

Board/Committee:	COMMUNITY BOARD
Date of Meeting:	WEDNESDAY 5th January 2022
Title:	INSTALLATION OF ELECTRIC VEHICLE CHARGING POINTS
Author:	HEAD OF STREETSCENE
Status:	FOR DECISION

Purpose

This report summarises the Council's position regarding the installation of Electric Vehicle Charging Points (EVCPs) in public car parks and Council property.

Recommendation

- **The Board notes the information provided in this report**
- **The Board delegates authority to The Head of Streetscene to procure and contract an EVCP supplier or suppliers to install and manage EVCPs in Council owned car parks and on Council owned property.**

1 Background

- 1.1 Gosport Borough Council's (GBC's) Climate Change Action Plan includes an item to review the use of electric vehicles (EVs) in the Council's fleet. If not procured during the present round of fleet renewal, it is likely the GBC vehicle fleet will include numerous EVs within five years.
- 1.2 The Council's Climate Change Strategy sets a goal of encouraging residents and businesses to adopt measures towards the goal of carbon neutrality. Supporting uptake of EVs will contribute towards this.
- 1.3 The Draft Gosport Borough Local Plan 2038 promotes the inclusion of EVCPs in new developments, including sites owned by GBC.
- 1.4 National policies promoting the use of EVs, including a proposed phase-out of sales of new internal combustion engine cars and vans by 2030, is likely to result in a significant increase in the number of EVs. The Council has a responsibility to ensure the required infrastructure to support this is in place.

- 1.5 There are presently about 20 EVCPs in car parks in the Borough. All except two are located in private car parks by businesses such as supermarkets and petrol stations. There are two situated in the GBC operated Walpole car park. These were installed by Hampshire County Council and ownership was passed to GBC in 2020.
- 1.6 As the Highway Authority, HCC is running pilot projects installing on-street EV charging points in Winchester and Eastleigh, and will run additional pilot projects next year in Farnborough and Aldershot.
- 1.7 Roll-out of on-street charging to other areas following these pilots will be planned according to predicted demand, based on the demographics of each area. HCC expect demand to rise relatively slowly in Gosport, and so it is likely to be several years before on-street charging becomes available in Gosport.

2 Report

- 2.1 There are numerous companies nationwide which install and manage EVCPs. Many are named on framework agreements and fall within the requirements of the Council's Contract Procedure Rules, and could therefore be contracted to install and manage EVCPs.
- 2.2 The basic business model is for the respective companies to lease parking bays free of charge from GBC for a period averaging 15 years. They would then install, insure and manage the EVCPs, connecting them to the Distribution Network Operator (DNO). Motorists would pay for the electricity used to charge their vehicles.
- 2.3 The Local Authority would be obliged to honour the lease of the parking bays and also to police the car parking regulations which specify the bays are for the use of EVs only.
- 2.4 Various funding options are generally available. The companies may fully fund the EVCPs, part-fund them or they could be funded entirely by the Local Authority. The companies often use independent backers to fund these operations. There is generally profit sharing with the local authority, the proportion being dependent upon the funding arrangement with greater potential profit to the local authority linked to greater investment. Even schemes fully funded by the company offer limited profits (circa 10%) to the local authority.

- 2.5 Capital and installation costs for an EVCP are around £5000 per EVCP. Annual back-office and maintenance costs are around £150.
- 2.6 The expected revenue from the EVCPs would take several years to cover the cost of installation and any scheme is not likely to show a profit for several years. There are too many variables to accurately estimate what profit is likely over a 15 year period.
- 2.7 Funding is available from the Office of Low Emission Vehicles (OLEV) for on-street, workplace and domestic off-street chargers only. This would not apply to off-street car park chargers but could apply to chargers fitted to service future DSO or other GBC EVs at Grange Farm or the Town Hall. This will be pursued separately at the relevant time.
- 2.8 The cost of charging would be led by market forces and is generally expected to be uniform across the various companies and installations.
- 2.9 In addition to Walpole Car Park, Pebble Beach, No.2 Battery West, Green Lane, Beach Road and Marine Parade are presently the five most commercially viable car parks in the Borough. Pebble Beach and No.2 Battery West would be ideal for Rapid Charging (a high-powered, quick form of charging to be used whilst visitors are at the beach, cafes or Splash Park. Green Lane, Marine Parade and Beach Road could provide Rapid, and also Fast Charging (the slower form, requiring less power) for local residents who do not have access to home-chargers. Use of the Lee-on-Solent car parks is free overnight, and parking is free 24/7 in Green Lane car park.
- 2.10 EVCPs are installed in pairs. At this stage there is a requirement for approximately 12 EVCPs by GBC across the suitable car parks, dependent on the viability considered by the relevant companies.
- 2.11 The forthcoming Town Centre Car Parking Strategy will consider the long-term plans for the Borough Council's car parking stock, which could help inform the roll-out of suitable EV charging sites.

3 Risk assessment

- 3.1 There is a risk of reputational damage should GBC be accused of ignoring its own Climate Change Strategy by not providing EVCPs.

- 3.2 Poor design or siting of EVCPs could discourage take-up of EVs in the Borough and therefore risk delivery of the Council's strategic approach towards climate change. These risks will need to be assessed and managed when EV charging point installation is being specified and procured.
- 3.3 There is a financial risk should the Council renege on any lease of parking bays to an EVCP supplier. To do so would invite liability for the substantial installation costs. Prospective sites would therefore need to be chosen with due regard to long-term sustainability of the relevant car parks.

4 Conclusion

- 4.1 The aforementioned fully-funded commercial model provides a cost-effective way for GBC to install EVCPs with the minimum financial risk associated with usage not reaching anticipated levels. This is likely to be the preferred option, however as this is rapidly evolving subject it is recommended that the flexibility to procure any option is retained. The Head of Streetscene is best placed to deliver this project in selected GBC car parks.

Financial Services comments:	The installation of EVCPs has not been budgeted for should any model other than the fully-funded one be desired.
Legal Services comments:	Contained within report
Climate Change:	Installation of EV charging points will support uptake of EVs in the borough, and contribute to the goal of carbon neutrality. See assessment attached.
Crime and Disorder:	N/A
Equality and Diversity:	Assessment attached
Service Improvement Plan implications:	
Corporate Plan:	
Risk Assessment:	As per report
Background papers:	None

Appendices/En closures:	<p>Appendix A; GBC's Climate Change Strategy 2020-2023 https://www.gosport.gov.uk/media/2996/Climate-Change-Strategy/pdf/Climate_Change_Strategy.pdf?m=637504572928470000</p> <p>Appendix B; GBC's Climate Change Action Plan https://www.gosport.gov.uk/media/2995/Climate-Change-Action-Plan/pdf/Climate_Change_Action_Plan_public_20200907.pdf?m=637504571835130000</p> <p>Integrated Impact Assessment,(attached)</p>
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