

SUBJECT:	Electric Vehicle Rapid Charging Posts	
REPORT OF:	Officer Management Team - Prepared by Martin Holt	Bob Smith Director of Services Head of Health and Housing

1. Purpose of Report

To notify Members of the awarding of funding for the installation of three double Rapid Charging Posts for electric vehicles (EV's), and to seek approval for the process.

2. Links to Council Policy Objectives

2.1 Aim 1 Thriving economy - lifelong enterprise, the entrepreneurial heart of Britain

- Enable local people to live and work locally
- Support a locally economy which balances the availability of labour with types and levels of employment, including developing skills required for the future
- Help keep essential services within our high streets and towns and villages

2.2 Aim 2 Sustainable clean environment - protecting our heritage protecting our future

- Support and educate residents and local businesses to achieve a reduction in carbon emissions and adapt to climate change
- Monitor protect and plan for improvements to the environment

3. Background

3.1 Transport is a major source of greenhouse gas emissions. Around a quarter of domestic carbon (CO₂) and other greenhouse gas emissions in the UK come from transport.

Transport also is a source of emissions which has an impact on air quality, health and biodiversity.

3.2 Reducing greenhouse gases from transport will help the Government's long term goal of reducing the UK's greenhouse gas emissions by at least 80% by 2050, when compared to 1990 levels. To achieve this target nearly every new vehicle sold in the UK will need to be zero emission (at the exhaust) by 2040¹.

3.3 The Government's 2011 Carbon Plan to move the UK to a low carbon future includes actions to reduce emissions generated by transportation. Amongst which, is providing funding for the development, supply and use of ultra low emission vehicles (ULEV).

3.4 Under recharging infrastructure development, the Office for Low Emissions Vehicles (OLEV) offer grants to organisations such as train operators and the public sector, to increase the number of 'charging posts'² consumers can access to recharge their electric vehicle (EV). Introducing new infrastructure through the deployment of new charging posts will aid the transition from existing transportation propulsion technologies to new.

¹ <https://www.gov.uk/government/policies/reducing-greenhouse-gases-and-other-emissions-from-transport>

² A charging post is a (universal) free standing electric vehicle post which consumers can plug into whenever they need to recharge their EV. They are usually situated in readily accessible public places such as car parks.

4. Proposal/ Discussion

- 4.1 Under 'Plugged in Places' the Governments programme to increase EV demand and reduce barriers, OLEV recently offered a narrow opportunity for public authorities to bid for 'Rapid Charging Posts'. 'Rapid Chargers' are high - kilowatt charging posts which are capable of charging EV's up to 80% in as little as 30 minutes. These posts will help facilitate longer journeys, and they can help with the adoption of plug in vehicles by fleets.
- 4.2 The Council bid for three double headed Rapid Charging posts and was very recently successful. The grant offers 75% of the cost of installing a post, with the remaining 25% being furnished by either by the local authority or by a third party such as a private sector company. The cost per unit of the double headed post and its installation is £37,500. A copy of the bid can be found in Appendix A to the report. It is intended that two of the Rapid Charging posts would implemented this financial year, with the remaining post implemented sometime in the following financial year.
- 4.3 The funding schedule for the Rapid Charging posts is as follows:-

Funding Source	FY 13/14	FY 14/15	Total
OLEV funding request (capital) (£)	£75,000	£37,500	£112,500
Consortium funding (capital) (£) Contributions, private sector companies financial/in kind contribution	£23,436	£11,718	£35,154
Council In kind contributions	£6,000 Removal of car park bay annual loss of income Electricity costs for ongoing use Project management, time and resources		£6,000
Total project cost (£)			£153,654

- 4.4 The locations for the posts have been chosen because of their strategic importance to the surrounding motorway and trunk road network. The location of the posts are likely to be as follows:-

- **Car park** - at SL1 7EP / or near serving centre of Burnham Town and access to A4 corridor and Jct 7 M40
- **The Broadway car park** - at SL2 3PQ - serving communities of Farnham Common

- Town, with access onto the A355 which serves the A4, both M4 (Jct 6), and M40 Jct 2
- **Jct 2 M40 Services or at Beaconsfield Old Town (TBC)** - serving Jct 2 M4 and local licensed taxi rank

4.5 Key conditions of the grant are as follows:-

- To meet the technical specification as set out in the grant criteria - the private sector provider is likely to furnish and install the Council with the required posts
- Usage data to be provided to OLEV for the first three years - the private sector provider is likely to collect the required data and supply to OLEV
- Establish some form of 'Pay as you go' mechanism. This could be via credit/debit or mobile phone, as membership fees or schemes will not apply. Again the private sector provider will need to agree with the Council the cost of 'Pay as you go' which is likely to be a similar cost to other providers. This would be dependent on negotiation with the private sector provider, and who supplies the energy

4.6 Overall there would be five key benefits to the Council in deploying the Rapid Charging Posts:-

- Demonstration of leadership and commitment to the local environment and to the latest sustainable transportation technology
- Positive PR from the activity
- Instrumental in improving local air and noise quality through helping to increase EV numbers on local streets
- Bringing drivers to South Bucks to use the Rapid Charging Points which, if situated appropriately, can bring footfall to local services, amenities and visitor destinations
- Increasing the likelihood of local residents and businesses switching to EV's or making greater use of their existing EV's

4.7 Initial partners to the bid were Bucks County Council and British Gas. The Council has, however, been approached by Nissan to be a prospective partner. So far Nissan has offered to provide and install the EV posts free of charge, and would also promote them. This offer constitutes the remaining 25% of funding required. Nissan has also offered to arrange for the operation and maintenance of the Rapid Chargers by a network operator for three years. During the initial three years of operation, Nissan expect the posts to remain in public ownership. Beyond the three years Nissan has advised that the Council can choose from a range of options to manage the posts, and some of these will be free of charge but these options have yet to be determined. There is therefore the opportunity to install the posts free of charge, with no foreseen on-going costs to the Council.

4.8 As OLEV has provided contacts of the successful bidding authorities to interested private sector organisations, it is likely that other private sector partners would be interested in partnering with the Council. The Council has only just received notification of the outcome of the bid, so work is currently in progress to find the right private sector partner to fund delivery and on going costs.

5. Resources, Risk and Other Implications

5.1 The key risks to the Council would be:-

1. No private sector partner to deliver the remaining 25% of purchase and installation / promotional costs, and foreseeable on costs

The Council already has been contacted by Nissan, will have visited Charge Master late August and will have started to discuss opportunities with ABB - all Rapid Charging Post providers.

- 5.2 2. The on going operational and maintenance charges, together with managing the charging schedule after the three year period specified by OLEV.

Point 2 above would be up for negotiation with the private sector provider, and would need to be determined before installation.

- 5.3 There will need to be a legal agreement established between the Council and private sector provider to ensure that there will be no future costs to the Council for the maintenance and operation of the Rapid Charging Posts. It is likely that the existing car parking Orders will need to be amended to accommodate the installation and running of the Rapid Charging Posts.

- 5.4 As indicated in the bid (please refer to Appendix 1 pp 4-5) there are likely to be costs in kind such as negotiations, contract development and promotional input for example. There should be no foreseeable financial cost to the Council, apart from possible loss in revenue from the removal four car parking spaces in order to provide specific parking bays for the Rapid Charging Posts. The Council may be able recoup this cost through recovering charging revenues with the private sector provider as outlined in paragraph 4.5 above.

6. Summary

- 6.1 The report has advised Members of the awarding of funding for the installation of three double Rapid Charging Posts for electric vehicles (EV's) to be installed across the District.
- 6.2 The Council will receive benefits from installing Rapid Charging Points in key locations across the District, as set out in paragraph 4.6 above. These benefits will accrue from some initial in kind contribution but without further capital or on going revenue costs.

7. Recommendation

Members of the Environment and Health and Housing PAG's are asked to advise the Portfolio Holder whether to recommend to Cabinet to support the initiative and approve the process of implementation.

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Background Papers:	Annex B - Initial Bid Application