Installing Electric Vehicle Charging Points (EVCPs)

REPORT OF:	HEAD OF CORPORATE RESOURCES
Contact Officer:	Matthew Bird, Sustainability Officer
	Email: matthew.bird@midsussex.gov.uk Tel: 01444 4773710
Wards Affected:	Set out in report
Key Decision:	Yes
Report to:	Cabinet, Date of meeting Monday 29th April

Purpose of Report

1. To agree next steps on installing 26 electric vehicle charging points (EVCPs) in 13 sites across Mid Sussex including a proposal for an EVCP funded by Local Growth Funding at the Triangle Leisure Centre as part of the Place and Connectivity Programme.

Summary

2. The report identifies the need for EV charging sites and the work currently being progressed across neighbouring authorities. It details 13 proposed sites (26 charging points) within the District, estimated costs and sustainable management for the sites. The proposals contribute to achieving the Council's on-going commitment to its Sustainability Strategy 2018-2023 (under the key theme; Sustainable Environment) which was adopted by Council on the 29th March 2018. It also remains a key flagship activity for the Council.

Recommendations

3. **Cabinet is recommended to agree:**

   (i) That tenders be invited for the charging points at sites identified through feasibility, including the Triangle leisure centre.

   (ii) The use of section 106 funding (£38,114) pending a successful Onstreet funding application.

Background

4. Major changes are taking place in transport due to concerns about air quality, climate change, pollution and the knock-on impacts on health. The rising costs of diesel and petrol are contributing factors. The car industry is increasingly manufacturing electric vehicles and locating operations in markets that most support these ambitions. Demand for new electric vehicles now outstrips supply with waiting lists of up to a year for the most electric vehicles (EVs) currently available. The popularity of lower range vehicles for local and commuting journeys has led to an increasingly buoyant second-hand market.

5. To respond to this rising demand and the Council's Sustainability Strategy 2018-2023, the Mid Sussex District Council Corporate EV Project Group has used the Central Southern Framework (CSR) to commission a feasibility study on potential EVCPs sites. This has involved stakeholders such as neighbouring authorities, Government and UK Power Networks

6. Using the (CSR) framework enabled feasibility to be carried out on all sites identified by Joju (industry experts). This involved technical assessment, approval from the District Network Operator (UK Power Networks) and the development of indicative costs and return on investment. The sites initially put forward for feasibility have been filtered to car park sites that are owned and directly enforced by the Council. This is important in ensuring consistent availability for usage and the protection of any revenue. In addition, detailed feasibility including a site visit was carried out at the Triangle Leisure Centre and identified it as viable site for a rapid charging point. The location of the Triangle makes it a strategically important site in the wider EV charging network given its location to major arterial routes.

Policy Context

7. The proposals set out in the report contribute to achieving the Council's on-going commitment to its Sustainability Strategy 2018-2023 (under the key theme; Sustainable Environment) which was adopted by Council on the 29th March 2018 and it remains a key flagship activity.

8. The proposals also align to the delivery of the District Plan 2014-31, to demonstrate how environmental and economic issues have been considered during the production of the plan with the aim of contributing to the achievement of sustainable development. The Northern Arc Masterplan has also set out clear principles and guidance for the installation of EVCPs.

National Context

9. The Government's Clean Growth Strategy, its 25 Year Environment Plan, Automated and Electric Vehicles Act, and specifically the Road to Zero Strategy which sets out electric vehicle and low carbon transport ambitions to 2040 all support this approach. The Office for Low Carbon Vehicles (OLEV) also provides funding targeted at workplace charging, on-street charging, electric taxis and buses and innovation funding.

10. UK Power Networks (responsible for local electricity supply) are fully supportive of the take-up of electric vehicles. They have stated publically that there is more than enough grid capacity to meet current and future demand. 'Future Scenario' mapping has identified key strategies such as 'smart-charging' and 'vehicle-to-grid' charging in facilitating a major shift to EVs. Commercial providers are responding to these opportunities by consolidating forming and strategic partnerships. Examples include; Pod Point, Volkswagen and Tesco who have now all have increased EVCP roll out and market-share.

Local Authority Progress

11. Sussex Councils progressing EVCP plans are at various stages of development. Brighton and Hove CC has been successful in attaining Onstreet Chargepoint funding and are rolling out lamppost EVCPs across the city. They have also been successful in funding targeted at rapid charging for electric taxis. East and West Sussex Councils have carried out a Resident's Survey and are considering feasibility for sites identified. Chichester DC has accessed the CSR Framework and is progressing with installation of EVCPs in their car parks by Joju with some funding from the Onstreet Charge Point Fund. The Parking Services Team there has just acquired two Renault Zoes.

12. West Sussex County Council has appointed Consultants to progress work including a Resident's Survey, (1339 responses) 15% of which were from Mid Sussex, set up a Task and Finish Group to advise Cabinet Members on EV strategy and intend to submit a draft strategy to Select Committee in November 2019. WSCC has also leased some electric vehicles for staff use.

Other Options Considered

13. Mid Sussex have worked closely with Horsham DC and Crawley BC including joint meetings with OLEV and representatives from the CSR Framework. Mid Sussex DC are the first to receive the feasibility reports.

14. A national electric vehicle framework (ESPO) for the tendering of charging point installers is available to local authorities and provides more choice than the CSR framework utilised to access the feasibility studies. Joju are part of the ESPO framework.

Financial Implications

15. According to the feasibility assessment carried out by Joju the total cost for all EVCPs is likely to be in the region of £**187, 243**

16. Funding from the Burgess Hill Place and Connectivity Programme can be utilised for those EVCPs falling within the Burgess Hill area and this has been agreed in principle by Programme governance. The estimated cost of EVCPs at Cyprus Road and Queens Crescent car parks in Burgess Hill is **£27, 807.**

17. It is proposed that Place and Connectivity Programme (Funding) can also cover EVCPs at the Triangle Leisure Centre site and this has been agreed in principle by Programme governance. Costs are yet to be specified but initial plans intend to install a rapid charging point and 2 fast charging points. This will help meet demand flowing from the A23 which is strategically important site in the wider EVCPs charging network.

18. For the remaining 11 sites, 75% of the funding (**£121, 436**) will come from the Onstreet Charging Point Fund. Early discussion has taken place with OLEV and the Energy Saving Trust who have indicated we would have a strong chance of a successful application.

19. Only fast EVCPs are eligible for this funding and they also need to be fully accessible by Residents who have no access to off-street parking. "OLEV is willing to consider applications for chargepoints situated in car parks owned by the Local Authority on a case-by-case basis where they meet the objectives of the scheme i.e. that the car park is suitably located in or near a residential area and provides an option for local residents looking to charge their car both during the day and overnight''. Up to 75% costs per EVCP (to a maximum of £7,500 per EVCP) will be funded.

20. The remaining 25% (**£38,114** indicative costs) will need to be match funded from Council Section 106 funds pending Onstreet funding. As an alternative funding model the installer carrying out the feasibility has indicated that some sites qualify for full funding with a share of revenue going to the Council on the basis of a 15 year lease. The Section 106 funds would be authorised under Cabinet Member delegated powers.

21. The appointed installer may be able to assume operational and maintenance responsibility for the EVCPs in return for a share of charging revenue due to the Council. This is likely to vary depending on the business model provided by each installer in the course of the tender process. Based on estimates from the feasibility installer this could be in the region of £3 – 5K annually, however this is likely to vary between installers.

22. Funding Summary

Organisation	**Proposed Allocation**	**Amount**
Burgess Hill Place and Connectivity Programme (Local Growth Funding)	Cyprus Road and Queens Crescent car parks in Burgess Hill	**£27,807**
Onstreet Charge Point Fund	75% of total for the remaining 11 sites	**£121, 436**
Match funded from Council funds (Section 106)	Pending Onstreet funding.	**£38,114**
Total		**£187,243**

Risk Management Implications

23. The approach to delivery will be to access the national framework for Electric Vehicle Charging Infrastructure (ESPO) and invite tenders from EVCP installers for the installation of 26 fast chargers at the 13 sites filtered from the Feasibility Study. This may provide further savings installation costs.

Equality and Customer Service Implications

24. The EV driving experience varies according to need and this should be reflected in considering the provision of electric vehicle charging points.

25. Commuting and shorter journeys – Most EV drivers charge at home on off-peak electricity which is sufficient for shorter journeys. For drivers not able to charge at home, 'destination' electric vehicle charging points (EVCPs) or workplace EVCPs are necessary.

26. Commercial – Taxis, driving schools and other commercial vehicles wanting to go electric realistically need access to rapid EVCPs so as to be able to charge their vehicles in as short a time as possible

27. Longer journeys – Reliable, accessible and strictly enforced rapid EVCPs are a necessity for longer commutes and journeys.

Other Material Implications

28. There are no other material implications arising from the proposed actions contained within this report

Background Papers

29. Summary of feasibility assessment carried out by Joju located in appendices. Full report available on request.

Appendices

JOJUCHARGING

Executive Summary

Joju has undertaken a desktop feasibility study of sites to determine the opportunity for fast electric vehicle (EV) charging points (CPs) for Mid Sussex District Council. The analysis has been conducted in line with Joju's commitments under the Central Southern Framework. Table 1 below provides a summary of the EVCP opportunity across locations considered in the study pertinent to the Council (Contracting Authority). Please note that costs for Kings Centre Leisure Centre Car Park are confirmed.

Table 1. Mid Sussex District Council EVCP Opportunity Summary

Site	EVCPs	NOx g saved per annum vs 50% gasoline and 50% diesel cars	PM10 g saved per annum vs 50% gasoline and 50% diesel cars
Church Lane Car Park	2 x fast EVCPs	1725.421023	80.72198082
Upper East Court Car Park (ad	2 x fast EVCPs	1725.421023	80.72198082
Queensway Car Park	4 x fast EVCPs	3450.842046	161.4439616
The Arc	2 x fast EVCPs	1725.421023	80.72198082
Whitemans Green Recreation	2 x fast EVCPs	1725.421023	80.72198082
Rawson Hall	2 x fast EVCPs	1725.421023	80.72198082
The Triangle Leisure Centre	2 x fast EVCPs	1725.421023	80.72198082
Trinity Road Car Park	2 x fast EVCPs	1725.421023	80.72198082
Hazelgrove Road Car Park	2 x fast EVCPs	1725.421023	80.72198082
Clair Hall	2 x fast EVCPs	1725.421023	80.72198082
Millenium Village Centre	2 x fast EVCPs	1725.421023	80.72198082
Hickmans Lane Recreation Gr	2 x fast EVCPs	1725.421023	80.72198082
Cyprus Road Car Park	2 x fast EVCPs	1725.421023	80.72198082
Vicarage Car Park	2 x fast EVCPs	1725.421023	80.72198082
Franklynn Road Car Park	2 x fast EVCPs	1725.421023	80.72198082
Denmans Lane Car Park	2 x fast EVCPs	1725.421023	80.72198082
Queens Crescent Car Park	2 x fast EVCPs	1725.421023	80.72198082
Dale Avenue Car Park	2 x fast EVCPs	1725.421023	80.72198082
Brown Twins Road Car Park	2 x fast EVCPs	1725.421023	80.72198082
Broad Street Car Park	2 x fast EVCPs	1725.421023	80.72198082
Kings Centre Car Park	2 x fast EVCPs	1725.421023	80.72198082
Norton House Car Par	2 x fast EVCPs	1725.421023	80.72198082
Wivelsfield Train Station	2 x fast EVCPs	1725.421023	80.72198082
Total (Yr 1)	48	**41410.10455**	**1937.32754**