

<b>REPORT TO:</b>	<b>ENVIRONMENTAL AND DEVELOPMENT SERVICE COMMITTEE</b>	<b>AGENDA ITEM: 10</b>
<b>DATE OF MEETING:</b>	<b>12<sup>th</sup> AUGUST 2021</b>	<b>CATEGORY: RECOMMENDED</b>
<b>REPORT FROM:</b>	<b>ALLISON THOMAS, STRATEGIC DIRECTOR – SERVICE DELIVERY</b>	<b>OPEN</b>
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<b>SUBJECT:</b>	<b>ELECTRIC VEHICLE CHARGE POINT INFRASTRUCTURE</b>	
<b>WARD(S) AFFECTED:</b>	<b>ALL</b>	<b>TERMS OF REFERENCE: EDS15,</b>

## **1.0 Recommendations**

- 1.1 That the Committee approves the Electric Vehicle (EV) Charge Point Infrastructure Plan to deliver a phased approach to delivering residential EV charging infrastructure in an equitable way and with due consideration to the geography of South Derbyshire.
- 1.2 That the Committee acknowledges the three phased approach will support the decarbonisation and continued future proofing of the District as the UK transport sector transitions to EV's.
- 1.3 That the Committee welcomes that this EV Charge Point Infrastructure Plan exploits the current external funding opportunity from both the UK Government and third-party partnership. In doing so this Plan represents a further step in bridging the acknowledged gap between available Council funding and the Council's climate neutral ambitions.

## **2.0 Purpose of the Report**

- 2.1 To provide the Committee with details of current funding opportunities and how this can be exploited to support the transport sector transition to EV's.
- 2.2 To seek Committee approval for a three phase EV Charge Point Infrastructure Plan to start the delivery of an equitable and District wide EV charge point Infrastructure and to enable the Council to facilitate the future proofing of South Derbyshire for the vehicle travelling population as the transport sector transitions to Electric Vehicles (EV's).

## **3.0 Detail**

## Background

- 3.1 To date the Council has installed 17 EV charge points across three South Derbyshire District Council (SDDC) owned car parks, all of which are in the Swadlincote urban core. This is with an aim to promote EV ownership and start the provision of an EV charge point infrastructure.
- 3.2 The acceleration of EV take up and the transition of petrol and diesel vehicles to Ultra Low Emission Vehicles (ULEV) is inevitable with the Government's latest ban on the selling of new petrol and diesel cars likely to take effect in 2030.
- 3.3 Research undertaken by Midlands Connect forecasts the uptake of EV's across the Midlands will be up to 9% by 2025 and up to 40.5% by 2030. The National Grid is forecasting that there will be 10.6 million EV's on the UK roads by 2030 and up to 36 million by 2040.
- 3.4 Although experts agree that the majority of EV charging will be done at home and work locations, many residents in both urban and semi-rural locations do not have access to 'off-street' parking and consequently will have difficulties in home charging.
- 3.5 To support the forecasted acceleration of future EV uptake and the challenge for residents without 'off-street' parking the Office for Zero Emission Vehicles (OZEV) is allocating £20m of funding for 2021/22, administered by the Energy Savings Trust (EST) for eligible projects from Local Authorities that meet the funding requirements.

## District Council Proposals.

- 3.6 To continue to promote EV ownership, future proof the District, support the residents with out 'off-street' parking and take advantage of the Government and third-party funding opportunities the District Council proposes a three phased approach to the delivery of an equitable and geographical coverage of EV charging infrastructure across South Derbyshire:
- 3.7 **Phase 1** – Council owned car parks.
- 3.8 In addition to the three Council car parks where charge points have already been located, a further three Council car parks have been identified through officer analysis as potential candidate sites under the 2021/22 funding criteria. Through informal discussions with EST these have been established as having high potential to meet the OZEV requirements.
- 3.9 These three locations are at Melbourne Assembly Rooms, Hatton Station Road and Hilton Main Street. BP Pulse has agreed to survey these sites prior to bid submission to ensure they meet the Distribution Network Operators (DNO) technical and commercial requirements. The three locations will still have to be subjected to the funding application process, so there is no guarantee of success.
- 3.10 Feasibility studies have been completed on the remainder of the Council-owned public car parks and because of their limited size and/or inaccessibility to live voltage infrastructure they are currently commercially unfeasible. As the current OZEV funding requirements for commerciality and DNO costs may change in the future, a watching brief will continue in relation to these car parks. Additional Council car parks may therefore be brought forward in the future.
- 3.11 **Phase 2** – Identification of suitable Parish Council car parks.

- 3.12 Even if EV in the extra three Council-owned car parks have funding approved, the EV charge points from six Council-owned car parks will not give equitable geographical or demographic coverage across South Derbyshire.
- 3.13 An EV infrastructure charging review has identified several Parish Council car parks that could be suitable under the OZEV funding criteria. When aligned with Phase 1 they could deliver significant increase in geographical coverage across South Derbyshire as well as being more equitable, as they give better access to EV charging infrastructure for more semiurban/rural residents.
- 3.14 Although the Council can identify feasible car parks and support the process, the funding application can only be led and submitted by the relevant Parish Council. So, if all or some of these car parks meet the Operator requirements, an engagement programme with the Parish Councils needs to be established.
- 3.15 Our analysis initially identified 15 Parish Council car parks as being viable. EST agreed informally to review these sites for their suitability for OZEV funding and as a result six of these were identified as potentially suitable:
- Ashton on Trent Memorial Hall, Chellaston Lane
  - Etwall Frank Wickham Hall
  - Repton Village Hall
  - Netherseal Village Hall
  - Overseal Village Hall
  - Willington Village Hall
- 3.16 BP Pulse has informally agreed to survey these sites to establish if they meet the DNO and commercial requirements. For those car parks identified as meeting the requirements, it is proposed to engage with the relevant Parish Council to establish if they would be willing to submit a bid for funding and to identify what support the Council can give them.
- 3.17 **Phase 3** – Identify suitable ‘on-street’ parking locations across South Derbyshire.
- 3.18 In preparation for further potential funding opportunities there is a need to identify residents who live in urban areas who do not have access to ‘off-street’ parking and are too far away from either Phase 1 or Phase 2 locations to effectively charge their EV’s. This could lead to further bid submission for Council owned land and/or identify Derbyshire County Council controlled land for suitable EV charge point sites.
- 3.19 The feasibility and implementation of Phase 3 will need to be in partnership with Derbyshire County Council Highways Department as they own the highways and street furniture.
- 3.20 The intended outcome of all three Phases is to obtain Committee approval to develop these EV Charge Point Infrastructure Plans to enable both the Council and relevant Parish Councils to submit funding applications in a managed and timely way.

#### **4.0 Financial Implications**

- 4.1 This proposal is for 100% funding application from third parties, where 75% of the funding for these EV charge points is through OZEV and 25% will come from BP Pulse, our Commercial Operator.
- 4.2 There are no financial implications for the Council associated with these three Phases.

- 4.3 The Commercial Operator BP Pulse, under the agreement drawn up by Derbyshire County Council, will operate the EV charge points for eight years and receive the operating revenues. After eight years, the operational responsibility and revenue will return to the Council.
- 4.4 For Phase 2, it is anticipated that the Parish Councils will require assistance to cover the costs of solicitor fees to agree the terms of the Memorandum of Understanding (MOU) which would need to be signed with OZEV.
- 4.5 The Council will be the accountable body. The funding application for Phases one and two will require the completion of any work approved this calendar year to be completed before 31 March 2022. Timescales for the completion of the work are largely in the hands of BP Pulse.
- 4.6 The funding is partially released at the point that the bid is confirmed as successful and fully released when the project is complete. If the project is not completed, then all funding is required to be returned to OZEV.

## **5.0 Corporate Implications**

### **Employment Implications**

- 5.1 There are no employment implications, the EV charge-point infrastructure proposals will be led by the Climate and Environment Officer.

### **Legal Implications**

- 5.2 Potential legal implications associated with the return of the operational responsibility of the EV charging point installations from BP Pulse after eight years.

### **Corporate Plan Implications**

- 5.3 These Phased proposals meet the Corporate Plan key aims of:
  - 5.3.1 Striving to make South Derbyshire District Council carbon neutral by 2050
  - 5.3.2 Working with residents, business and partners to reduce their carbon footprint.
  - 5.3.3 Encourage and support business development and new investment in the District.

### **Risk Impact**

- 5.4 The primary risks are identified as:
  - 5.4.1 The need for timely submission of a bid, to reduce competition from other local authorities who are at a slower point in carbon reduction uptake.
  - 5.4.2 To identify and respond to possible resistance to the proposal from local communities.
  - 5.4.3 Long-term addition of the EV infrastructure to Council assets (risk) and income generation (opportunity).

## **6.0 Community Impact**

## **Consultation**

- 6.1 The EV infrastructure commissioned to date appears to have been generally well received. There has been some concerns expressed about the EV charge point infrastructure at Arnold Close car park, based on a perception of a possible reduction of car parking spaces for residents' cars that have been converted into EV charging spaces. Specific mitigations are being developed to respond to this.
- 6.2 With reference to the proposals in this report the proposed mitigation measures are as follows:
  - 6.2.1 Ensuring car parks submitted have enough car parking spaces to cater for current residents and EV charging.
  - 6.2.2 Consultation with Committee members through this report.
  - 6.2.3 Consultation prior to the bid submission with relevant Parish Councils following approval of this report.
  - 6.2.4 Proposed local community communication and consultation once this report has been approved.

## **Equality and Diversity Impact**

- 6.3 Currently electric vehicles (EV) are more expensive than comparable petrol/diesel cars and the secondhand market for EV's is very limited. This does create an equality impact as not everyone can afford EV's. This negative impact has been mitigated by ensuring that the EV parking bays are able to be used by all local residents, irrespective of the type of car for a period of time. This allowance will be monitored, and the status may be changed as and when the uptake of EV's increases to a level where dedicated and enforced EV charging point bays are required.
- 6.4 A positive impact is that the Council are future proofing their plans to ensure that residents that do not have off-street parking are able to access EV charge points across South Derbyshire in an equitable way.

## **Social Value Impact**

- 6.5 There are a number of social value impacts to this proposal:
  - 6.5.1 South Derbyshire District Council is promoting the transition from petrol/diesel cars to EV's inline with the UK Governments agenda.
  - 6.5.2 The Council is supporting the reduction of carbon emissions from the transport sector across South Derbyshire which supports the mitigation of the climate crisis, reduces air pollution and improves the health and wellbeing of residents.

## **Environmental Sustainability**

- 6.6 The carbon emissions from the Transport Sector are responsible for 47% of the total carbon emissions of South Derbyshire and are the single highest emitting sector. Any decarbonization action, such as the promotion and increase of EV usage supports the reduction in the overall carbon footprint of the District and the improvement of environmental sustainability across South Derbyshire.

6.7 EV charge point infrastructure promotes and supports the reduction of the carbon footprint of its residents as well as the vehicle travelling population in general that transverses South Derbyshire. This fits with the key priority of the Corporate Plan which is to make South Derbyshire 'a better place to live, work and visit at the heart of the National Forest'.

## **7.0 Conclusions**

7.1 Committee approval is required for Phase One to ensure the submission of a funding bid at the beginning of September 2021.

7.2 Committee approval for Phase Two will enable officers to start engagement with the relevant Parish Councils and if this is productive, will lead to the subsequent progress of funding submission as in 8.1.

7.3 Committee approval to start the feasibility study of Phase Three will enable positive engagement with Derbyshire County Council to enable other locations in South Derbyshire to be brought forward.

## **8.0 Background Papers**

Environment and Development Services Committee, 25 November 2019 - [Staff Travel Action Plan](#)

[Full Council, 27 June 2019, Climate and Environment Strategy 2020](#)

Environmental and Development Service Committee May 2021, [Climate and Environment Action Plan 2021 -2030](#)

[Environment and Development Services Committee, Bid for Electric Vehicle Recharge Points, 24 September 2020](#)