

Environment and Safe Communities  
Committee  
28 January 2020

## ELECTRIC VEHICLE CHARGE POINTS IN CAR PARKS

**Head of Service/Contact:** Ian Dyer, Head of Operational Services

**Urgent Decision?(yes/no)** No

**If yes, reason urgent decision required:**

**Annexes/Appendices (attached):**

**Other available papers (not attached):**

### Report summary

This report seeks approval from the Committee for officers to procure an electric charge point provider to work in partnership with the Borough Council to install electric vehicle charge points in identified Council car parks.

### Recommendation (s)

**That the Committee agrees:**

- 1) For the Head of Operational Services and the Parking Manager, in conjunction with the Chairman of Environment & Safe Communities Committee and Chief Finance Officer, to procure a service provider to identify site options to install electric vehicle charge points within Borough Council car parks.
- 2) That following the procurement process a contract is awarded to a supplier who can agree a programme of works to install the electric vehicle charge points within the locations identified. That delegated powers for this authority are given to the Head of Operational Services and the Parking Manager in conjunction with the Chairman of Environment & Safe Communities Committee and Chief Finance Officer.
- 3) That the Committee authorises the Chief Legal Officer to give such notice(s) and/or make such order as is considered necessary in order to give effect to the above recommendations.

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### 1 Implications for the Council's Key Priorities, Service Plans and Sustainable Community Strategy

- 1.1 The introduction of electric vehicle charge points within our car parks would contribute positively to the delivery of the new Vision for Epsom and Ewell, the Council's new four year plan and new Climate Change Action Plan. It contributes directly to achieving one of the Council's key priorities of keeping our Borough clean and green, and smart and connected.
- 1.2 With the growing take up of electric vehicles, the provision of charge points would help actively facilitate this change and help ensure that Epsom & Ewell becomes an even better place to live and work.

### 2 Background

- 2.1 In 2017, the government announced plans to ban the sale of new diesel and petrol cars by 2040, with all fuel-powered vehicles banned from the roads entirely by 2050.
- 2.2 One of the main reasons for this being that poor air quality had been highlighted as "the biggest environmental risk to public health in the UK".
- 2.3 With many major car manufacturers now creating an electric vehicle option, the technology involved in charging is also developing rapidly.
- 2.4 There are currently relatively few locations within the Borough of Epsom & Ewell where a member of public can charge their vehicle and none in Borough Council car parks.
- 2.5 By installing electric vehicle charge points within Borough Council car parks the Council would seek to fulfil the needs of two categories of user. Firstly the 'destination charger' who would seek a slow charge to their vehicle whilst at work or during a longer stay in the Borough. Secondly the 'en-route charger' who would be seeking a rapid charge in up to an hour to enable them to continue their journey.
- 2.6 Single or dual charge points can be installed at agreed locations. Dual charge points would offer double the capacity and would require a three phase power supply.
- 2.7 Prior to installing any charge point the Council or Installation company would require permission from the DNO (Distribution Network Operator) to ensure that enough power was locally available.

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- 2.8 The cost of installing a charge point can vary greatly depending on the proximity of the electrical supply from a substation. A 'trickle charge' point for destination charging could cost between £800 and £4,000 to install. A rapid charge point could cost anywhere from £5,000 to £100,000 per connection. (Often if the cost is over £40,000 a supplier would not recommend installing the point in that location).
- 2.9 Ultra Rapid chargers are becoming available which could charge in 12-20 minutes but at approximately 3 times the cost of a rapid charge point. At this stage the rapid charge would be sufficient for almost all passenger vehicles on the market.
- 2.10 Electric vehicles charge batteries at a faster rate between 20% and 80% of their charge. A rapid charge point would allow a user to charge their battery within 30-90 minutes.
- 2.11 A charge would be levied to vehicles for charging their car. This would be at a pre-determined rate per Kilowatt hour, set by the charge point operator.
- 2.12 Electric vehicle charge point providers will rate locations accordingly to pre-determine their suitability for electric vehicle charge points. This is often based on ease of accessibility, proximity to major roads or destinations and the uptake of electric vehicles in the local area.
- 2.13 Data provided to the Borough Council has indicated that several of the Council's larger car parks would be suitable locations based on the criteria in 2.12. The next step would be to procure a provider who would undertake surveys to determine the availability and cost of securing electrical supply.
- 2.14 The procurement process to seek an electric charge point provider will need to identify a supplier who will work with the Council to ensure the charge points installed are updated as the technology evolves and whose own operation is carried out on as an environmentally friendly basis as possible e.g. using renewable energy sources themselves.
- 2.15 The charge point provider would then assist with the next stage of the process which would involve identifying suitable locations from a usage perspective as well as considering the cost of installation. They would then be responsible for installing, maintaining and managing the charge points with the Council receiving a proportion of income based on charging rates.
- 2.16 Many of the providers spoken to do not expect to generate a profit from electric vehicle charging for 5-7 years. They would receive their income from the charging of vehicles which is beneficial to the Council as the charge point provider would then have a vested interest in ensuring the equipment is maintained and modernised.

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- 2.17 Public charge points are now required to be universal meaning that any electric vehicle driver could charge, they would not need specific leads or key fobs to access the charge point based on the charge point provider.
- 2.18 In August 2019 the Government announced further grants for electric vehicle charge points. These were however predominantly for on-street charge points to provide support for residents who cannot charge their vehicles at home.

### 3 Proposals

- 3.1 Survey - To procure an electric vehicle charge point service provider who will work with the Borough Council to identify the most suitable locations and charge type within the Borough Council car parks.
- 3.2 Installation and Maintenance - To create a programme of works to install, maintain and service electric vehicle charge points in Borough Council car parks.
- 3.3 Enforcement - To introduce an operational scheme to ensure the charging points are used for their intended purpose. i.e. that vehicles parking in the bays must be electric vehicles and must be using (or have recently used) the bay for charging purposes.

### 4 Financial and Manpower Implications

- 4.1 Officers have held discussions with charge-point providers who are willing to undertake the survey, install, maintain and service electric vehicle charge points at no cost to the Council, in locations which they consider would gain regular use. They would provide a 24hr helpline and deal with the financial element of taking card payments. They would also seek to upgrade the equipment as and when required. For providing this service, the Supplier would seek to retain the majority of the fees received from charging but the Council would initially expect to receive between £3,000 and £5,000 per year in revenue from the contract.
- 4.2 The installation of electric vehicle bays is not expected to have a negative impact on parking income.
- 4.3 ***Chief Finance Officer's comments: The Council should aim to ensure that any proposal does not have a net adverse budgetary impact, after factoring in all costs and impact on parking income.***
- 4.4 ***Any net income generated from electric vehicle charge points would assist the Council to close its projected budget gap over the coming years, as set-out in the new Medium Term Financial Strategy due to be presented to Full Council in February.***

### 5 Legal Implications (including implications for matters relating to equality)

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- 5.1 The Council would be required to adopt legislation requiring vehicles parked at an electric vehicle charge point location to be an electric vehicle and to be in the process of charging.
- 5.2 A contract or lease agreement would need to be signed between the Council and the charge point provider.
- 5.3 ***Monitoring Officer's comments: as above***

## 6 Sustainability Policy and Community Safety Implications

- 6.1 The introduction of electric vehicle charge points would be another step toward future proofing the Council's car parks as more and more electric vehicles are expected to be on local roads in the coming years. In addition, while electric vehicles currently have less range than vehicles that rely on fossil fuel, the compact nature of the borough means that adoption of electric vehicles could be greater in Epsom and Ewell than elsewhere in Surrey.

## 7 Partnerships

- 7.1 The Council would work in partnership with an electric charge point provider to install the chargers at the chosen locations.
- 7.2 The partnership could widen as further opportunities within the Council are explored such as more Council fleet vehicles becoming electric and the introduction of further charge points as demand increases.

## 8 Risk Assessment

- 8.1 Whilst there are clear positives in the use of electric vehicles in terms of carbon emissions and air pollution, to have maximum positive impact, the electricity needs to come from sustainable sources and the industry need to ensure that the manufacture and disposal of batteries required for electric cars meets high environmental standards.
- 8.2 Whilst electric vehicles have been on the market for some time uptake has been slow to date. This could be a consumers awaiting the necessary charging infrastructure to give them confidence in the product and those providing the infrastructure waiting for the demand to grow. The Council and service provider would need to identify the best locations to ensure the charge points are regularly used and contribute positively to the shift away from combustion powered cars.
- 8.3 Battery size and charging speeds are likely to continue to increase and improve. As part of the procurement process the Council would need to identify a provider who is both financially stable and secure in a competitive field and who would continue to evolve their equipment to meet service demand.

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### **9 Conclusion and Recommendations**

- 9.1 That the Committee agree the authority for the designated officers to undertake a programme of procurement to identify a service provider who will work with the Council to install electric vehicle charge points in the Borough Council car parks.
- 9.2 That following the procurement exercise the Council install the relevant charge points within the car parks identified to maximise use for visitors to Epsom & Ewell.

**Ward(s) affected:** (All Wards);