

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	11 June 2013
<b>Title:</b>	Electric Vehicle Charging Points
<b>Reference:</b>	4893
<b>Report From:</b>	Director of Economy, Transport and Environment

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## **1. Executive Summary**

- 1.1. The purpose of this paper is to seek approval to submit a detailed funding proposal to the Office for Low Emission Vehicles (OLEV), which would enable the installation of 'rapid' electric vehicle (EV) chargepoints in Hampshire if successful.
- 1.2. In February 2013 a new grant scheme aimed at increasing the number of electric vehicle chargepoints was made available to local authorities. In total, £37 million is available nationally from the Office for Low Emission Vehicles (OLEV).
- 1.3. The County Council is focussed on securing funding for rapid chargepoints, which OLEV are particularly keen to finance, and has already submitted an initial outline ahead of the deadline on 30 April 2013 (in consultation with the Executive Member for Economy, Transport and Environment and the Director of Economy, Transport and Environment), which does not commit the authority at this stage. It is intended that, subject to approval from OLEV, a detailed funding bid will be submitted in June 2013.
- 1.4. The proposed funding bid for rapid chargepoints complements the installation of EV chargepoints in Hampshire under the terms of the Streetlighting PFI.
- 1.5. The available funding is for 75% of the cost of purchasing and installing chargepoints. The County Council has arrangements in place to meet the requirement to fund the remaining 25%, via its existing strategic relationship with SSE, meaning that chargepoints can be installed at zero cost to the Council. The total value of the 75% funding that the County Council is bidding for is £315,000. Half of this (£157,500) is for chargepoints in Hampshire.

- 1.6. Delivery of this programme can be met through existing resources that are already committed to work on electric vehicle charging points and therefore there is no additional staff resource requirement.
- 1.7. The installation of rapid chargepoints for electric vehicle users helps meet the County Council's aim to contribute to 2020 targets to reduce carbon emissions from transport and facilitate growth of electric vehicle usage in Hampshire.
- 1.8. If the funding bid is successful, the next steps will be for the County Council to work with SSE, who will act as a strategic funding partner in the project, to supply and install rapid chargepoints at pre-determined locations.

## **2. Contextual information**

- 2.1. In February 2013 a new grant scheme aimed at increasing the number of electric vehicle chargepoints was made available to local authorities. In total, £37 million is available nationally from the Office for Low Emission Vehicles (OLEV).
- 2.2. The County Council has already taken action to support the increased uptake of electric vehicles, for example through the report and recommendations on 'The Role for the Regions in Enabling a Future for Electric Vehicles' that the Council submitted to the Assembly of European Regions (AER). Securing funding to install electric vehicle infrastructure that will be universally accessible to all electric vehicle owners (by virtue of both its connectors and payment systems), and then promoting the availability of this infrastructure, represents an opportunity to take forward some of these recommendations.
- 2.3. Work has focussed on securing OLEV funding that is specifically available for 'rapid' chargepoints, which could benefit electric vehicle drivers making longer journeys between key locations in Hampshire and the surrounding area. 'Rapid' is used to mean chargepoints that will charge a vehicle in approximately 30 minutes.
- 2.4. The available funding from OLEV is for 75% of the cost of purchasing and installing chargepoints. The County Council has arrangements in place via its existing strategic relationship with SSE to meet the requirement to fund the remaining 25% (see paras 2.6 and 2.7), meaning that six proposed chargepoints will be installed at zero cost to the Council.
- 2.5. Four of the sites identified for installation of rapid chargepoints in Hampshire are at 'Little Chef' restaurants on major trunk roads in the county. Little Chef and SSE in partnership will provide the 25% match funding for these (with OLEV contributing the remaining 75%).
- 2.6. The remaining two sites in Hampshire are at local authority owned car parks (Central Car Park in Petersfield, and The Furlong in Ringwood). These are sites initially identified for charging options under the Streetlighting PFI, but there is a specific opportunity to install rapid chargepoints (which are more

expensive than the chargepoints that the County Council will receive under the PFI) due to the location of the sites (close to major trunk roads, which is a requirement for OLEV funding) and the required voltage being available at each. Whereas on the four Little Chef sites identified for rapid charge points under the OLEV bid, the landowners and SSE will provide the 25% match funding in partnership, the cost of match funding for these two local authority owned sites will be met entirely by SSE, reflecting the fact that they had been previously identified for installation of less sophisticated and less costly charge points under the PFI contract. Thus, SSE will provide the 25% match funding at Ringwood and Petersfield sites in lieu of some of the County Council's entitlement under the Streetlighting PFI.

- 2.7. Furthermore, the County Council is proposing to lead an OLEV bid which has a regional scope, thereby including a further six chargepoints located within the Isle of Wight, Wiltshire and Oxfordshire, alongside those in Hampshire. The increased scope of the project will have no financial implications for the County Council, which will also have no responsibility for maintenance of chargepoints outside of Hampshire. A regional scope will however strengthen the bid on behalf of all the authorities involved by enabling it to meet funding requirements based around the creation of a strategic network of chargepoints. The funding guidance from OLEV specifically states that they *"would particularly welcome collective bids from neighbouring local authorities looking to join up their urban centres with strategically placed rapid chargers."*
- 2.8. The installation of rapid chargepoints will complement the installation of additional EV chargepoints, which SSE will supply and install under the terms of the County Council's Streetlighting PFI. The County Council also has the opportunity to install further chargepoints in the north of the county under the Local Sustainable Transport Fund (LSTF). The LSTF is being utilised to develop sustainable transport in six key towns (Aldershot, Andover, Basingstoke, Farnborough, Fleet and Winchester) and the project makes provision for a variety of measures, including installation of electric vehicle chargepoints. Due consideration will be given to the potential installation of these chargepoints when finalising arrangements in relation to both the OLEV rapid chargepoints and the PFI chargepoints.
- 2.9. The County Council has identified chargepoints available on the market where the payment systems are 'universal', i.e. any electric vehicle driver could utilise them without requirement to pre-register. Payment would be through use of a combination of contact-less credit cards and a chip and pin system. That chargepoints are accessible on a 'pay-as-you-go' basis is a requirement of OLEV funding, and also addresses a key concern raised in the Council's report to the AER (i.e. a lack of universal payment systems available at the time of writing).
- 2.10. The new universal payment system allows the County Council to charge for use of chargepoints without potentially excluding certain electric vehicle users. The previous decision to not initially incorporate a payment process for use of PFI chargepoints was taken so as not to disadvantage any

particular group of electric vehicle users through a lack of universality, but the availability of this newer payment system offers an opportunity to review the decision and install payment systems that are open to all. It is suggested that such a payment system could now be attached to all chargepoints installed under the Streetlighting PFI, as well as those covered by this funding bid.

- 2.11. Delivery of the OLEV programme can be met through existing resources that are already committed to work on electric vehicle charging points and therefore there is no additional staff resource requirement. Existing staff time will be used specifically to promote availability of chargepoints, and report on energy use.
- 2.12. The installation of chargepoints will help the County Council to reduce carbon emissions from transport, ahead of 2020 targets. Carbon Emissions are identified as a 'Key Risk' in the County Council's Energy Strategy.
- 2.13. The installation of chargepoints also contributes towards various objectives from the Energy Strategy, namely:
  - 2(c) Increase energy security, improve local resilience, reduce Hampshire's reliance on imported fossil fuels; and
  - 4(a) Developing and supporting initiatives which could reduce the cost of energy to domestic and non-domestic consumers.

### **3. Finance**

- 3.1. There are no additional budgetary implications of this OLEV bid, as other arrangements have been made to secure the required match funding via the existing strategic relationship with SSE.
- 3.2. As such, the only resource implications will be in project management for delivery, and post installation data reporting on energy usage to OLEV, which will be allocated from existing staff time.
- 3.3. As part of existing arrangements, SSE will be responsible for the maintenance of the rapid chargepoints in Hampshire to ensure their ongoing performance, and any fault rectification. Initially this will be for the first three years after their installation.
- 3.4. The County Council will give due consideration to all chargepoints to be installed in the county (including those under the Streetlighting PFI and the LSTF) when finalising long term maintenance arrangements.
- 3.5. Any further arrangements required for the installation of LSTF chargepoints will be established in consultation with relevant officers, and with further approvals sought where appropriate.

- 3.6. The County Council will also develop a Memorandum of Understanding (MOU) with each of its local authority partners in the OLEV bid, which will set out their responsibilities if the OLEV funding bid is successful.

#### **4. Other key issues**

- 4.1. SSE is selected as a strategic funding partner for the purpose of this bid, because of its existing relationship with the County Council through the Streetlighting PFI, through which there are existing arrangements and cooperation with regards to electric vehicle chargepoints.
- 4.2. SSE will supply and install rapid chargepoints on the Council's behalf if the bid is successful.
- 4.3. SSE will supply electricity to the chargepoints at cost to itself. Through charging for electricity through the 'pay-as-you-go' system', it will generate some income from the chargepoints. However, it is not expected that these will be of significant value to the company, especially not initially. Across all of the authority areas, it is estimated that they will generate a maximum of around £200,000 income over a 15 year lifespan for the chargepoints. This figure is based upon a maximum energy usage of £3 per chargepoint per day.

#### **5. Future direction**

- 5.1. The County Council will await a response from OLEV as to the overall success of the bid. It is anticipated to be very likely that at least some of the funding will be secured.
- 5.2. A mixture of site surveys and desktop surveys have already been carried out at the selected locations for chargepoints, affording confidence that installation can commence shortly after the County Council is notified of having successfully received funding.
- 5.3. At the end of the three year duration of the OLEV Project, the chargepoints will come into the ownership of Hampshire County Council. Maintenance arrangements after the initial three year period would still need to be formalised.
- 5.4. Installation of the other chargepoints that the County Council is entitled to under the terms of the Streetlighting PFI will continue alongside this work.

#### **6. Recommendations**

- 6.1. That the County Council proceeds with submission of a bid to the Office for Low Emission Vehicles (OLEV) for funding for the provision of rapid electric vehicle (EV) chargepoints.

- 6.2. That the County Council leads the bid which has a regional scope, thereby including chargepoints located within the Isle of Wight, Wiltshire and Oxfordshire, as well as those in Hampshire.
- 6.3. That the County Council utilises its existing strategic relationship with Scottish and Southern Electric (SSE), via the Streetlighting PFI, to source the remaining 25% of match funding required for chargepoints in Hampshire.
- 6.4. That all electric vehicle chargepoints provided by the County Council utilise a 'universal' payment system and are accessible on a 'pay-as-you-go basis'. This includes chargepoints to be installed under the Streetlighting PFI, which were previously identified as needing to be free to use due to a lack of 'universal' payment system options at the time.
- 6.5. That the Director of Economy, Transport and Environment in consultation with the Executive Member for Economy, Transport and Environment be given delegated approval to procure and spend to install and supply chargepoints as detailed in paragraphs 6.3 and 6.4 above and where it is necessary to establish suitable arrangements for the ongoing maintenance of chargepoints in Hampshire.
- 6.6. That the Director of Economy, Transport and Environment in consultation with the Executive Member for Economy, Transport and Environment be given delegated approval to agree any variations associated with the bid to OLEV.

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	no
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	no
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Hampshire County Council Energy Strategy	4202	29 October 2012
Electric Vehicle Charging Points	4164	6 November 2012
<b>Direct links to specific legislation or Government Directives</b>		
<u>Title</u>	<u>Date</u>	

**Section 100 D - Local Government Act 1972 - background documents**

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

## **IMPACT ASSESSMENTS:**

### **1. Equalities Impact Assessment:**

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. An assessment of the impacts in this service area can be found at: [Ensuring that Hampshire is Energy and Climate Change Resilient](#).
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

### **2. Impact on Crime and Disorder:**

- 2.1. It is not considered that OLEV funding will have any crime and disorder impacts.

### **3. Climate Change:**

- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

The proposed work will support the reduction in carbon emissions from transport in Hampshire by encouraging low emission vehicle usage. This contributes towards the County Council's aim to facilitate community access to low carbon energy services, with the potential to lead to a reduction in Hampshire's carbon footprint.

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Climate change has the potential to significantly impact upon the energy sector. Because energy markets operate in a global context, climate change impacts elsewhere in the world that significantly impact global energy supply may also have the potential to indirectly affect Hampshire, particularly through price rises for end users.

The proposed work helps to adapt Hampshire to climate change by supporting the adoption of new technologies that are less dependent on scarce fossil fuel resources.