

STAFFORDSHIRE MOORLANDS DISTRICT COUNCIL

Cabinet

14 February 2023

TITLE:	SMDC Electric Vehicle Charge Point Strategy
PORTFOLIO HOLDER:	Councillor J Aberley
CONTACT OFFICER:	Kash Dhadwar – Car Parks Contracts Officer
WARDS INVOLVED:	(All Wards);

Appendices Attached:

Appendix 1: SMDC Draft EVCP Strategy

Appendix 2: SMDC Draft EVCP Delivery Report

1. Reason for the Report

- 1.1 To present the newly drafted Electric Vehicle Charge Point (EVCP) Strategy to members and to provide an update on the delivery plan and progress to date.

2. Recommendation

- 2.1 That Cabinet approves the adoption of the strategy.
- 2.2 That the Cabinet approves the delivery plan.

3. Executive Summary

Climate change is widely recognised as the biggest environmental concern now confronting humanity and SMDC has acknowledged this by making it one of its five guiding outcomes in its Sustainable Community Strategy. 2022 has officially been declared the hottest year on record.

To help produce the strategy SMDC commissioned Amey to: develop an EV Charging Strategy and delivery plan; identify a suitable delivery/operating model; produce a technical specification to procure a suitable partner; engage with potential operators, and assist with assessment of tenders received.

4. **How this report links to Corporate Priorities**

- 4.1 Aim four of the Corporate Plan 2019-2023 includes the objective of undertaking a review of SMDC car parks with regards to implementing a revised strategy.

Adoption of EV is within the SMDC Climate Change Action Plan.

5. **Alternative Options**

- 5.1 Option 1: To approve the strategy as set out in appendix 1. **Recommended.** Adoption of the strategy will allow for the implementation of the recommendations set out in section 2 above.
- 5.2 Option 2: Not to approve the strategy will prevent the delivery and roll out of EVCPs across the District. Not Recommended.

6. **Implications**

6.1 Community Safety - (Crime and Disorder Act 1998)

The car parks are "Park Mark" accredited by the BPA (British Parking Association) to ensure safety. The approval of the strategy will not affect the levels of safety across the safety aspects and aim to minimise any vandalism. Installation of any EVCPs will be completed in line with the safety recommendations.

6.2 Workforce

Not applicable. Delivery of this project will be undertaken within the Council's existing resource.

6.3 Equality and Diversity/Equality Impact Assessment

An equalities and diversity impact assessment has been undertaken.

6.4 Financial Considerations

The strategy makes recommendations about assessing the business case for the different operating models across the roll out of EVCPs. Different models will have different implication for the council's revenue and capital budgets. Any decisions in regard to the preferred model adopted will need to consider the financial business case.

The Council has identified a capital budget of £200,000 for the investment in EVCPs should capital funds be required.

6.5 Two operational/commercial models have been recommended:

Model	Description	Key Considerations	Risks
Own and Operate	SMDC applies for ORCS funding and provides 40% capital required. SMDC tenders for a chargepoint Operator to install chargepoints SMDC own the Chargepoints (gov. funding) SMDC takes revenue	This model would involve SMDC appointing a supplier to deliver and manage the chargepoint infrastructure for a set period with all revenue being retained.	Funding for all capital costs would fall to the SMDC On-going maintenance costs would fall to SMDC Updates to technology both hardware and software are the council's responsibility Any key performance indicators and or contractual service level agreements may be difficult to enforce
Match Funding	SMDC applies for ORCS funding and agrees with third parties (i.e., operator) the split of the remaining 40% This could also be achieved if government funding is not available, but the Council and the operator agree to match funding	Likely to reduce the revenue received and limit the overall influence SMDC can exert on the facility SMDC shares risks with the third party	Reduced revenue share Contractual and financial arrangements may not suit all suppliers and so the pool of available partners is reduced Partners require confidence that revenue will be achieved in any locations

6.6 Climate Change

The base case findings identify the Council's aspirations regarding climate change and the importance of the move to net zero. Supporting the transition to electronic vehicles (EVs) is an important part of this work. The strategy cites the importance of ensuring that the right type of chargers are rolled out in the right locations and that SMDC use their carparking assets to support the County Council to ensure a consistent approach across car parks and highways. EV Charging on car parks is discussed in section 8 below.

6.7 Consultation

As part of the development of the strategy Amey have undertaken a number of consultation meetings with key stakeholders, notable internal services and SCC to determine the appropriate locations and types of EVCP that are recommended.

Public consultation was undertaken as part of the SMDC Parking review that was carried out in 2020/2021 by Parking Matters.

6.8 Risk Assessment

Delivery and roll out of EVCPs will be managed by way of the Council's risk management procedures for projects. The Procurement Team will be involved to provide the necessary support. The risks will be updated frequently and reported at both transformation board and Risk Management Group.

Neil Rodgers
Executive Director (Place)

Web Links and Background Papers

SMDC car parking – base case findings report

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7. Background

7.1 In early 2022 the Council completed the SMDC Parking Strategy which included a number of actions to improve the service. As part of the wide consultation that was completed for the Car Parking Strategy, it was noted that there are limited EV charging options across the District, not only on the council's car parks but also across other public sector, private and community land owners. There was a strong desire to ensure that EV owners were supported in the district by providing more charging options. This position is also backed up by the Council's climate change action plan, which also confirms the importance of supporting electric vehicle ownership in order to transition to a more carbon neutral district. In addition the council has been supporting the "air aware" proposals where increasing EV use will seek to improve air quality.

The Council's Parking Strategy also noted the importance of ensuring that the council took a phased approach to delivering charging infrastructure for EVs. Not only is the EV installation equipment itself a significant capital investment, ensuring the right types of charging equipment are available in the right locations is critical to the success of aspirations for EV take up.

In the interim the Council has been involved in a wider county project to look at the roll out of EV led by Staffordshire County Council (SCC). However despite initial hopes that SCC would look to take a strong lead on a county wide network approach, this has not come to fruition within the district's aspirational timescales. Additionally, SCC had particular focus on areas of higher EV ownership in more urbanised areas/districts, which indicated that SMDC, with its more rural and market town focused geography could potentially not fulfil as many criteria and risked being overlooked. SMDC has unique challenges with regards to encouraging the use and adoption of EVs by its residents, communities and also its visitors.

EV ownership and infrastructure is a quickly evolving picture and SMDC noted a skills and understanding gap that needed to be overcome to develop its own strategy. In conjunction with SCC it was agreed that Amey, SCC's consultants, would be commissioned through SCC's framework to deliver a bespoke piece of work for SMDC that built onto the findings of the work that had been undertaken for SCC.

Amey have been commissioned to deliver the following Phases:

1. Development of an EV Charging Strategy & Delivery Plan that will look at national and local policies, funding, technology, commercial models and carry out demand analysis.

2. Identify a suitable delivery model having considered the cost of installation, demand on the grid which involves liaison with Western Power Distribution (now called National Grid), funding applications from Government and potential operators.
3. Produce a specification in order to procure a suitable partner for delivery of the service; as the speed at which chargers can increase mileage will encourage more usage.
4. Assistance with submitting the funding application and assessment of tenders received. This task has yet to be completed and will likely to be incorporated into Phase 5.

7.2 Development of the EV Strategy

The drafted EV strategy is attached as appendix 1. This strategy forms the basis on which the Council can now make informed decisions about how EV infrastructure is rolled out over the next 5 years. The strategy has taken account of the following critical areas:

1. Policy and funding options
2. Market review of the options and technology available
3. Different commercial models available to the council
4. Use cases for EV charging such as taxi service
5. Pricing models – so the council can determine impacts on its own budgets but also importantly the costs to the end user
6. Demand Analysis – this is a data driven approach to determine where the focus should be in order to achieve maximum utilisation of the equipment. Amey have used a number of different data sources and mapping techniques to determine locations and types of infrastructure that will maximise the impact.
7. A vision for the Council, that delivers the council objectives but aligns with SCC's vision.
8. Ensuring that suitable solutions for back office management of the equipment exist through engagement with operators.

7.3 The Delivery Plan

The drafted Delivery Plan is attached in appendix 2. The Delivery Plan was first drafted in October 2022 and the timetable has now been updated to reflect this. In addition Amey have been requested to help SMDC to install the EV chargers in its car parks; as such they have outlined a timetable to project manage the installation which is shown in Section 5 (page 12) as phases 5, 6 and 7.

Whilst the strategy document sets out the vision, objectives, strategic context and the data that drives the decision making, the delivery plan is a shorter document that states the six key actions for the Council to implement.

1. Engagement – For stakeholders to understand and provide feedback
2. Feasibility – To understand what can be delivered realistically
3. Funding – To determine how it will be paid for
4. Procurement - to determine best value for the Council and its stakeholders
5. Mobilisation – to determine how it will be delivered
6. Evaluation – feedback and analysis to ensure what the project has delivered is successful

A number of these key actions have now been completed. Section 5 of the delivery report sets out the timetable for actions. The main work packages that are complete are the stakeholder engagement, business review and funding options. Since the drafting of the delivery plan, it became clear that an early market engagement in advance of the formal procurement exercise would be advisable. This was needed to be able to determine the type of contracts available in the market that might be preferable to the council. This engagement work is now complete.

The delivery plan indicated the car parks that will be prioritised for which types of chargers within a first phase of delivery. This is set out on page 5 of the delivery plan.

Much of the cost of installation is linked to bringing high voltage electricity supplies needed for rapid charging, into the desired locations. National Grid (Western Power Distribution) is the Distribution Network Operator (DNO - electricity company) within the district, and Amey have been engaging with them already to determine feasibility and likely costs of the provision of electricity supply to the priority locations. This early engagement will aid our subsequent applications for grant funding and the speed in which orders may be made with the DNO once the locations and types of chargers are finalised between the Council and its preferred delivery partner.

7.4 Contractual Model Options

The expectation is that the model that will be in place is match funding through ORCS and chargepoint operators. This will provide the ability for clear input from SMDC and ensure the Council's objectives are met.

7.5 Next Steps

Seek approval to commission Amey to help deliver Phases 5, 6 and 7 of the EV Chargepoint project subject to their charges being acceptable to SMDC.

Amey have drafted the specification for the procurement of a delivery partner and this may be advertised through a suitable framework or open tender with the aid of the Council's Procurement Team. The timescales for the procurement process are:

Tender Period: Qtr 1 2023 (dependant on sign off and commencement of Phase 5 through commissioning Amey). The anticipated tender period will be 8 weeks from issuing the tender.

Award of Contract: end of Qtr 1 start of Qtr 2 2023

Cabinet Report for Award of Contract (This may be required depending on the value of the final contract awarded).

Within the procurement specification, the Council will be explicit in relation to the timescales for any lead in times, installation and go live. It is anticipated that there will be a phased approach and the Council can use this to prioritise certain areas first. Once the timescales are confirmed the Council can undertake a communications piece to inform our residents, local business and other customers of the Council's project.

In the interim, a number of applications to OZEV (Office for Zero Emissions Vehicles) have been drafted under the ORCS (Off street residential charging Scheme) funding pot. These will be ready to submit once the Council has completed its engagement with the providers in the market and the DNO.