

# STROUD DISTRICT COUNCIL

## ENVIRONMENT COMMITTEE

14 SEPTEMBER 2023

<b>Report Title</b>	<b>Financial Report relating to the Electric Vehicle charge point rollout project - SDC Car Parks</b>			
<b>Purpose of Report</b>	To seek approval for the associated capital funding required.			
<b>Decision(s)</b>	<p><b>The Committee RESOLVES to:</b></p> <p>i) Delegate authority to the Community Services Manager, in consultation with the Strategic Director of Place and the Chair of Environment Committee, to procure electric vehicle charge points (EVCPs) for SDC's public car parks and to alter project specifications, as necessary, to achieve project outcomes.</p> <p>ii) Instruct the Community Services Manager to further investigate the potential to install EVCP charging unit(s) in Symn Lane Car Park, Wotton-under-Edge and delegate authority to the said officer, in consultation with the Strategic Director of Place and the Chair of Environment Committee to proceed, if a suitable solution can be found.</p> <p><b>The Committee RECOMMENDS to Strategy and Resources Committee and Council:</b></p> <p>iii) That £196k be added to the 2023/24 Capital Programme for the rollout of electric vehicle chargepoints in car parks.</p>			
<b>Consultation and Feedback</b>	As per the report to committee in March 2023, consultation has taken place with the CN2030 Team and the Property Services Team, whilst feedback has been sought from the Energy Saving Trust. Furthermore T&PCs are aware of the proposed changes in their localities.			
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<b>Options</b>	Committee could reject the recommendations and ask officers to re-work the offer. However, this would be contrary to previous resolutions and would delay the project in to 2024.			
<b>Background Papers</b>	None			
<b>Appendices</b>	Appendix A – Site Survey Detail			
<b>Implications (further details at the end of the report)</b>	Financial	Legal	Equality	Environmental
	Yes	Yes	Yes	Yes

## **1. INTRODUCTION / BACKGROUND**

- 1.1 A strategy for the rollout of EV chargepoints (EVCPs) in SDC Car Parks was presented to this committee in March 2023. It laid out the intended locations, operational model, procurement method and available grant funding. It also referenced a further financial report that would be presented to committee, seeking approval to assign the financial capital required.
- 1.2 This report is intended to primarily outline this capital requirement, but also to provide a brief commentary, updating the committee on progress.

## **2. SUPPLY AND OPERATING CONTRACT**

- 2.1 Following the signing of the non-disclosure agreement (NDA) referenced in the previous report, the SDC Procurement Team have confirmed that SDC are able to access the terms currently in use by another authority, utilising a cluster arrangement incorporated in to the contract.
- 2.2 The contract detail, incorporating a schedule of rates, has been provided to officers, in line with the NDA. These rates have been used, alongside quoted connection charges, to price the project.
- 2.3 SDC will continue to undertake due diligence in relation to alternative options for the delivery of the project.

## **3. SITE SURVEYS**

- 3.1 Working with a contractor and the DNO, all of the car parks originally recommended for EVCPs in a first phase rollout, have been surveyed. This has investigated grid capacity, civil engineering requirements and individual car park limitations. Car Parks with local SDC power supplies, for example where we have toilet blocks, have also been scoped.
- 3.2 Only one site has been discounted, Parliament Street Car Park. Here, the connection point is challenging and would require substantial groundworks to create supply.
- 3.3 Instead, further charging capacity has been diverted to London Road Car Park, which will create a charging hub site.
- 3.4 Further site plans are available as Appendix A.

## **4. OVERVIEW OF PLANNED PROVISION**

- 4.1 An overview of the proposed provision is outlined in Table 1 below (4.6).
- 4.2 In all locations 7kw charge points are to be installed. 7kw chargers provide up to 30 miles of range per charge hour, allowing 'top up' charge for visitors, whilst primarily serving local residents for overnight use.
- 4.3 22kw units have been considered at all sites. However, they need greater supply capacity, which either can't be accommodated via the existing network, or restricts the introduction of multiple units.

- 4.4 In London Road Car Park we have the advantage of being able to both access a grid connection and use the existing power supply. This has allowed for the provision of six charging bays, two benefitting from faster 22kw charging.
- 4.5 Wherever possible future expansion is being pre-installed as a 'passive supply'. This reserves the grid capacity, without the need to re-connect supply. It saves further trenching and the associated carbon expenditure.
- 4.6 **TABLE 1 – Table to Illustrate the Number and Type of Chargepoint Bays**

CAR PARK	CHARGEPOINT BAYS		PASSIVE SUPPLY (Future Proofing)
	7KW	22KW	
Berkeley	X2		No
Dursley	X4		Yes
Nailsworth	X4		Yes
Painswick	X4		Yes
Stonehouse	X2		No
Stroud	X4	X2	Yes
Wotton-under-Edge	X2		Yes
Stroud (Parliament Street Car Park)	<b>SITE REJECTED DUE TO GRID CONNECTIVITY</b>		N/A

- 4.7 In addition to the above, Wotton Town Council (WTC) have approached officers to enquire whether SDC would consider installing 7kw charge points in their new Symn Lane Car Park.
- 4.8 Provision for connection has been made during construction and WTC has liaised directly with Western Power to confirm network capacity.
- 4.9 WTC had intended to install 6 charging bays, but have now asked SDC to assist the process. A lease agreement will be sought, likely to be in line with that required at the Chipping Car Park, managed by SDC on behalf of the Town Council. Given the limitations of space in the Chipping Car Park, expansion of provision seems to have merit. Officers are minded to work with WTC to try and reach a compromise arrangement.
- 4.10 Pending the outcome of discussions with WTC, SDC may consider the use of Potters Pond Car Park as a chargepoint location, rather than The Chipping. This would offer resident options to a wider sphere of users. Given the further work required to confirm these details, the pricing works for Wotton under Edge are estimated, but are included in the capital requirement laid out.

## 5. CENTRAL GOVERNMENT FUNDING

- 5.1 Since the committee report in March and as anticipated, the On-Street Residential Chargepoint Scheme (ORCS) funding has been extended. Our speculative application, submitted prior to committee in March, didn't contain enough detail on grid connection points and associated costs and therefore wasn't authorised. Instead, we have readied an application for submission and approval from the 23/24 scheme. Whilst there is little change to the requirements as it stands, capital funding of 50%, rather than 60% is now available.
- 5.2 We fully expect our project to be eligible in its entirety and have priced the project accordingly.

## 6. CAPITAL REQUIREMENT

- 6.1 The project costs stated are gross and do not include the grant contribution from the ORCS funding. They reflect project prices within the contract schedule and those quoted by the DNO.
- 6.2 The overall capital required for phase 1 rollout, as per this report, is £196k. This will be 50% grant funded, with SDC directly financing £98k. The figures **include** a 10% contingency, which reflects a real potential for grid connection costs to change without notice and incorporates the potential to support an expansion of chargepoints in Wotton-under-Edge.
- 6.3 The capital figure is in addition to an annual revenue spend for maintenance of circa. £9k, which, subject to committee approval, will be included in the budget setting process for the 2024/25 financial year. This annual revenue liability is expected to be offset by the revenue share outlined in the contract. This will though, be dependent on uptake.

## 7. NEXT STEPS

- 7.1 Subject to Committee and Council approval, officers will raise an order for the works, as per the cluster agreement laid out in the contract.
- 7.2 The expectation is that chargers will start to be installed before the end of the calendar year.

## 8. IMPLICATIONS

### 8.1 Financial Implications

The total capital cost of this project is £196k, of which it is expected that 50% (£98k) will be funded by a Government grant. This leaves £98k which would need to be funded by the Council.

As there are no funds allocated for this purpose it would need to be financed through borrowing. In order to ensure that the borrowing is affordable, the Council must set aside an annual amount to repay the borrowing from revenue - Minimum Revenue Provision (MRP). There would also be interest costs associated with this borrowing.

There are annual revenue maintenance costs of £9k per annum identified (para 6.3) although it is hoped that these costs will be covered from income from the use of the chargepoints and so no additional revenue budget need is assumed at this point.

Therefore if this capital scheme is approved an annual revenue budget of £15k, for MRP and interest, will need to be added to the 2024/25 budget as part of the budget setting process.

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## 8.2 Legal Implications

It has been identified that SDC may utilise the Vehicle Charging Infrastructure Solution (VCIS) Crown Commercial Service dynamic purchasing system (DPS). SDC are listed as a Cluster Member within another Local Authority's Call-Off Contract, meaning that SDC may receive services already procured under this Call-Off Contract.

In order to utilise this Call-Off Contract, the Local Authority will be required to enter into a variation, triggering the Cluster Member Schedule and detailing SDC's required services, however, it should be noted that such services must fall within the services already provided to existing Local Authority and as such SDC should consider the pricing schedule and service specification to ensure that its requirements will be met within the same.

It is recommended that SDC (working with One Legal) undertake further due diligence to ensure that:

- the services are sufficient for SDC's need;
- there is sufficient privity of contract between the contractor and SDC; and
- the termination provisions are sufficient as to ensure that the contract duration is adequate.

One Legal

Email: [legalservices@onelegal.org.uk](mailto:legalservices@onelegal.org.uk)

## 8.3 Equality Implications

In line with the previous report, an EIA has been carried out by officers and due regard will be given to any implications identified in it.

## 8.4 Environmental Implications

The introduction of EVCPs has the potential to save many tonnes of carbon being released in the district each year. Whilst use is expected to be low in the early years, a strong network of charge points will offer surety of supply; an essential step for residents that don't have access to their own electricity supply via off street parking.

A network of chargepoints also allows vehicle 'top up' in market town locations, increasing confidence and reducing range anxiety.