

REPORT OF THE LEADER OF THE COUNTY COUNCIL ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Purpose of the Report

1. The County Council, working in partnership with Nottingham and Derby city councils, is looking to develop a Nottinghamshire, Nottingham and Derby areawide network of electric vehicle charging infrastructure funded through the Go Ultra-Low Nottingham programme. The purpose of this report is to update Committee on, and seek Committee approval for, the proposed approach to the delivery of the different elements of the EV charging infrastructure programme.

Information

2. The County Council (along with Nottingham and Derby City Councils) is a partner in the successful £6.1m Go Ultra-Low Nottingham bid to the Office of Low Emission Vehicles (OLEV) which aims to deliver a step-change in the number of ultra-low emission cars and vans. The objectives of the funding are to deliver significant air quality benefits, reduce carbon emissions and create ultra-low emission vehicle (i.e. electric vehicles) related growth opportunities for car manufacturing and businesses both locally and beyond.
3. The successful Nottingham, Nottinghamshire, Derby Bid focuses on a number of work programmes (as detailed in the 'Go Ultra-Low Nottingham bid to the Office of Low Emission Vehicles (OLEV)' Transport & Highways Committee reports of 8 October 2015 and 17 March 2017) which will be funded from the Bid's funding allocation of £6.1m and there is currently no local funding commitment required. It is intended that each of the Bid programmes will be extended into the county whenever possible, particularly those relating to:
 - Expansion of the public electric vehicle charging infrastructure to create an area-wide network of charging infrastructure
 - Grants, loans and advice to support businesses to introduce low-emission vehicles and electric charging at workplaces
 - Expansion of the Council's electric vehicle fleet (e.g. pool cars and vans and associated charging facilities at County Council sites) should this be feasible
 - Expansion of the existing car club into the county
 - A programme of targeted promotional events in areas where data highlights the residents and/or businesses are more likely to transfer to ULEVs.
4. The County Council, working in partnership with Nottingham and Derby city councils, is looking to develop a Derby, Nottingham, and Nottinghamshire area-wide network of EV charging infrastructure funded through the Go Ultra-Low Nottingham programme, as detailed below.

Off-street EV Charging Infrastructure

Electric Vehicle Homecharge Scheme

5. The government offers grants to support the wider use of electric and hybrid vehicles via the Office of Low Emission Vehicles (OLEV). To help private plug-in vehicle owners offset some of the upfront cost of the purchase and installation of a dedicated domestic recharging unit, the OLEV has also made funding available to private households to apply for off-street charging infrastructure. The 'Electric Vehicle Homecharge Scheme' provides grant funding of up to 75% (capped at £500, inc. VAT) towards the cost of installing electric vehicle charge points at eligible domestic properties across the UK. It is proposed that the County Council will act as a signpost for potential eligible residents to OLEV's 'Electric Vehicle Homecharge Scheme'.

Electric Vehicle Workplace Charge Schemes

6. The OLEV also offer a 'Workplace Charge Scheme' which is a voucher-based scheme designed to provide eligible applicants with support towards the upfront costs of the purchase and installation of EV charge points. OLEV's 'Workplace Charge Scheme' grant contribution is limited to £300 for each socket up to a maximum of 20 across all sites for each application (i.e. the maximum amount that a business could receive through the scheme is £6,000).
7. The funding available through the Go Ultra-Low Nottingham programme has, however, enabled the Councils to offer an enhanced grant scheme to businesses to install EV charge points at workplaces. Funding of up to £25,000 is available to Nottinghamshire businesses to install on-site EV charging infrastructure through the Go Ultra-Low programme, should the businesses meet the eligibility criteria.
8. Off-street charging infrastructure installed at businesses funded through the Go Ultra-Low programme that is not available to the public will be maintained for three years through the concession agreement with Chargemaster. After the three year warranty has expired maintenance of the infrastructure will be the responsibility of the applicant.
9. The County Council, as an employer, is eligible to apply for the funding available to employers to install EV charge points for its staff and visitors; and it is proposed that the Council applies for the available funding to install EV charge points at suitable County Council properties.

Public Electric Vehicle Charging Network

10. £2m of the available £6.1m Go Ultra-Low Nottingham funding has been allocated to the delivery of a public EV charging network across the Derby, Nottingham, Nottinghamshire area by 2020. The locations that will form the EV charging network will be available to the public 24 hours, 7 days each week and will be publicised/promoted as such.
11. A charge point Concessionaire – Chargemaster PLC – has been procured by Nottingham City Council to install the charging infrastructure. The concession agreement involves Chargemaster supplying, installing, maintaining and operating the network during the contract period. The concession contract encourages the concessionaire to maintain the

network, and as such overcome user concerns about the reliability of the network, as any downtime will reduce Chargemaster's income from the project. The initial contract period will be five years with the potential for an extension of a further five years (subject to contract conditions being met and the concessionaire providing additional investment into the network).

12. The public network will consist of a combination of fast (minimum 22kW) and rapid (minimum 45kW) chargers. The number and type of charge points and their specific siting will be determined following detailed site surveys of the locations and through discussion with the concessionaire, but approximately 230 EV charge points will be installed across the Bid area. Chargemaster has also committed to fund and install an additional 50 rapid chargers as part of the concession agreement. The installation and maintenance of EV charge points installed as part of the area wide network will be funded wholly through the concession agreement, which includes their maintenance and repair.
13. Work is underway to identify potential locations, assess their feasibility, and install infrastructure at the most suitable (feasible) sites and officers from Nottinghamshire County, Derby and Nottingham city councils, as well as district councils have proposed a number of potential sites for inclusion in the EV charge point network. It is currently proposed that the area wide network of charging infrastructure will be located in off-street car parks. Where these will be installed in district council owned car parks, agreements will be made directly between the Concessionaire and the relevant district council.
14. In the eventuality of a site being unviable in terms of insufficient network capacity, prohibitive costs (e.g. high connection costs), inability to obtain the necessary consents (e.g. wayleaves and permits to carry out the works), or engineering feasibility issues, alternative sites will be recommended by the Concessionaire for approval.
15. The County Council, is eligible to apply for the funding available to install public EV charge points in car parks on its property; and it is proposed that the Council applies for the available funding to install EV charge points at suitable County Council properties (e.g. visitor attractions and other car parks available to the public 24 hours per day).

On-street Residential Charge Points

16. OLEV's 'on-street residential charge point scheme' provides grant funding for local authorities towards the cost of installing on-street residential charge points for plug-in electric vehicles.
17. The funding does, however, require a contribution from the applicant as well as revenue funding to maintain the infrastructure. Local authorities can apply for OLEV funding (which is available on a 'first-come, first-served basis') for up to 75% of the capital costs of the provision of on-street charging points for residential use; and the applicant must have the 25% match funding in place at the time of making the application. The County Council does not specifically have to apply for the funding, or provide any match funding, as any appropriate local authority can apply (i.e. district councils can apply for the funding). The applicant authority must, however, have the explicit support of the relevant highways authority that has responsibility for maintenance of the highway on the residential streets where charge points are to be located; and this support must be obtained before any application is submitted.

18. A dedicated parking bay for the EV charge point is not a requirement of the grant, but DfT strongly encourage local authorities to consider it, especially in locations where residents who own a plug-in vehicle may have problems accessing the point due to 'parking congestion'. Given that the grant criteria for the charge points means that they will only be funded on roads with no off-street parking facilities, 'parking congestion' is likely to be an issue on all of the roads in question. This issue will be exacerbated by the fact that guidance on good practice for the delivery of charging infrastructure states that a minimum of three charge points should be introduced to allow for the potential future demand.
19. The County Council understands that there is also a requirement to ensure that any charging infrastructure is only located where there is sufficient space between different electrical supplies and potential conductors (both underground and overground) to enable the charging infrastructure to be earthed effectively – which has proven difficult in a number of on-street locations.
20. Given the issues highlighted above the County Council does not intend to apply for the current OLEV funding available to install public on-street EV charging infrastructure. The Council will, however, work with Nottinghamshire residents that request on-street EV charge points to try and identify nearby locations that would be suitable for off-street charge points. Such locations could include community spaces within residential areas, such as leisure centres, community centres, libraries etc. that have parking facilities that are open to the public at all times. If the landowner is prepared to allow the installation of the charge points on their property (and enter into the necessary legal agreements) then the charge points would also be eligible to be funded and maintained through the Go Ultra Low programme.
21. Where district councils wish to pursue the installation of on-street EV charging infrastructure in Nottinghamshire and apply for the available OLEV funding the County Council will assess each request individually on its own merit. In such cases, district councils will need to demonstrate support from the residents on the road in question. The relevant district council will also be required to underwrite/take-on all financial liabilities relating to the charge points, including any shortfall in installation costs; operational costs; any liabilities from claims resulting from the infrastructure, or its use; funding the maintenance and/or removal of the charge point; as well as any other future ongoing revenue costs.

Taxi EV Charge Points

22. The Go Ultra-Low Nottingham programme also includes for the provision of area wide EV charge points specifically for taxis, including on-street and off-street locations.
23. Taxis will be permitted to use the public EV charge points and therefore no charge points will be provided in County Council owned car parks (e.g. its work sites or visitor sites) for the exclusive use by taxis.
24. Requests for on-street EV charge points for the exclusive use by taxis in Nottinghamshire will be individually assessed on each request's merits. Whenever possible such charge points will be located within existing taxi ranks. It should, however, be noted that such requests will only be considered where the installation of such charge points will not result in the loss of limited public car parking spaces (e.g. existing limited waiting bays will not be converted to bays exclusively available for taxis to use charge points).

Further Scheme/Programme Development, Design and Consultation

25. Each of the programmes detailed in this report is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design. This may involve consultation and/or pro-active information provision on schemes including statutory or non-statutory consultation with affected households and businesses only. Formal consultation will be undertaken on all schemes that require statutory. Non-statutory consultation, or information provision (i.e. informing people that works will take place) will also be undertaken with households and businesses immediately adjacent to schemes that fall wholly within the highway boundary.
26. The Go Ultra Low programme involves pro-active engagement with businesses to promote the grants, loans and advice available to support businesses to introduce low-emission vehicles and electric charging at workplaces; and targeted promotional events to encourage the take-up of electric vehicles
27. The project manager responsible for the delivery of each individual scheme will ensure that County Council Members are also advised of any proposed consultation prior to it occurring; and will liaise with communications and marketing colleagues where appropriate.

Other Options Considered

28. Other options considered are set out within this report. The Council could choose not to introduce EV charging infrastructure across the county but this would be to the detriment of Nottinghamshire residents, business and visitors.

Reason/s for Recommendation/s

29. The programmes detailed within this report have been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives. The programmes detailed in the report have been developed to reflect a balance of member, public and stakeholder requests and priorities, evidence of need (including technical analysis), value for money (including the co-ordination of works) and delivery of the County Council's vision and transport objectives.
30. The proposed arrangements for implementation of the recommendations in this report will subsequently be considered by the Communities & Place Committee. Both Chairs of Policy Committee and Communities & Place Committee have been consulted about the timing of the reports.

Statutory and Policy Implications

31. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below.

Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

32. The financial implications, including budget allocations, are set out within the report and are in line with those detailed within the 'Highways Capital & Revenue Programmes 2018/19' report approved at 8 March 2018 Communities & Place Committee. Should the County Council wish to install EV charge points on its property which are not available to the public the Council will be responsible for the ongoing running and maintenance costs of the charge points after the three year warranty has expired.

Public Sector Equality Duty implications

33. All programmes detailed within this report comply with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty.

34. The Concessionaire, as part of the concession agreement, must ensure that equality impact assessments are carried out (and can be made available to the relevant authorities on request) for all installations and its charge point management system (CPMS). This will ensure that each charge point and element of the concession agreement will have considered the needs of potential users and comply with all relevant equalities legislation.

Implications for Sustainability and the Environment

35. The County Council has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there are currently two air quality management areas on County Council managed roads). The programmes and measures contained within this report have therefore been developed to address poor air quality resulting from road traffic and its impacts on local communities.

RECOMMENDATION/S

It is recommended that Policy Committee:

- 1) Approve the proposal to signpost residents and businesses to the various OLEV grants available to them for the installation of EV charging infrastructure
- 2) Approve the proposed approach to offer, promote and provide grant funding to Nottinghamshire businesses for the installation of EV charge points on their premises
- 3) Approve the investigation and installation of EV charge points where feasible at suitable County Council buildings (for use by its staff and visitors)
- 4) Approve the proposed approach to deliver an area wide public EV charge point network in Nottinghamshire
- 5) Approve the investigation and installation of EV charge points where feasible at suitable County Council owned public car parks

- 6) Approve the proposed approach to deliver an area wide taxi EV charge point network in Nottinghamshire
- 7) Delegates authority to the Corporate Director for Place, in consultation with the Chair of Communities & Place Committee, to implement the programmes detailed within the report.

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For any enquiries about this report please contact: Sean Parks – Local Transport Plan Manager Tel: 0115 9774251

Constitutional Comments [SLB 10/07/2018]

36. Policy Committee is the appropriate body to consider the content of this report..

Financial Comments [RWK 07/06/2018]

37. There are no specific financial implications arising directly from the report. The general financial implications are set out in paragraph 31. Where any works are to be undertaken by the County Council approval to amend the Capital programme will need to be sought from Finance and Major Contracts Management Committee.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2018/19-2020/21
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Highways Capital & Revenue Programmes 2018/19 – 8 March 2018
- Place Departmental Strategy – January 2018
- Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles
- Nottingham Go Ultra low City Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 8th October 2015
- Nottingham Go Ultra low Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 17th March 2016
- Travel Choice workplace travel grant criteria
- Nottinghamshire Access Fund Bid to the Department for Transport
- Access Fund 2017-2020 Funding Bids – 20th October 2016 Transport & Highways Committee report

Electoral Division(s) and Member(s) Affected

- All