

WEST OXFORDSHIRE DISTRICT COUNCIL
FINANCE AND MANAGEMENT OVERVIEW & SCRUTINY COMMITTEE
WEDNESDAY 4 OCTOBER 2017
ELECTRIC VEHICLE CHARGING POINTS
REPORT OF JENNY POOLE, GROUP MANAGER GO SHARED SERVICES
(Contact: Jenny Poole, Tel: (01285) 623313)

(The decisions on this matter will be a resolution.)

1. PURPOSE

To provide Members with a progress update from the Electric Vehicle Charging Point Working Party.

2. RECOMMENDATIONS

That the Committee considers the update and agrees any further action.

3. BACKGROUND

3.1. The Committee, at its meeting on 5 April 2017, agreed to establish a Working Party to explore the possibility of providing electric vehicle charging points in Council owned car parks. The Working Party, comprising of Councillors Postan, Good and Saul, proposed a Vision for Electric Vehicle Charging across the district to this Committee in May. The Committee may wish to consider recommending the addition of this vision as part of the annual refresh of the Council Plan 2016-2019.

“The Council will play a leading role, facilitating the availability of electrical vehicle charging points for its community.

The Council will work with the private sector to secure investment in the provision of electric vehicle charging points at strategic locations across the District. The strategic sites will be selected, in conjunction with the Council’s selected third party supplier, providing access to the service for residents, incoming commercial and social visitors and, where possible, to present a visible presence.

The Council will promote the inclusion of infrastructure for electric vehicle charging through its work with social housing providers and more generally through the planning process.”

3.2. The Committee agreed that the Working Party should carry out an appraisal of the market opportunities for the provision of electric vehicle charging points. This report provides an update on the outcome of the market testing and further information regarding external grant funding which may be available.

4. MARKET TESTING

4.1. The Council publicised a “Request for Information” from suppliers of Electric Vehicle Charging points with a closing date of 31st August 2017. Six responses were received, two of which did not fulfil the criteria. The table below sets out a summary of the remaining four responses.

Supplier	Fee setting	Product - Umbrella/ proprietary*	Funding	Summary
A	By Council	Umbrella	Fixed fee supply & install, Council then owns unit	Simple purchase and supply – we would need to find funding, buy units and manage costs longer term. However we would also get the income and have control over the tariffs.
B	By Company in consultation with Council	Umbrella	Variable 25 – 100% of private funding	Various funding options which include 100% private funding so no cost to the Council but they state this will affect flexibility so it’s likely to mean we get little or no say in tariffs, locations and types of chargers. They state they would want mainly rapid chargers and unless we part fund I suspect they would require 100% rapid chargers. Good option for Solar PV/Retro fit to lampposts/ security and safety features
C	By Company	Umbrella	Part, match or full funding options available	Variable funding options which comes across as being both flexible and positive in their approach
D	By Council	Proprietary	Various models offered from Company taking full responsibility for cost of install and running to Council buying units and have full responsibility.	Various models for purchase and management

- 4.2. Although a range of financing options for the capital investment is possible, none of the responses indicated a financial return to the Council.

5. VIEWS OF THE WORKING PARTY

- 5.1. This topic has revealed itself to be a very complex matter and a clear steer is required on several key points before making any firm recommendations. It appears that the more choice the Council wants, the more investment will be required so the Council needs to decide what its priorities are:
- 5.1.1. Is the main aim to deliver a charging point network at minimal cost, allowing the market to dictate the products, price setting and location or is the Council prepared to invest to maintain control over provision? Indicative costs for Rapid charge Electric Vehicle Charging Points is £40,000 each plus installation, running and maintenance costs.
- 5.1.2. Do we want to set fees or are we happy to let charging companies set these?
- 5.1.3. Do we want to dictate locations or are we happy to leave it to the expertise of companies – noting their drivers will be solely economic so won't necessarily align with ours.
- 5.1.4. Do we have much of a risk appetite for investing in this fast evolving market, and if so to what upper level? Is the motivation for electric charging primarily driven by a desire to increase our Tourism offering, enhance Town Centre appeal, encourage the use of electric vehicles or provide a leadership role?

6. FINANCIAL IMPLICATIONS

- 6.1. The Office for Low Emission Vehicles (OLEV) currently has three grants available for the installation of charging points:
- i. Electric Vehicle Homecharge Scheme - grant funding of up to 75% towards the cost of installing electric vehicle chargepoints at domestic properties across the UK. Grant is claimed by individuals.
 - ii. Workplace Charging Scheme – voucher based scheme, £300 per socket up to a maximum of 20 across all sites for each application. For staff and/or fleet use – customer parking is not eligible.
 - iii. Residential on-street chargepoints – £2.5m of funding available to local authorities on a first come, first-served basis. Funding for 75% of capital costs of procuring and installing the chargepoint and an associated dedicated parking bay (where applicable). Maximum grant £7,500 per unit but OLEV expects costs to be much lower than this in most cases. Applicant local authorities must have the support of the relevant highways authority before an application is submitted.
- 6.2. Investment in workplace charging points and/or residential on-street charging point will require the Council to make a financial contribution towards the capital investment (or seek private investment). Investment in charging points for the residents, incoming commercial and social visitors on Council owned land may be funded by the market but there would be a trade-off over control of the service.
- 6.3. Locally, Oxford City Council in partnership with Oxfordshire County Council have been awarded two grants from OLEV: £800,000 to invest in 100 residential on-street charging points and a further £370,000 to invest in electric vehicle charging points for

taxi. The City Council is aiming to achieve a further £130,000 of investment from private investment. Should this Council decide to take this project forward, there is an excellent opportunity to learn from Oxford City Council's experience in terms of on-street residential and off-street vehicle charging.

7. RISKS

- 7.1. The electric vehicle market is a rapidly evolving market; which central government is proactively encouraging to grow with recent announcements on the phasing out of new petrol and diesel cars. There are both risks and opportunities in new markets. Clearly there is an opportunity for the Council to be proactive in responding to this new market on behalf of its community. Some of the risks which are now being reported in national media include "charge rage" and "ICE-ing". Examples of this include a charging bay being occupied by an electric vehicle for a prolonged period of time or bays being occupied by internal combustion engine vehicles. These risks can be mitigated by Parking Orders being in place and enforcement action being taken against drivers. There would be some revenue implications associated with establishing the Parking Orders.
- 7.2. Should the Council decide to invest in charging points there is a risk that the costs of the installation could exceed the budgetary provision as complications arise which could not have been foreseen in the planning stage.
- 7.3. Should the Council under-estimate demand for charging points, there would be pressure for further investment in the future or the Council could be subject to reputational damage.
- 7.4. If the Council provides little or no investment the market will probably only provide points on key transport routes where demand and therefore income will be highest for electric vehicles travelling through the district. It may not deliver points in town centre locations,
- 7.5. Installing too many charging points in car parks could mean those spaces are then underutilised in locations where there is considerable pressure for parking spaces.

8. NEXT STEPS

The Committee to discuss the points set out in paragraph 5 and to advise Officers accordingly.

9. REASONS

To enable the Committee to discuss and form a view upon the issues set out in 5.1.1 to 5.1.4.

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Background Papers:

None