REPORT TO:	**ENVIRONMENT & DEVELOPMENT SERVICES**	**AGENDA ITEM:12**
DATE OF MEETING:	**24th SEPTEMBER 2020**	**CATEGORY: RECOMMENDED**
REPORT FROM:	**ALLISON THOMAS, STRATEGIC DIRECTOR – SERVICE DELIVERY**	**Open**
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SUBJECT:	**BID FOR ELECTRIC VEHICLE RECHARGE POINTS**	**REF:**
WARD(S) AFFECTED:	**All**	**TERMS OF REFERENCE: EDS15**

1. Recommendations

1.1 That the Committee endorses the bid for government funding for the installation of electric vehicle recharge points within Council car parks.

2. Purpose of Report

2.1 To provide the Committee with details of a bid for the provision of electric recharge points in Council car parks.

3. Background

3.1 The Office for Low Emission Vehicles (OLEV) is a Team working across government to support the early market for ultra-low emission vehicles (ULEV) which include electric vehicles (EV).

3.2 In 2019/20 Derbyshire County Council co-ordinated bids from District Councils across Derbyshire to support the installation of EV charge points in public car parks across the County. The project was led by Nottingham City Council with funding obtained from OLEV.

3.3 As a result of this process a dual EV charge point was installed in the Bus Station car park in Swadlincote. This forms part of a network of EV charge points available for public use across the D2N2 region.

3.4 The focus of grants in 2020/21 is to provide much greater access to EV charge points in the proximity of residential parking. Evidence indicates that most plug-in vehicle owners will wish to do the largest proportion of their charging at home. The availability of affordable and accessible domestic charging options is therefore key to increasing the uptake of plug in vehicle in the UK.

3.5 Many areas of the UK have residential areas where off-street parking is not an option, which clearly presents a barrier to plug-in vehicle adoption. Therefore, the ORCS (On-

Street Residential Charge Point Scheme) scheme was launched in March 2020 to enable Councils across the UK to access funding to help with the costs of procurement and installation of on-street charging points for residential use.

3.6 When Council officers initially assessed ORCS, it was not apparent that the Council had any land under its ownership which was likely to meet the criteria for the installation of EV charge points for access by local residents for on-street recharge of their vehicle.

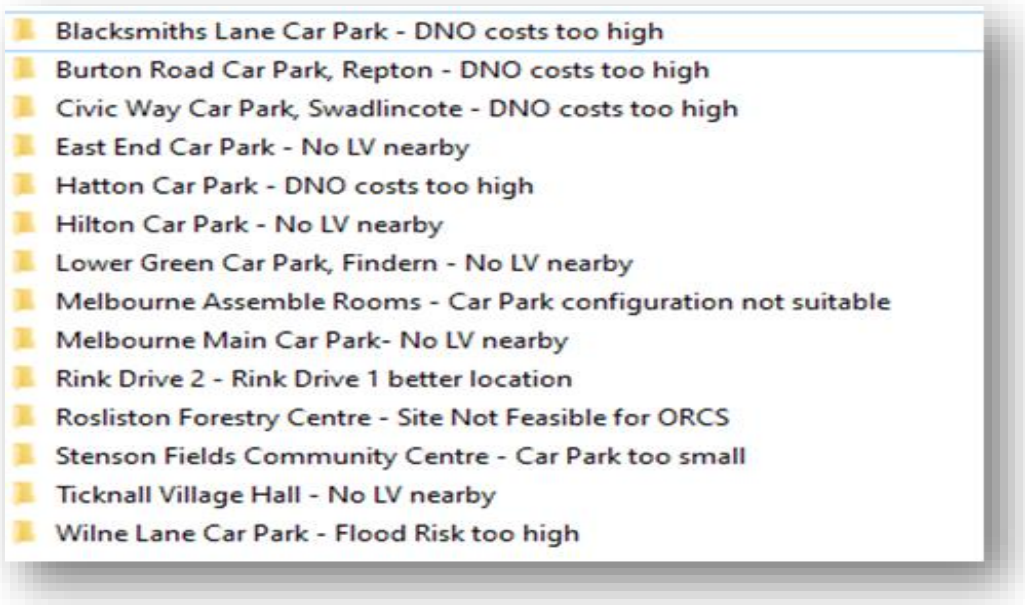
3.7 Instead officers have explored the possibility of using the Council's public car parking locations to install EV charge points so that residents in near proximity to these car parks can use them to charge their vehicles. This has the added bonus of enabling these charge points to be available to wider public use when they are not being used by local residents.

3.8 The ORCS grant scheme for 2020/21 enables Councils to obtain 75% government funding for the electrical installation with 25% of costs to be funded elsewhere. In Derbyshire, BP Chargemaster has been engaged as the private sector partner for the delivery of the ORCS programme, and it is they who provide the additional funding to cover the remaining 25% of the installation costs.

3.9 It is a condition of the funding allocation that the installation is completed before 31st March 2021. Currently there is no intention to carry forward any further funding into 2021/22 or beyond.

4. Project Viability and Proposed Details of the Infrastructure

4.1 BP Chargemaster was asked to assess the viability of various Council car parks for the installation of EV charge points. Following the site inspections, it has been established that installation of EV is only financially viable in two of the Councils portfolio of public car parks. The outcome of the BP Chargemaster site inspections is summarised in the table below.



Note:
DNO = Distribution Network Operators, control the local/regional electricity network.
LV = Low Voltage infrastructure to support electricity needed for charge points.
Not feasible for OCRS means that the site is not sufficiently close to residential to meet the OLEV criteria.

4.2 The site inspections have established that only the car parks at Rink Drive, Swadlincote and Arnold Close, Castle Gresley are viable.

4.3 The installation costs for four dual-outlet EV charge points for the two car parks are summarised below.

Car Park Location	Number of car parking spaces needed - 4 dual outlets	Costs proposed (exl. VAT)
Rink Drive Swad, DE11 8JL	8	£35,712.56
Arnold Close, DE11 9HF	8	£34,666.67

4.4 The use of public car parks for the provision of residential EV recharging is stretching the scope of the grant eligibility for ORCS. However the Energy Saving Trust, who administer the grant applications, has given positive signals that an application from the Council may be treated favourably and has indicated that it would be willing to release the 75% grant in advance of the commissioning of the charge points to ensure that the work is completed prior to 31 March 2021.

5. Summary of the Proposed Infrastructure

5.1 The proposed EV infrastructure will consist of four, dual charging points (i.e. capable of delivering charge to eight bays) plus a feeder pillar. This is the minimum provision capable of making the sites financially viable. The charge points will need to be located close together, i.e. either in a row or across a corner. A mock-up of the proposed layout is shown in the figures below.

5.2 The primary purpose of the funding is to facilitate use by local residents, and their use is anticipated to mainly be at night and weekends.

5.3 It is, therefore, proposed to designate the relevant bays in Rink Drive as being for electric vehicles only, between the hours of 18.00 and 08.00.

5.4 Outside these hours the bays will be available for all vehicles and therefore the proposal will have no adverse impact on the availability of town centre parking spaces. This arrangement will be kept under review based on usage and demand.

5.5 No Parking Order applies to the car park at Arnold Close, and therefore the use of these bays will remain unregulated.

5.6 As is the case with the existing charge point on the Bus Station Car Park, the contract with BP Chargemaster is for ten years during which time BP Chargemaster will maintain and manage the charge points. After the ten-year period expires, the infrastructure for the electrical charge point becomes a Council asset.

6. Timescales

6.1 To qualify for the grant payment the charge points must be commissioned by 31st March 2021.

6.2 The timescale from application to commissioning for the charge point in the Bus Station Car Park was fourteen months. Therefore, to submit and install the suggested infrastructure to comply with the ORCS requirements is likely to prove a very challenging timescale.

6.3 The application process is predicted to take one to three months to complete. It is assumed that it will be at the lengthier end of the range due to the application stretching the scope of the scheme.

6.4 Groundworks and installation are likely to take three to six months depending on the relative complexity of the ground conditions.

6.5 Additional requirements to enable the project to proceed will be the agreement and exchange of a Wayleave Agreement through Property Services and a Host Agreement, through Legal Services. Versions of both have already been processed for the Bus Station installation and so these are not anticipated to be significant pieces of work.

6.6 Due to the acute time pressure to submit the OLEV application, the proposals to submit a bid was submitted to and approved by Senior Leadership Team in August 2020 with a commitment to report the submission and seek its endorsement at the next Environment and Development Services Committee.

7. Financial Implications

7.1 If the bid is approved, then there will be no cost to the Council for the commissioning of the charge points.

7.2 All maintenance and repair of the charge points will be the responsibility of BP Chargemaster for 10 years from commissioning.

7.3 At the end of the 10 years contract period the charge points become Council assets.

8. Corporate Implications

Employment Implications

8.1 None.

Legal Implications

8.2 The installation will be the subject of a Wayleave Agreement and Host Agreement.

Corporate Plan Implications

8.3 The proposals align with the “Our Environment” priority of the Corporate Plan and with the key aim to “Work with residents, businesses and partners to reduce their carbon footprint”.

Risk Impact

8.4 None.

9. Community Implications

Consultation

9.1 None

Equality and Diversity Impact

9.2 None.

Social Value Impact

9.3 Beneficial in so far that it provides greater accessibility to services for local residents.

Environmental Sustainability

9.4 Beneficial. Supporting the public availability of EV charge point infrastructure is vital for enabling the uptake of cleaner fuel technology for road vehicles. Road transport is estimated to emit 247,000 tonnes of carbon into the atmosphere in South Derbyshire per year.

10. Conclusion

10.1 That the Committee endorses the bid to OLEV for the installation of EV charge points on two of the Council's public car parks.

11. Background Papers

- Climate and Environment Action Plan 2020