

Chichester District Council

CABINET

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Electric Vehicle Charging Infrastructure

1.0 Contacts

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2.0 Executive Summary

The Council currently has eighteen electric vehicle charge points (EVCPs) in eight of its car parks which is greater provision than any other West Sussex district or borough council has currently. WSCC are in the process of forming a contract with a provider for a network of EVCPs across West Sussex. The emphasis is on EVCP provision for households with no access to off-street parking so to enable them to run an electric vehicle. The contract is a seven to ten year concession one where authorities offer up land for inclusion in the contract. The contract can be joined at any time. The contract will be managed by a strategic board and an operational board although the full detail of the contract is not yet available. This includes the revenue sharing model and lease terms, such that the implications of joining the contract cannot currently be fully understood.

The majority of the Council's existing EVCPs were placed close to properties without access to off-street parking as a condition of related grant monies. At present, usage of the EVCPs is low and there is no significant demand expressed to the Council by the community for additional EVCPs. Whether the Council joins the contract or not, WSCC intends installing EVCPs on its own land, including highway land, in Chichester District. Similarly WSCC will promote the contract to village halls, community centres and not-for-profit organisations in Chichester District. The contract seeks to avoid duplication and so the Council's eight car parks where EVCPs are installed already would not be eligible for the contract. Officers conclude that there is not at this time a convincing case for joining WSCC's contract and the current usage metrics of the Council's EVCPs does not suggest urgency.

3.0 Recommendation

3.1 Having considered the recommendation from the Environment Panel (para 9.2), Cabinet is recommended to not join West Sussex County Council's

concession contract for the planning, installation and deployment, service and maintenance of electric vehicle charge points across the county of West Sussex but to monitor usage of the Council's electric vehicle charge points and keep under review whether the Council wishes to join the contract at a future date.

4.0 Background

- 4.1 Under the auspices of the Air Quality Action Plan the Council installed eighteen electric vehicle charge points (EVCPs) in car parks ('destination charging') across the district in 2019. This followed a funded Cabinet resolution in December 2015 and utilised £62K of Office for Low Emission Vehicles grant. The total project spend was ~£110K and the Council wholly own the EVCPs, maintains control of its land and receives all of the revenue from provision of the service (and takes all of the risk). This model of provision was determined to be the most appropriate for the Council to adopt following consideration of all the available options at the time.
- 4.2 The service is designed to break-even and electricity is sold at parity with the cost to the Council to buy it. Following implementation of this scheme, the Council's current approach is to monitor demand for the service before investing in further infrastructure. Demand is 'measured' through monthly reports from the service provider and public demand (by email etc) for further investment.
- 4.3 Work commissioned by WSCC suggests that the county will require up to 3,169 fast electric vehicle charge points (EVCPs) by 2025 and 7,027 fast EVCPs by 2030. Industry anticipates that 80% of charging will be done at home and at work. Publicly accessible charging networks will be either for 'destination charging', such as in car-parks or 'rapid' EVCPs, typically adjacent the strategic highway network, which are more akin to the electric equivalent to a petrol station and which facilitate 'journey chaining'. Further infrastructure will be delivered through WSCC's guidance on parking at new developments which stipulate EVCP provision in new build properties.
- 4.4 WSCC published an Electric Vehicle Strategy in December 2019 which sets out a strategy for electric vehicle (EV) uptake including a publicly accessible EVCP network across the county. The strategy requires that any solution is at zero cost to WSCC and as such WSCC's chosen delivery model utilises a concession contract, i.e. it requires participating land-owners to lease the land which the EVCP is situated on to the provider for the seven to ten year duration of the contract. This was previously a delivery model that the Council did not prefer from those available. At the end of the contract period the land-owner will have the right to buy the EVCP.
- 4.5 WSCC has tested the market and intends, by the end of January 2021, forming a contractual relationship with a provider who will joint-plan, sole fund, install, market and operate a publicly accessible EVCP network across West Sussex. The emphasis will be on providing EVCPs in locations where there is no access to off-street parking which is the same criteria that the Council used to win Office for Low Emission Vehicle grant monies and install its pan-district 18 EVCP network. The contract will be based on a portfolio approach where, once the provider has made a return on their investment, revenue will be shared across the whole of the county network of EVCPs and will run for seven years with an option to extend for up to a further three years.

- 4.6 In order to make the opportunity as attractive as possible to the provider, WSCC has made the contract open to all West Sussex district and borough councils, parish councils, parish halls and community centres etc. It is understood that the Council and other not-for-profit organisations will be able to access the contract at any time and free of charge. When an organisation enters the contract it must stipulate which land holdings it is offering for the installation of EVCPs. The provider will then install EVCPs in locations which it assesses as making up a commercially viable network.
- 4.7 There are two levels at which the WSCC contract can be joined. The first is as a Key Delivery Authority (KDA). KDA's will have representatives on the two boards that will design and manage the contract from inception to termination. The second is as a Collaborating Organisation which confers all of the same contractual benefits as a KDA but does not allow participation in the management boards. To join as a KDA it is likely that the Council would need to formally ask WSCC very soon and even then the decision will be at WSCC's discretion. In any case, officers are not of the view that the benefits of being a KDA outweigh the disbenefits (as described in this paper) of joining the contract at this time. The Council can join as a Collaborating Organisation at any time.
- 4.8 To date the Council has not indicated to WSCC that it will join the concession contract. This was because the Council previously did not favour concession contracts, had made provision of its own and wanted to wholly own EVCP assets and the revenue arising from them and preferred the flexibility relating to the use of land in its own car parks. At present the Council is the only district or borough council in West Sussex that has not signed up to the contract but the other district and boroughs' current provision of EVCPs is markedly smaller than the Council's provision.
- 4.9 Even without the Council's participation in the WSCC contract, WSCC still intends that the concession contract will deliver EVCPs in Chichester District on WSCC's land, including its highway land. WSCC also indicates that it will invite Chichester District parish councils, community centres and not for profit organisations to enter into the contract regardless of the Council's participation. WSCC's concession contract intends no duplication of EVCP installation and so the eight Council car parks that host EVCPs would not be available for inclusion in the contract. Therefore the proposition here relates solely to the addition of other Chichester District Council owned land.
- 4.10 Currently there are no plans by the Parking Services Team to introduce additional EVCP's across the district. This position is informed by the current low demand for the Council's existing EVCPs and the low number of persons approaching the Council to ask that further EVCPs are installed. The review of the Council's Parking Strategy will include consideration of the likely demand for EV charging facilities and it should be noted that the Parking Service team monitors monthly EVCP usage reports and feedback from customers. This information will form part of the basis of a decision to add any additional EVCPs in the Council car parks.
- 4.11 WSCC has provided the Council with a copy of the draft concession contract which has been considered by Legal Services. Currently the contract lacks significant detail and contains mainly broad terms. The contract schedules are largely to be populated as WSCC forms its relationship with a provider. For instance, the lease terms and revenue sharing model is not yet available to be seen by the Council. As such, the

implications of joining the contract at this time cannot be fully evaluated and understood or compared to other options.

5.0 Outcomes to be Achieved

- 5.1 The key outcome is the provision of a public network of EVCPs to encourage the uptake of Electric Vehicles (EV's) and to support the existing and future drivers of EV's.
- 5.2 This work supports the Corporate Plan priority that CDC will 'manage our built and natural environments to promote and maintain a positive sense of place' and the priorities and actions in the Council's Air Quality Action Plan and draft Climate Emergency Detailed Action Plan.

6.0 Proposal

- 6.1 The proposal is that the Council does not enter the WSCC contract at this time. Instead, it is considered that the Council should assess the implications once the contract detail is available and compare them to those of extending the Council's own arrangements whilst continuing to monitor demand for the Council's existing EVCP provision before making a decision about how to proceed in the Council's and community's best interests.

7.0 Alternatives Considered

- 7.1 An alternative would be for the Council to decide to join the WSCC contract now. This might confer the advantage of participation as a KDA but disadvantages whereby the contracts' revenue sharing model and lease terms do not yet exist and so would be entered into blind. The Council's Estates team would need to displace other pieces of work to determine which of the Council's land holdings would be included in the contract (Estates indicate this is a significant piece of work).
- 7.2 Another alternative is that the Council decide in principle to join the contract but delays adoption of the contract until the full details are available. This is such that the implications can be understood and considered against other options. WSCC indicate that the Council can join the contract at any time in the future.
- 7.3 The final alternative considered is that the Council expands its own offering of EVCPs. The low usage rates from the existing EVCPs and small number of communications from the community asking for additional EVCPs does not currently support this approach. In any case, it is intended to compare all possible delivery models against the WSCC concession contract approach once the full contract detail is available.
- 7.4 Some positive and negative aspects of adopting WSCC's concession contract are at Appendix 1.

8.0 Resource and Legal Implications

- 8.1 The legal implications of leasing land to WSCC's provider (in the event that the Council resolved to indicate to WSCC that it wishes to join the concession contract) would require further consideration and the Council's Estates team would need to

assess which land holdings the Council wishes to offer for inclusion in the contract. This is a significant piece of work for both Estates and Legal Services. Involvement in the contract as a KDA will require officers to attend quarterly meetings of the strategic board and monthly meetings of the operational board throughout the contract term.

- 8.2 Were CDC to decide to invite tenders for the procurement of additional EVCPs then this is a significant medium-term work item that would absorb significant resource to research, invite tenders, appoint a contractor and oversee the installs.
- 8.3 The concession contract implies exclusivity and so the Council would not be able to install further EVCPs once it had entered, and for the seven to ten year period of, the WSCC contract.

9.0 Consultation

- 9.1 WSCC consulted all district and borough authorities in the process of shaping this work stream.
- 9.2 Adoption of the WSCC concession contract was considered by Environment Panel at its meeting on 18 September 2020. The Panel resolved that:
 1. The Environment Panel has considered and noted West Sussex County Council's intended concession based contract for an electric vehicle charging network.
 2. That the Environment Panel recommends to Cabinet that the Council urgently request to join the other Districts and Boroughs as a full and equal partner in the delivery plan for WSCC's Electric Vehicle Strategy 2019 – 2030.

10.0 Community Impact and Corporate Risks

- 10.1 The community impact from not providing adequate publically available EVCPs is not known in detail as the market for EV's and supporting infrastructure is evolving quickly and so difficult to predict. Nevertheless it is likely that this would dampen demand and growth for EVs in the district and beyond. There is potential for reputational damage for the Council if a significant wider EVCP network across West Sussex does not include Chichester District. However WSCC indicate that they will promote the concession contract on their own land holdings and on highways land in Chichester district and to village halls and community centres within Chichester District whether the Council joins the contract or not (at any time). The Council already has a total of 18 EVCPs in eight of its car parks
- 10.2 It is also relevant to consider the impact of adding further EVCPs which are part of a separate network and run by a different provider across the Council's land assets, including car parks which could be confusing for customers as different tariffs and terms and conditions are likely to apply.
- 10.3 Including selected Council car parks and land assets means that there could be less flexibility as regards the use of the council's car parks and land assets going forward.

11.0 Other Implications

	Yes	No
Crime and Disorder		✓
Climate Change and Biodiversity Fostering and encouraging EVs is helpful in tackling climate change and air quality.	✓	
Human Rights and Equality Impact		✓
Safeguarding and Early Help		✓
General Data Protection Regulations (GDPR)		✓
Health and Wellbeing EVs have zero tail-pipe emissions and so assist in improvements to air quality with commensurate health benefits.	✓	
Other		✓

12.0 Appendices

12.1 Appendix 1 - Pros and cons of CDC CDC's contractual involvement in the WSCC concession contract for the installation of Electric Vehicle Charge Points.

12.2 Appendix 2 - Summary of WSCC EVCP Concession Contract.