

# STROUD DISTRICT COUNCIL

## ENVIRONMENT COMMITTEE

THURSDAY, 30 MARCH 2023

<b>Report Title</b>	<b>ELECTRIC VEHICLE CHARGEPOINT ROLLOUT STRATEGY</b>			
<b>Purpose of Report</b>	To update the committee on progress and seek approval to proceed			
<b>Decision(s)</b>	<b>The Committee RESOLVES to:</b> i) <b>Approve the approach and recommendation to proceed, as outlined in the report</b> ii) <b>Ratify the submission for funding, to the On-street Residential Chargepoint Scheme (Office for Zero Emission Vehicles)</b> iii) <b>Delegate authority to the Community Services Manager, in consultation with the Strategic Director of Place and the Chair of Environment Committee, to alter the proposed locations, if grid connection costs are deemed prohibitive</b>			
<b>Consultation and Feedback</b>	Consultation has taken place with the CN2030 Team and the Property Services Team, whilst feedback has been sought from the Energy Saving Trust.			
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<b>Options</b>	Appendix A sets out the various operating options for electric vehicle charge points. The recommendation balances multiple factors and reflects the opinion of the consultants. Members could choose to delay the rollout of SDC EVCPs until GCC finalise locations for on street rollout.			
<b>Background Papers</b>	<a href="#">Gloucestershire County Council Ultra Low Emission Vehicle Strategy</a>			
<b>Appendices</b>	Appendix A – EVCP Deployment Option Assessment Appendix B – Equality Impact Assessment			
<b>Implications (further details at the end of the report)</b>	Financial	Legal	Equality	Environmental
	Yes	Yes	Yes	Yes

### 1. INTRODUCTION / BACKGROUND

- 1.1 In 2020 the government announced that the sale of petrol and diesel cars in the UK is to be banned from 2030.
- 1.2 To ensure electric vehicle (EV) charging infrastructure is readied, the EV Energy Taskforce has estimated that the UK needs as many as 661,000 additional electric vehicle charge points (EVCPs) over the next 12 years.

- 1.3 SDC has started to decarbonise fleet and install appropriate infrastructure internally, but the rollout of publicly accessible chargepoints across the district, will further enable residents to make early change.
- 1.4 Gloucestershire County Council intend to install 1,000 on street charge points by 2024. SDC will continue to work with GCC to identify the best locations for rollout and to ensure proposals for on and off-street provision are complimentary.
- 1.5 The proposals and recommendations in this report are aimed to align with GCC's Ultra Low Emission Vehicle strategy.
- 1.6 Objective EC4.3 of the SDC Council Plan commits to expanding the network of Electric Vehicle charge points and increasing support for low carbon transport. The proposals in this report will go towards delivery of that objective.
- 1.7 In addition to the commitment in the Council Plan, at Council on 20<sup>th</sup> October 2022 the following resolutions were approved:
  - I. Electric vehicle charging points be installed in council owned/managed car parks in at least four market town locations, within the next 12 months, with a wider phased rollout plan reflected in the 23/24 budget.
  - II. A plan for the provision of EV charge points be brought to Environment Committee in February 2023, for adoption.
  - III. Users be allowed to park their cars overnight for the purpose of using the charging points.
  - IV. The Strategic Director of Resources be authorised, in consultation with the Chair & Vice-Chair of the Strategy and Resources Committee and the Chair & Vice-Chair of the Environment Committee, to determine the appropriate method of funding the installation of the charging points and to enter into any necessary documentation to that end.
- 1.8 This report formalises the plan referred to in 1.7 ii above.

## **2. SPECIALIST REPORT**

- 2.1 To fully assess a coherent strategy for the rollout and management of electric vehicle charge points in SDC Car Parks, a consultant was engaged to review the project and advise on a potential strategy.
- 2.2 Element Energy were tasked with advising on an appropriate phased rollout approach, based on expected demands and advising on the most appropriate operating methodology.
- 2.3 Appendix A is a copy of the report from Element Energy. It comprises three key elements; an overview of the business and procurement models, a car park demand assessment and a recommended deployment approach.

## **3. PROCUREMENT**

- 3.1 The report from Element Energy outlines a recommendation to pursue a joined up approach with Connected Kerb via Gloucestershire County Council. This will lead to uniformity in the charge point infrastructure both on and off street, with the same provider supplying services.

- 3.2 The contract terms and financial detail are subject to a Non-Disclosure Agreement that SDC are entering in to with GCC.
- 3.3 The contract allows SDC to retain control over the infrastructure and network, with the hardware owned in house. It also reflects a shorter contract length, which increases flexibility without hindering future development opportunities.
- 3.4 The contract includes provision for revenue share, meaning that SDC retain a vested interest in user numbers and scheme success.
- 3.5 GCC have undertaken an extensive procurement exercise, which enables third parties the ability to access the same negotiated terms. The SDC Procurement Team will oversee the process.
- 3.6 Should members agree to proceed on the basis outlined, a financial report will be presented to committee in due course, seeking a recommendation to Council, for sufficient capital funding.

#### **4. GRANT FUNDING**

- 4.1 SDC have been in consultation with the Energy Saving Trust, the organisation administering the On-Street Residential Chargepoint Scheme (ORCS) for The Office for Zero Emission Vehicles.
- 4.2 Although the grant scheme is titled 'On-Street', it also applies to provision in car parks, specifically where the local authority can illustrate that the particular car park is utilised by residents for overnight parking and moreover, where residents do not have off street parking provision.
- 4.3 Members will be aware that SDC do not impose any charge for car parking after 5pm, or before 8am in the morning and as such, most SDC car parks are very much utilised by residents in the communities where they sit.
- 4.4 Officers are therefore confident that funding of up to 60% of the capital costs will be available.
- 4.5 In anticipation of authorisation at committee this evening and in consultation with the Chair, an application for ORCS funding has been submitted in line with the recommendations of this report. This pre-emptive step reflects the requirement to make an application before the fund provisionally closes on 31<sup>st</sup> March 2023.

#### **5. DEPLOYMENT OF EV CHARGEPOINTS**

- 5.1 A phased rollout of charge points has been recommended to ensure the initial provision caters for the needs of users. This approach will allow SDC to analyse use and ascertain whether provision should be altered to cater for changing market conditions, or technology.
- 5.2 Therefore, further to the recommendation for the first phase in this report, EVCP use will be monitored for a minimum of 18 months, prior to any further investment. The timings for phase 2 and 3, laid out in the Appendix are indicative only.
- 5.3 Officers have adjusted the recommended 'phase 1' rollout deployment, listed on page 43 of Appendix A, to take account of perceived latent demand and to maximise equity of provision throughout the district.

- 5.4 EVCP provision for Painswick and Stonehouse has been brought forward, whilst some recommendations in particular towns have been rationalised.
- 5.5 Officers have also substituted sites where the car park waiting restriction precludes it from ORCS funding. In these cases an alternative location within the same town has been proposed.
- 5.6 The final recommended locations as laid out in 7.1 will be subject to Distribution Network Operator (DNO) costs, which reflect the relative ease or difficulty of connecting an electricity supply to the network. Should these be deemed prohibitive, an alternative location may be appropriate.
- 5.7 Subject to DNO cost approval and funding clarification, Town and Parish Councils will be consulted to ensure alignment. At this stage any third party agreements, or similar, will also be sought.

## **6. OPERATION IN CAR PARKS**

- 6.1 The Parking Place Order has already been changed to account for electric vehicle charge points. Enforcement Officers will be able to issue penalty charge notices to users that block spaces intended for EV charging.
- 6.2 Where EVCPs are installed in car parks where a tariff applies, the usual car park tariff will continue to apply. Similarly, where a waiting restriction applies, this will remain in force for EVCP users.
- 6.3 In summary, anyone using an EVCP will be subject to the same car park regulations as all other users.

## **7. RECOMMENDATION**

- 7.1 To proceed with the project as follows:
  - a) Subject to due diligence checks, access the GCC contract for the provision of EVCPs
  - b) Authorise the phase 1 introduction of EVCPs in the following locations:
    - Berkeley; Marybrook Street Car Park
    - Dursley; May Lane Car Park
    - Nailsworth; Newmarket Road Car Park
    - Painswick; Painswick Car Park
    - Stonehouse; Stonehouse Car Park
    - Stroud; London Road Surface Car Park
    - Stroud; Parliament Street Car Park
    - Wotton-under-Edge: The Chipping Car Park
  - c) Produce costings on this basis and present these to committee at the earliest opportunity.
- 7.2 The recommendations reflect the advice from Element Energy, albeit with minor adjustments to the proposed locations, accounted for by local intelligence.

7.3 The recommendation aligns with wider council objectives.

## **8. IMPLICATIONS**

### **8.1 Financial Implications**

There are financial implications associated with this report if the decision is taken to proceed, budget will need to be secured for 40% of the Capital costs (p.4.4). A further financial report will need to be brought to this Committee seeking a recommendation to Council, for sufficient capital funding (p.3.6)

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### **8.2 Legal Implications**

One Legal has not been asked to review the contractual arrangement between the County Council and Connected Kerb Limited. If the County Council does have a framework that is accessible by councils for which Connected Kerb Limited is the sole supplier, this is a compliant procurement route under the Public Contract Regulations 2015 and the Council's Contract and Procurement Procedure Rules. The terms and conditions of the framework and call-off agreement should be provided to One Legal for review prior to entering into any arrangement with Connected Kerb Limited.

Donna Ruck, Senior Lawyer

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### **8.3 Equality Implications**

An EIA has been carried out by Officers in relation to the decision made in this report and due regard will be given to any implications identified in it – see Appendix B.

### **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.