 2019, which included ambitious targets to:

- Become carbon neutral in its operations by December 2025, and
- Work together with communities towards achieving a net zero carbon borough by December 2030.

Meeting these targets will require significant reductions in emissions, which totalled around one million tonnes in 2021, including that associated with traffic travelling through the borough on key roads, such as the M3. More generally, transport (primarily from road traffic) accounts for around 50% of emissions in the borough. Reducing this amount is a significant challenge and requires the delivery of many actions to allow residents, visitors and those who work here to travel more sustainably. The adopted Transport Strategy sets out a series of actions and approaches to deliver improvements in public transport, as well as walking and cycling, in addition to a Local Walking and Cycling Infrastructure Plan (LCWIP), with this EV Charging Strategy intended to support the switch to low or zero emissions vehicles.

This strategy and those already in place recognise the importance of travel by car for borough residents, given the relatively rural nature of the local area outside of Basingstoke. The Local Plan Update outlines this through a Sustainable Transport Hierarchy, replicated below, which places the most vulnerable users at the top, where greatest priority should be afforded, moving on to cycling, public transport and then private vehicles.

This strategy focusses on supporting movement by car (and other vehicles) but seeks to ensure that those electrically powered are well served by associated charging infrastructure to facilitate a gradual shift away from petrol and diesel.

Aims and objectives

In line with the climate emergency targets, the council is striving to play its part in achieving a net zero borough by December 2030. To achieve this, the following objectives have been set in respect of electric vehicles:

- to encourage the accelerated shift to electric vehicles by borough residents and businesses, and ensure the borough is an attractive place for drivers of electric vehicles whilst supporting a reduction in carbon emission and improving air quality.
- to ensure that borough council
- charging infrastructure is widely available throughout the borough, at a competitive, cost-neutral price for the borough council and through a variety of charger types.
- to use borough council assets to supplement charge-points provided commercially.
- to ensure new development in the borough provides a sufficient amount of charging infrastructure for residents and visitors.

- to support both commercial and non-commercial tenants of borough council-owned properties in providing charging infrastructure.
- to work with partners, such as GCC, housing associations, town and parish councils and community centre owners, to assist in the roll-out of infrastructure.
- to support the transition of the council fleet, public transport, local distribution companies and private hire/taxi vehicles to zero emission vehicles. This will be achieved through the delivery of a series of detailed actions and underpinned by over-arching principles.

Demand / Supply

Across the country, it is known that charging infrastructure supply lags behind existing demand, with this expected to become more challenging as the number of electric vehicles increases year on year. Indeed, this issue, together with concerns around 'range anxiety' are key reasons which can present barriers around the switch to zero emissions vehicles. This is a particular concern for those who do not benefit from off-road parking and are therefore reliant on publicly available chargers.

To date, the borough council has heavily invested in the provision of charge points in Basingstoke and Deane, focused on the car parks owned by the borough council with ambitious plans to fund chargers in on-street locations that will be owned and managed by HCC as the highway authority. Details of borough council provided chargers is set out on the [council's website \(/vehicle-charging-point\)](#), which demonstrates the good progress that has been made in the provision of EV charging infrastructure to date. However, when considered alongside the forecast information, there is a clear need to accelerate provision in charging infrastructure to support the increased used of EVs in the borough is clear. The table below highlights how Basingstoke and Deane compares against other nearby local authority areas, and includes both chargers provided commercially and those provided by local authorities (data provided by DfT).

Area	Chargers per 100,000 residents	Total chargers	Total chargers >50kw/h
Basingstoke and Deane	63	119	21
East Hants	39	49	21
Hart	114	115	33
Rushmoor	47	48	20
Test Valley	65	87	32
West Berks	160	260	101
Winchester	130	169	37
Wokingham	107	192	49

This highlights that whilst borough residents and visitors benefit from a comparatively good number of chargers, other areas have a greater number of chargers per head of population and greater provision in areas outside of Hampshire.

In order to meet the demand, best practice recognises that a range of charger types and speeds will be required to satisfy different types of users, including residents, visitors and employees, as well as those who may be travelling through the area. Information on the types and speed of chargers generally available can be found on the [Energy Saving Trust website \(https://energysavingtrust.org.uk/advice/charging-electric-vehicles/\)](https://energysavingtrust.org.uk/advice/charging-electric-vehicles/) and in reality, it is expected that this demand will be met through a combination of providers including:

- Dedicated charging points in locations such as supermarkets, shopping centres, hotels and business parks – generally provided by commercial operators and based in areas with a large number of visitors.
- Car parks associated with onwards travel such as railway stations.
- Car parks provided by the borough council, which serve both visitors, employees and residents.
- On-street chargers, where responsibility primarily rests with HCC as the highway authority, but where the borough council is investing in order to support residents.
- Community centres, where the relevant association is seeking to support visitors by making chargers available to support them as well as providing a facility that can benefit local residents.

Over-arching principles

The following Vision statement has been established to guide the strategy document:

Basingstoke and Deane, as a borough council, is enthusiastic about increasing provision of EV charging infrastructure in the local area to support existing and future drivers of electric vehicles as widely as possible. The role of the council will be focussed on complimenting the commercial charge points available across the borough by reviewing forecast demand levels each year to ensure that the borough remains a leading area in the availability of EV charging infrastructure.

This will be achieved through partnership working with HCC, as highway authority, to support chargers for those without off-street parking. Supplementing this will be by encouraging wider investment by commercial operators, working with community centres managers and using our car parks to make chargers available to residents and visitors and providing guidance for tenants to use in providing chargers.

This will be delivered through the following over-arching principles:

1. To understand existing provision and identify areas where focus and investment are required to achieve our vision.
2. To support the provision of charge points in borough council owned car parks, community centres and through our Parking in Residential Areas programme where deficiencies are identified.

3. To support the provision of charge points in on-street locations and to lobby HCC to enable wider roll-out.
4. To ensure that new development makes sufficient provision for drivers to charge their cars and other vehicles.
5. To set charges applied for use of Borough Council owned infrastructure to reflect the cost of electricity and other associated running costs.
6. To ensure that charge points are accessible, well located and signposted and easy for drivers to use.
7. To explore opportunities for commercial EV charging operators to deliver infrastructure on borough council land and understand legal risks and implications with this approach.
8. To seek and secure external funding for EV chargers as opportunities arise.
9. To ensure there is clear guidance to tenants wishing for provision for chargers in borough council-owned commercial properties in the borough.
10. To encourage a greater proportion of vehicles to be electrically powered in the borough, including the council's own fleet and those operated by partners and by businesses and residents.

Delivering our over-arching principles

[1. To understand existing provision and identify areas where focus and investment are required to achieve our vision \(#\)](#)

The borough of Basingstoke and Deane is diverse in its make-up of urban and rural communities, with different characteristics around the type of home, infrastructure and supporting services. This means that some residents will have the ability to install charge points on their driveways or in garages, but others will be dependent on chargers more distant from their homes, or on-street charge points.

Distance to chargers and their availability is key and it is important that the council supports all residents to be able to access charge-points, with our role focused on meeting need where this may not be fulfilled commercially.

Achievement of this principle will align with the vision to ensure provision of charge points in every ward by spring 2025 and for an annual target to be established, based on the number of charge points per head of population and benchmarked against comparable areas who are seen as having a good level of EV charging infrastructure. This will be reviewed annually and set out in the council's Key Performance Indicators. Provision will include those made available commercially and those provided by the borough and county councils.

This will be achieved by:

- Undertaking an annual review of EV requirements, taking into account chargepoints per head of population and benchmarked against leading authority areas; and

- Continuing to encourage residents to complete an on-line survey to highlight levels of demand;
- Identifying gaps in wards / parishes, such that steps can be taken to make provision as funding allow, whilst taking into account any constraints in terms of power supplies

2. To support the provision of charge points in council owned car parks, community centres and through our Parking in Residential Areas programme where deficiencies are identified (#)

In light of the known gaps in the charging infrastructure offer in the borough, the Borough Council will seek to make provision through the following opportunities:

- Borough council-owned car parks;
- Community centres – those owned by the borough council or supporting centre managers to secure infrastructure themselves; and
- Parking areas used by residents through the council's Parking in Residential Areas programme (PIRA)

Our borough council-owned car parks already host a number of charge points, including infrastructure in Basingstoke, Bramley, Kingsclere, Overton and 11 Whitchurch. This consists of a mixture of fast and rapid chargers, including the charging hub in Feathers Yard in Basingstoke which was the first publicly owned hub of its kind to be created in Hampshire.

These car parks support a range of users, including visitors and those employed in our main centres, as well as residents in the local area who may not have access to off-street parking. There is scope for additional chargers to be introduced to benefit residents, employees and visitors to the borough through a range of charger types and supporting the attractiveness of the borough to those from other areas. In progressing chargers in these locations, consideration will be given to the other key documents, such as the Basingstoke Town Centre Masterplan and the council's Parking Strategy, ensuring that any investment in chargers aligns with wider proposals for specific car parks as well as any wider purposes they may serve, such as use by market traders for examples.

We also own a number of community centres in the borough, or work with the various associations and managers who run and maintain halls, which provide vital assets to residents. These tend to be located in residential areas and frequently include a car park for visitors which may offer the scope to install charging infrastructure.

A number of these have already used their own funding to install charge points and there are clear advantages for these centres to make provision in locations that may be less attractive to commercial operators, and which are in areas where the borough council has no other land interests to support provision.

The borough council also takes a pro-active role in supporting residents where the demand for parking spaces exceeds supply through our Parking in Residential Areas (PIRA) programme. This has been delivering more spaces and better designed parking areas for residents through an on-going programme since 2007. Through this programme, the council is future proofing

facilities for residents by either directly installing charging equipment or make provision for its future installation. [Find details of the PIRA scheme. \(https://www.basingstoke.gov.uk/parking-in-residential-areas\)](https://www.basingstoke.gov.uk/parking-in-residential-areas)

In all instances, we would wish to ensure that the installation of chargers does not add to, or materially worsen, existing local parking issues.

To deliver additional infrastructure in these locations, we will:

- Map and the availability of charge points in the borough to understand where gaps exist.
- Consider and identify opportunities for provision in other borough council owned car parks and seek funding from the Government and other sources to secure provision.
- Use our capital programme to deliver charging equipment in borough council-owned community centres over the next three years, working with associations and groups to ensure that locations are appropriate and equipment accessible, alongside other logistical arrangements.
- Provide direction and advice to other community centres in the borough who may wish to make provision for chargers.
- Support the roll-out of EV chargers as a component of our future PIRA schemes, based on the established criterion.

[3. To support the provision of charge points in on-street locations and to lobby Hampshire County Council and other stakeholders to enable wider roll-out \(#\)](#)

While the borough council is funding the early roll out of on-street chargers, future additions to this are limited by the availability of funding and the level of influence that the borough council has, given that HCC is the highway authority. This means that responsibility for the roads, pavements and streetlights rests with them. It will therefore be important to ensure that the borough council lobbies for any funding that HCC benefits from, to ensure that an appropriate portion is spent locally to support residents. This may include offering in-kind support for any funding bids that are drawn up, playing an active role in the preparation of any county-wide strategy document as well as highlighting areas of need and working in partnership to deliver projects.

To deliver this, the borough council will:

- Continue to support Hampshire County Council in day-to-day activities in relation to EV infrastructure provision and seeking to influence their location to ensure that existing parking issues are not exacerbated;
- Support the preparation of any county-wide EV charging strategy;
- Lobby for investment in EV charging infrastructure in the borough, linked to any external funding that the county council may receive; and

- Add support to any funding bids that may be submitted by the county council.

4. To ensure that new development makes provision for drivers to charge their cars and other vehicles (#)

Establishing the means for drivers to charge their cars at home, in their workplaces and other places they may visit from the outset of that development being delivered is fundamental to meeting needs and avoiding future expensive retrofitting works.

The Local Plan Update, once adopted, will set out a policy framework to manage and guide new development in the borough until 2040. It includes a number of detailed policies which outline key issues that need to be considered in bringing forward new homes, work places and other facilities and makes reference to the need for charge points as an integral form of development in the policies that cover transport (INF2) as well as that which will deliver the Basingstoke town centre masterplan (SPS3), as well as the policies in the plan that will deliver the main allocated development sites to meet the need for new homes locally.

More detailed guidance on EV provision alongside the number of car and cycle parking is set out in the Parking Standards SPD (or its successor) that supports the Local Plan.

In addition to planning policy, the provision of charge points in new development is governed by the Building Regulations, with Part S introduced in 2022 which sets out the specific requirements for the number of charge points required. In summary, this sets out that:

- Every new home, including those created from a change of use, with associated parking must have an EV charge point.
- Residential buildings undergoing a major renovation which will have more than 10 parking spaces must have at least one EV charge-point per dwelling with associated parking, along with cable routes in all spaces without charge-points.
- All new non-residential buildings with more than 10 parking spaces must have a minimum of one charge point and cable routes for one in five (20%) of the total number of spaces.
- All non-residential buildings undergoing a major renovation that will have more than 10 parking spaces must have a minimum of one charge point, along with cable routes for one in five spaces.

To deliver the above, the borough council will:

- Review building control applications that it receives in light of the national Building Regulations (a role which it performs alongside commercial organisations); and
- Determine planning applications in line with the development plan and national planning policy

While the borough council as local planning authority is involved in development through the determination of planning applications, it only becomes involved in certifying new development through consideration against the Building Regulations when it is commissioned or instructed by

those undertaking the work. However, those Building Regulation applications assessed by private organisations will need to meet the same standard, and it is expected that, in time, the vast majority of new development will benefit from charging equipment, aside from those where exemptions set out in the Building Regulations apply.

5. To set charges applied for use to reflect the cost of electricity and other associated running costs (#)

The borough council's approach to providing EV charging infrastructure is to help to meet the needs of residents and visitors to Basingstoke and Deane, rather than acting as a commercial organisation seeking to make a financial return on its investment. To reflect this, the tariffs applied to those using the charging equipment owned by the borough council are set at a level to take into the associated running costs. This includes factoring in the cost of the electricity consumed, back-office administration systems such as transaction fees and also a cost to cover maintenance and replacements. The fees are reviewed on an annual basis and are reported in the council's budget that is set ahead of the start of each financial year.

While the objectives of this approach are focussed around supporting residents and visitors, it is recognised that the borough council's financial resources are limited. It is therefore proposed that an exercise is undertaken to consider the whole life costs of the chargers, including purchasing and installation and balancing this against revenue streams such that a future position can be taken around ensuring income off-setting costs to the borough council. This will involve reviewing tariffs alongside those of other local authorities and commercial operators, which may mean an increase in the cost of charging vehicles in time.

To deliver this, the borough council will:

- Continue to charge users of the equipment an amount that reflects the running costs of the units, including amounts associated with the electricity, back-office costs and other associated fees, such as merchants' fees.
- Benchmark the prices charged against commercial operators and other local authorities on a regular basis.
- Undertake an exercise to consider whole-life costs and revenue streams to ensure that charges levied reflect the overall investment made and charges levied such that a future decision can be taken around the cost of using the chargers

6. To ensure that charge points are accessible for all, well located and signposted and easy for drivers to use (#)

Recognising that EV chargers will be used by a variety of vehicle types and sizes and by drivers with differing levels of mobility, the borough council will seek to ensure that equipment it installs is located in accessible and well sign-posted areas. The intention being that chargers can be easily be found, that instructions to use are clear and that drivers of cars and vans that are not

electrically powered are deterred from parking in error. Best practice forms of signing and lining of spaces will be undertaken to support this, as well as taking into account space sizes, where feasible.

To deliver this, the borough council will:

- Ensure EV chargers are well located in car parks, that consideration is given to the provision of access for all, taking into account space requirements for all users including people with disabilities, families and carers, as well as other considerations such as the location of power supplies that can influence where chargers are positioned.
- That best practice advice is taken into consideration in laying out and signing chargers, as well as ensuring that clear information is provided on the council's website as well as on-line resources such as ZapMap. Where available, the council will seek to use local resources, such as parish and community digital and printed publications, to help highlight availability in more rural locations.
- Promote the location of charge points, including those provided commercially and well as by public bodies, to ensure that there is a good awareness of places to charge.

The council will also work with the county council's parking enforcement team to ensure that EV charging spaces are not subject to inappropriate parking (e.g. vehicles not being charged) in order to build confidence and ensure availability for EV drivers.

[7. To explore opportunities for commercial EV charging operators to deliver infrastructure on borough council land \(#\).](#)

In a number of locations around the country, commercial EV operators have invested in the installation of charging equipment in key locations, ranging from single 'rapid' chargers in places such as supermarket car parks to more comprehensive EV service stations with multiple chargers in highly trafficked routes or on motorways.

Such facilities generally serve drivers who need to 'top-up' their vehicle on longer journeys, and who will pay a higher tariff for this fast charge.

At present, there are no such facilities in the borough, albeit proposals are emerging for such a charging station on the leisure park in Basingstoke. However, there may be scope for additional facilities on land that the borough council owns or has an interest in, which could benefit those living or working in the borough or visiting the area.

To deliver this action, the borough council will:

- Consider the opportunity to establish commercial charge points on borough council-owned sites in the borough, including an evaluation of potential sites, a comprehensive procurement exercise and the exploration of issues associated with operators gaining property rights on Council assets and the potential need for chargers to be moved at a later date.

- Highlight the potential that may exist through masterplanning of large sites, within the emerging Local Plan.
- Require that issues associated with the demand placed on the power network are investigated by scheme promoters on Borough Council owned assets to ensure that wider developments, including regeneration proposals by the council and partners are not prejudiced.
- Work corporately to ensure that the appropriate licenses and permissions are obtained and agreed.

8. To seek and secure external funding for EV chargers as opportunities arise (#)

To date, the charging infrastructure installed by the borough council has primarily been funded by the council's own resources and, in some instances, financial contributions secured through development proposals via the planning system. This includes chargers in our car parks, as well as the recently installed on-street chargers with the support of Hampshire County Council. However, it is recognised that funding from these sources is limited with a need to secure funding from external bodies being necessary in the future.

It will therefore be important to ensure that opportunities to access external funding is maximised to support provision of charging infrastructure in homes, work-places or centres and halls across the borough.

To deliver this, the borough council will:

- Continue to horizon scan for funding opportunities as they arise;
- Ensure that our communications, including our websites and social media channels, highlight available funding to help residents and organisations install charging points;
- Provide details to our Green Team in liaising with residents, community groups and businesses;
- Provide advice and guidance to community groups / halls to support any ambitions they may have; and
- Offer support to funding bids that may be made by other organisations, such as Hampshire County Council or public transport operators.

9. To ensure there is clear guidance to tenants wishing to make provision for chargers in borough council-owned commercial properties in the borough (#)

The borough council has a wide property portfolio in addition to the offices that form the Civic Campus, such as:

- Operational buildings including Wade Road and Eastrop Park depot;
- Community centres;

- Sports pavilions;
- Commercial tenanted buildings; and
- Land upon which a commercial property is built and occupied

Each property is subject to unique ownership and management agreements. While the borough council actively supports the expansion of EV infrastructure, the feasibility of installing EV chargers on council-owned investment and operational properties depends on various factors. These include demand, grid capacity, and the specific nature of the tenancy agreements.

The council is committed to regularly reviewing the feasibility of EV infrastructure and exploring sustainable improvements across its investment portfolio to align with environmental and community priorities.

To assist, a short checklist and flow chart to outline the steps to take should a tenant wish to install chargers in a borough council owned plot of land or building is set out in appendix three.

In practice, the borough council will:

- Require information to be submitted to respond to the points set out in appendix two, ensuring there is agreement that installation will be compliant with relevant regulations, does not compromise other nearby developments and impact on buildings or layout of car parks; and
- Reach an agreement with tenants regarding back-office suppliers to ensure that charge points remain compatible for future occupiers, preventing them from becoming obsolete or requiring removal or relocation as tenants/requirements change over time.

[10. To encourage a greater proportion of vehicles to be electrically powered in the borough, including the council's own fleet and those operated by partners and by businesses and residents.](#)
(#)

The council recognises that, as a key organisation in the community, it has a role to play as community leader to transition to zero and low carbon vehicles. As such, it already operates a number of electric cars and uses Hydrogenated Vegetable Oil (HVO) in much of its operational fleet. It will therefore continue to seek opportunities to increase the proportion of vehicles powered by electric or low carbon alternatives, as well as supporting residents by:

- Providing a grant to local taxi drivers for electrically powered Hackney carriages to transition to low carbon vehicles. Details of this are available here (in time);
- Supporting proposals put forward by HCC and Stagecoach to move towards an electric bus fleet in time;
- Encouraging residents to move towards electrically powered vehicles, including through communications as well as by providing opportunities for people to view electric vehicles and speak to suppliers of the cars via events, such as the annual Green Week; and

- Highlighting any grant opportunities to residents and businesses in respect of vehicle purchases and charging infrastructure

Monitoring

It is proposed that monitoring of actions will be undertaken annually, focussed on those activities undertaken by the borough council. These will be reported alongside the adopted Climate Change and Air Quality Strategy, which is considered by Councillors each Autumn.

Appendix one - Action Plan

Action	Responsibility	Timescale	Comment
Promotion of on-line survey to influence future installation locations	BDBC / HCC	On-going	Use of social media and promotion of website
Map location of chargers locally and monitor future installation	BDBC	On-going	
Provide support to community groups wishing to install chargers	BDBC	On-going	Consider scope for how to guide
Make provision for EV chargers through PIRA scheme	BDBC	On-going	
Support HCC in preparation of Hampshire EV Strategy	BDBC	As opportunities arise	Consider actions arising and BDBC support needed
Undertake a feasibility study to show where key areas of demand are and where delivery is required, based on commercial data and chargers per head of population, to understand how the Borough Council can help to meet this	BDBC	Year one and annually	
Support funding bids made by key partners	BDBC	As opportunities arise	

Action	Responsibility	Timescale	Comment
Monitor and review charges applied locally, taking account of whole life costs and benchmarking	BDBC	At least twice per year	
Ensure new EV charges are well located and signed	BDBC / HCC	On-going	
Consider opportunities for commercial EV chargers on BDBC owned land	BDBC	On-going	
Consider EV provision through masterplanning of wider sites	BDBC / developers	As opportunities arise	
Address grid capacity issues as these arise and develop a long-term approach to support roll-out	BDBC / SSE	As required using a proactive approach	
Horizon scan for funding opportunities	BDBC	On-going	
Use the Green Team to raise awareness, including grant funding	BDBC	On-going	Use Green Week to promote EVs with car dealer presence
Provide support to BDBC tenants	BDBC	On-going	

Appendix two - Process for considering EV Chargers in borough council tenanted buildings or land owned by the borough council

Within buildings / land owned by the borough council, it will be important to ensure that the installation has written consent from the borough council. In considering proposals for EV chargers, there will be a requirement to consider in detail the following points:

Submission of Tenant Proposal and Agreement

- Tenant's Submission: The tenant must provide a comprehensive proposal, including charger type, location, power requirements, anticipated use, and a preliminary grid capacity assessment conducted at their own expense.

- **Tenancy Agreement:** Tenants are responsible for confirming their rights to make alterations with the council as outlined in the tenancy agreement.
- **Grid Capacity Check:** The tenant is required to engage the local Distribution Network Operator (DNO) to assess grid capacity and supply the council with a formal confirmation of feasibility.
- **Feasibility Study:** The tenant must conduct or commission a site-specific assessment addressing physical space, electrical infrastructure, and technical constraints, ensuring compatibility with their proposal.

Key Approval Considerations

- **Location and Accessibility:** The tenant must ensure the proposed location aligns with building control and planning regulations, providing safe user access, maintenance, and fire safety if required.
- **Power Supply:** The tenant must demonstrate that the installation will not adversely affect the local power network or interfere with council regeneration plans.
- **Ventilation:** For enclosed installations, the tenant must confirm the provision of adequate ventilation.
- **Legal and Insurance Considerations:** The tenant must address any wayleave or legal issues and ensure that appropriate insurance policies are in place to cover both tenant and council liabilities.
- **End-of-Tenancy Terms:** Tenants must outline plans for equipment removal and management at the end of the tenancy.

Adherence to Regulations and Sustainability Goals

- **Building and Planning Regulations:** Tenants are responsible for ensuring compliance with all relevant regulations, including considerations for listed buildings or properties in conservation areas.
- **Sustainability Goals:** Tenants are encouraged to incorporate renewable energy sources or smart charging solutions to align with council sustainability objectives.

Council Review and Approval Process

- **Formal Approval:** Upon thorough review of the tenant's submission, including feasibility and compliance documentation, the council may grant formal written consent.
- **Fees:** Tenants will be informed of any fees associated with obtaining consent or licenses for alterations if required.

Installation and Monitoring

- **Installation Compliance:** The tenant is responsible for ensuring the installation adheres to council-approved terms and meets all safety and regulatory standards.
- **Ongoing Monitoring:** The tenant must acknowledge their responsibility for ongoing maintenance, monitoring, and safety compliance during the tenancy.

Responsibility for Ongoing Maintenance and Review

- Ongoing Accountability: Tenants are required to maintain chargers in good working condition, perform regular safety checks, and ensure proper operation throughout the tenancy.
- Periodic Review: The council may conduct periodic inspections to ensure continued compliance, with the tenant responsible for addressing any identified issues.

Detailed guidance is set out in the Building Regulations and relevant Planning Legislation which is particularly relevant in respect of listed buildings and conservation areas.

© 2026 Basingstoke and Deane Borough Council