Data layers to support EV Strategy development

The table below is designed to emphasise **free data sources** and does not list the support that external consultants may also be able to provide. Data sources that are **not free to obtain** have been highlighted as per the key below.

For council-owned data, we have indicated which specific Service or Department may hold the data. However, this will vary from one local authority to another.

For any advice or support relating to any of the data listed, please reach out to the **local government support programme**. This support is available free of charge to all local authorities in England via the Local Government Support Programme, fully funded by the Department for Transport.

Key	Council-owned data	Paid-for data

Data layer	Potential sources (with links)
1. Key council assets	
1.1. Council chargepoints	E.g., Highways, Transport Planning, Climate Change, Sustainability, Energy.
	National Chargepoint Registry (NCR).
	Zapmap (via National EV Insight & Support, NEVIS).
1.2. Council-owned car parks	E.g., Car Parking.
	Ordnance Survey (free via the Public Sector Geospatial Agreement).
	Open Street Map – may not always be possible to distinguish council-owned parking from other parking types.
1.3. Parking restrictions: • Parking bays • Traffic Management Orders (TMOs) - in London only • Traffic Regulation Orders (TROs) • Controlled Parking Zones (CPZ)	E.g., Car Parking (for all the items listed).

Data layer	Potential sources (with links)
1.4. Street furniture: • Lighting columns, bollards, etc. • Footway widths	E.g., Highways, Street Lighting (for all the items listed).
	An estimation of footway widths could be derived from Ordnance Survey data (free via the Public Sector Geospatial Agreement).
2. Key user groups	
2.1. Residents without off-street parking - a proxy is often required e.g.: • Property types • Derived space from the property front to the footway	E.g., Property.
	Energy Saving Trust (aggregated at the street level).
	An estimation could be derived from Ordnance Survey data (free via the Public Sector Geospatial Agreement).
2.2. Existing charging demand from residents (see 6.1 for future demand)	E.g., responses via a resident request form or engagement survey.
2.3. Taxi and private hire drivers	E.g., from Taxi Licensing records or through an engagement survey.
2.4. Disabled drivers: • Blue badge holders • Motability users	E.g., Blue Badge service.
	Motability users per Output Area (via National EV Insight & Support, NEVIS).
2.5. Fleet drivers: • Company van drivers who need kerbside charging	Association of Fleet Professionals (AFP) kerbside charging map.
3. Other chargepoints	
3.1. Non-council public chargepoints	National Chargepoint Registry (NCR).
	Zapmap (via National EV Insight & Support, NEVIS).
3.2. Domestic chargepoints – e.g.: • EV Homecharge Scheme (EVHS) installations	EVHS grants awarded per postcode district (as of July 2022).

Data layer	Potential sources (with links)
3.3. Community chargepoints	Co Charger hosts per Output Area (via NEVIS). Chargepoint locations can be viewed on the Co Charger website.
4. Electricity network assets	
4.1. Low / high voltage network • Locations of substations and cabling • Available capacity at substations	Distribution Network Operators (DNOs). Data available varies between DNOs.
	NEVIS has information and links about grid connections.
	Also see the Energy Networks Association process for installing chargepoints or heat pumps.
5. Current vehicle landscape	
5.1. Vehicle ownership: • Total licensed vehicles • Car or van availability	Department for Transport vehicle licensing data files.
	Census 2021 data.
5.2. Plug-in cars and vans	Department for Transport vehicle licensing data files.
6. Other things to consider	
6.1. EV uptake and/or charging demand forecasts	Data from Sub-regional Transport Bodies (STBs) e.g. Transport for the North's EVCI Visualiser tool.
	Most DNOs provide EV forecast data via their Distributed Future Energy Scenarios (DFES). Some also provide EV charging demand forecasts. Data available will vary between DNOs.
6.2. Index of multiple deprivation	English indices of multiple deprivation.
6.3. Access to public transport	Public Transport Accessibility Indicators Data 2022 provided by the Urban Big Data Centre.

Data layer	Potential sources (with links)
(6.3 continued)	London authorities can make use of Transport for London's <u>Public Transport Accessibility Levels (PTALs)</u>.
6.4. Air quality indicators: • Air Quality Management Areas (AQMAs) • Clean Air Zones (CAZs) • Ultra Low Emission Zones (ULEZs)	UK AIR website: <u>AQMAs</u>.
	E.g., Environmental Health, Traffic Management (for all items listed).