



Environment Policy Advisory Group

Tuesday, 5 March 2019 at 6.00 pm

Room 6 - Capswood, Oxford Road, Denham

A G E N D A

Item

1. Evacuation Procedure
2. Apologies for Absence
3. Minutes (*Pages 3 - 6*)

To approve the minutes of the Environment PAG held on 20 November 2018.
4. Declarations of Interest
5. Reports from Members
6. Current Issues
7. SBDC Parks Review (*Pages 7 - 12*)

Appendix A (Pages 13 - 16)

Appendix B (Pages 17 - 18)
8. Electric Vehicle Charging (*Pages 19 - 22*)

Appendix A (Pages 23 - 26)

9. Exempt Information

To resolve that under Section 100(A)(4) of the Local Government Act 1972 the following item(s) of business is not for publication to the press or public on the grounds that it involves the likely disclosure of exempt information as defined in Part 1 of Schedule 12A to the Act.

Note: All reports will be updated orally at the meeting if appropriate and may be supplemented by additional reports at the Chairman's discretion.

Membership: Environment Policy Advisory Group

Councillors: L Sullivan (Chairman)
M Bradford
L Hazell
G Hollis
J Lowen-Cooper
B Harding

Date of next meeting – TBC

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ENVIRONMENT POLICY ADVISORY GROUP

Meeting - 20 November 2018

Present: L Sullivan (Chairman)
L Hazell

Also Present: N Naylor and D Smith

Apologies for absence: M Bradford, G Hollis, J Lowen-Cooper and B Harding

36. MINUTES

The notes of the Environment PAG held on 7 June 2018 were approved.

37. DECLARATIONS OF INTEREST

There were no declarations of interest.

38. REPORTS FROM MEMBERS

None received.

39. CURRENT ISSUES

The Head of Environment was asked to update the meeting on the progress of the Joint Waste contract and informed the Committee that there would be regular updates. The Joint Waste Committee would be meeting next on 3 December 2018 and Members would be updated following this.

40. PORTFOLIO BUDGETS 2019/20

It was noted that there had been notification of a new authority in 2020 but there was still a legal requirement to set the budgets for 2019/20. The District Council objective of delivering its services in a financially prudent way was still valid and the budget process had been undertaken in the same way as in previous years. The changes proposed were listed in Table 4.4 on page 5.

The recommendations of the Task & Finish Group, set up by the Overview and Scrutiny Committee in response to budget gaps, had resulted in action taken, as listed in table 5.7 on page 7. These recommendations included the Waste service contract retender, reviewing car park charges, waste service charges and the use of

Environment Policy Advisory Group - 20 November 2018

car park space. Councillors were pleased that these recommendations had been taken on board as it had increased the level of Member participation.

There was a query about the cost of staff transfer to Customer Services from Waste which would take effect early in the next financial year and further details would be distributed by email.

RESOLVED

Having considered the advice of the PAG, the Portfolio Holder AGREED to RECOMMEND the following items for onward submission to Cabinet:

- The 2019/20 revenue budget
- The 2019/20 fees and charges with the exception of car parking charges.

41. SBDC PARKING

The Members were presented with options for small incremental changes to the parking fees to maximise the use of parking facilities across South Bucks and meet the needs of the local towns and villages. There was a balance to be found between the needs of long term commuters using the car parks, local workers and short stay shoppers. Some car parks were also found to be underutilised, whilst others were congested.

With regard to Gerrards Cross Car Park, the meeting was informed that the cost of parking in the nearby Chiltern Railways car park had just been increased. Chiltern Railways normally gave advanced warning of any such changes but this had not been received and needed further investigation. There had been considerable investment in the parking facilities in the District; all car parks have been awarded the Safer Parking Park Mark status and there was parking enforcement. Members were mindful of the need to balance the budget.

Members discussed current existing Sunday and Bank Holiday charges, noting that some neighbouring authorities didn't charge for Sunday or Bank Holidays. Members noted that Sunday and Bank holiday occupancy rates were good and were not minded to make any changes at this time.

Overall, the PAG decided that it would like to see some further information on the impact of Chiltern Railways charges increases before making a final decision on the level of increase in the Council's charges and that this should be brought to the next PAG for final decision.

RESOLVED

Having considered the advice of the PAG, the Portfolio Holder AGREED to RECOMMEND that further information be bought back to the next PAG meeting.

42. **ELECTRIC VEHICLE CHARGING**

The PAG was asked to consider the option of introducing electric vehicle charging points in South Bucks District to promote sustainable transport and provide car parking options for all motoring groups. There were currently no charging points provided in South Bucks Car Parks.

Firstly it was considered whether cars using a charging point should also pay the parking hourly fee. Alternatively, they could be charged the parking fee but given the electricity for free. It was noted that initially when electric vehicles were introduced, local authorities exempted customers who were charging their vehicles from paying the car park tariffs to encourage take up. With the potential uptake in users however, they had to consider the operational and development costs.

There was agreement in principle that introducing charging points in car parks was something to be supported, but it was recommended that a local consultation of car park users be undertaken to discover the preferred locations and likely usage and take up. It was noted that only 2.4% of new cars sold were currently electric and that this group may be hard to engage with. There was the view that shift to electric/hybrid vehicles would be gradual, and this matter be brought back to the PAG when additional information from user surveys had been collected.

RESOLVED

Having considered the advice of the PAG, the Portfolio Holder AGREED to RECOMMEND that further information be bought back to the next PAG meeting.

43. **REVIEW OF REMAINING RECYCLING CENTRES**

The report was considered by the Joint Waste Collection Committee on 3 October 2018 and it was recommended that all recycling centres within the three council areas be closed. After extensive consultation, with the increase in kerbside collection for residents and the misuse of centres, it was recommended that they be closed before commencement of the new Joint Waste Collection contract in spring 2020.

Members were concerned about the existing charity bins that were sometimes located with the recycling bins and where they would go. It was suggested that they could often be relocated, as seen in local pub or supermarket car parks and the team would work with the charity to find a suitable location. This then would release much needed car parking bay space in the current car parks.

Having considered the present levels of contamination of materials, fly tipping problems, litter issues, safety concerns and increase in obvious trade waste material, it was generally agreed that the remaining centres be removed. However, it was requested that this information be explained to the public through the communications team before removal, through appropriate messages on local car park notices and in local press.

RESOLVED

Having considered the advice of the PAG, the Portfolio Holder AGREED to RECOMMEND to Cabinet that the remaining eight recycling centres (bring sites) in the South Bucks District be closed with notice to public in advance.

44. CHARGING FOR REFUSE AND RECYCLING CONTAINERS IN THE SOUTH BUCKS DISTRICT

The meeting considered the proposed charges for replacement containers that had been lost or damaged. It was noted that the recommendation was being made to be in line with those already set for Chiltern and Wycombe District residents. There was concern that this could be unfair if the containers were stolen or damaged by contractor in the waste disposal process but it was advised that all requests would be sensitively processed and discussed with the resident. Residents would be encouraged to look after their containers. Items damaged by the waste collection process would be replaced free of charge.

RESOLVED

Having considered the advice of the PAG, the Portfolio Holder AGREED to RECOMMEND to Cabinet :

1. That charges to residents for waste containers be introduced where they are lost, stolen, damaged by a resident or not present when a resident moves into a property.
2. That the charges levied be in line with those already set for residents in the Chiltern and Wycombe Districts.

The meeting terminated at 7.25 pm

MEETING	Environment PAG 05.03.19
SUBJECT	South Bucks Car Parks Review
REPORT OF:	<i>Councillor Luisa Sullivan</i>
RESPONSIBLE OFFICER	Chris Marchant Head of Environment
REPORT AUTHOR	<i>Julie Rushton, ext. 6877 jrushton@chiltern.gov.uk</i>
WARD/S AFFECTED	<i>All South Bucks</i>

1. Purpose of Report

- 1.1 To provide Members with recommendations for consideration to maximise the use of parking facilities across South Bucks and continue to meet the needs of the local towns and villages.
- 1.2 In addition, to ensure management of the car parks adheres to the objectives laid down by the Task and Finish Group following scrutiny of the services provided.

2. Recommendations

2.1 That Members consider the following and advise the portfolio holder accordingly:

- a. **Increase short stay parking tariffs (1hr to 4hrs) and the flat Sunday rate across all car parks by 10p.**
- b. **Increase the 24hr tariff in Burnham and Farnham Common by 20p.**
- c. **Introduce a one hour tariff in the Broadway car park, Farnham Common.**

Current tariffs alongside the above options are provided at Appendix A.

2.2 That subject to Cabinet agreeing the recommendations the Head of Environment be authorised to publish the statutory Notice of proposed Amendment to the Off Street Parking Places Order.

2.3 That, if no valid objections are received in response to publication of the Notice at 2.2 the Director of Services be authorised to make and publicise the Amendment Order.

2.4 That if valid objections are received in response to publication of the Notice at 2.2, the Director of Services be authorised to deal with any such objections after consultation with the Portfolio Holder and to make and publicise the necessary Amendment Order with or without modifications as considered appropriate.

3. Reason for Recommendations

To sustain operational needs of the car park and maximise the use of available parking space; providing parking facilities for local workers and all user groups.

4. Content of the Report

- 4.1 The charges are reviewed on an annual basis to ensure the parking provision continues to support the vitality of local towns and villages; providing a balance of long and short stay parking through a structured payment system; taking into account the needs of all car park user groups.
- 4.2 In addition, the review enables operational requirements to continue to be supported to maintain longevity of the car parks and contribute to improving off street parking in the district.
- 4.3 A report following review of charges was first presented to Environment Pag in November 2018. At that time Chiltern Railways had just increased their car parking charges in Beaconsfield and Gerrards Cross. Consequently, it was agreed that further monitoring of the car parks would ensue to assess the parking trend following Chiltern Railway changes.
- 4.4 The section below provides information on the four areas where SBDC has pay and display car parks. All areas benefit from the historical agreement with Parish Councils for two free parking days per year. This is usually the second and the third Saturday in December.
- 4.5 There is no proposal to increase the long stay tariffs in Beaconsfield or Gerrards Cross as the charges currently align with market value for the area. Similarly with season ticket prices across the District. Current season ticket prices are provided at Appendix B for reference. Also included are season ticket prices for nearby private car parks.

Car Park Usage

Beaconsfield

- 4.6 There are three council car parks in Beaconsfield. These provide a total of 320 parking spaces including 10 disabled bays.
- 4.7 Previously, visitors to the car parks in Beaconsfield were experiencing parking pressures with short stay customers having difficulty trying to find a parking space. This was addressed in 2017 by introducing an 8 hour tariff to deter commuters, whilst maintaining affordable parking for local workers. More recently (May 2018) the tariff structure was changed to increase the 8 hour tariff band to 9.5 hours. The tariffs were also amended to provide a tariff range from £1.50 for up to one hour, to £8.00 for 12 hours.
- 4.8 Based on April to October 2018 tickets sales across Beaconsfield, 80% of customers purchased short stay parking and 20% purchased long stay. This is a difference of 1% against each group compared to the same period in 2017.
- 4.9 Further monitoring of the car parks November 2018 to January 2019 shows that the increase in charges by Chiltern Railways has not changed the usage on SBDC car parks.

Ticket Sales	2017	2018
Short Stay	78%	79%
Long Stay	22%	21%

4.10 The preference for payment; RingGo versus pay and display is summarised below.

	2017		2018	
	P&D	RingGo	P&D	RingGo
Short Stay	82%	18%	77%	23%
Long Stay	44%	56%	37%	63%
Overall Split	73%	27%	68%	32%

4.11 Current usage is average 79% occupancy with a peak of 96% in October.

Burnham

4.12 There are three council car parks in Burnham. These provide a total of 148 parking spaces including nine disabled bays.

4.13 The tariff structure currently ranges from £0.80p for up to 30 minutes, to £2.40 for 24 hours. The one hour tariff in Summers Road car park was reinstated on 4/10/18 following a dispute with the Parish Council over reimbursement of the one hour free parking scheme.

4.14 Based on April to January 2018 tickets sales across Burnham, 88% of customers purchased short stay parking and 12% purchased long stay. This is a difference of 2% against each group compared to the same period in 2017.

Ticket Sales	2017	2018
Short Stay	86%	88%
Long Stay	14%	12%

4.15 The preference for payment; RingGo versus pay and display, is summarised below.

	2017		2018	
	P&D	RingGo	P&D	RingGo
Short Stay	96%	4%	93%	7%
Long Stay	72%	28%	65%	35%
Overall Split	93%	7%	89%	11%

- 4.16 Current usage is average 55% occupancy with Summers Road being the most used car park. The peak occupancy level for this car park is 89%

Farnham Common

- 4.17 Farnham Common has just the one car park providing 73 spaces including 3 disabled bays. The car park currently operates at an average occupancy of 55% peaking at 73% on some days with a tariff range of 70p for up to 30 minutes to £1.70 for 24 hours.
- 4.18 The short stay/long stay ticket ratio is the same as the previous years' sales with short stay accounting for 80% of the purchases. Comparable data can be seen in the table below. Preferred payment methods are also provided.

Ticket Sales	2017	2018
Short Stay	80%	80%
Long Stay	20%	20%

	2017		2018	
	P&D	RingGo	P&D	RingGo
Short Stay	93%	7%	88%	12%
Long Stay	94%	6%	91%	9%
Overall Split	93%	7%	88%	12%

- 4.19 Discussions have taken place with the Parish Council following feedback from local businesses that a change in the existing tariffs on the car parks would help to improve the high street. Currently the tariff jumps from 30 minutes to three hours. It is anticipated that introducing a one hour tariff band will provide more flexibility to the customer and encourage higher usage.

Gerrards Cross

- 4.20 There are three council car parks in Gerrards providing a total of 221 spaces including 14 disabled bays. Tariffs range from £1.50 for up to one hour to £10.00 for 24 hours.
- 4.21 To ease parking pressures on a temporary basis 11x one hour only parking bays were introduced in February 2018 in Station Road car park. This helped to create a turnover of available bays for short stay customers. To further address the parking pressures in the interim period (pending a multi storey car park) a 9.5 hour tariff was introduced in the long stay car parks and the long stay tariff (24 hours), was increased to deter commuters. This had the desired effect, the impact of which following close monitoring of the car parks enables the tariffs to be further reviewed to enable some long stay customers to return.

- 4.22 Based on April to October 2018 tickets sales across Gerrards Cross, 81% of customers purchased short stay parking and 19% purchased long stay. In 2017, long stay customers accounted for 22% of ticket sales. This equates to 72% of the bays being in constant use by long stay customers. For Station Road car park this reached 79%
- 4.23 Similar to Beaconsfield, there has been no change in long stay usage on the car parks following the increase in charges at the Station in November 2018.
- 4.24 There has however been an increase of 8% on one hour ticket sales for the period November 2018 to January 2019. This in part can be attributed to Tesco changing their free parking period from three hours to two hours. The increase in short stay ticket sales changes the short stay/long stay ratio to 83 % / 17%

Ticket Sales	2017	2018
Short Stay	78%	83%
Long Stay	22%	17%

- 4.25 The preference for payment; RingGo versus pay and display, is summarised below.

	2017		2018	
	P&D	RingGo	P&D	RingGo
Short Stay	86%	14%	88%	17%
Long Stay	54%	46%	38%	62%
Overall Split	80%	20%	75%	25%

- 4.26 Current usage is average 63% occupancy with Station Road peaking at 74% in October.

Car Park Strategy

- 4.27 To support future changes in the car parks the Council has a Car Park Strategy that is currently in draft format awaiting public consultation. Consultation has taken place with Environment and Resources Policy and Advisory Groups, Overview and Scrutiny, and Cabinet.

5. Consultation

- 5.1 Recommendations if agreed by Cabinet will be published in the local press/car parks and a Notice will be sent to Bucks County Council, as the highway authority, and Thames Valley Police, who will have the opportunity to make comments and/or objections.

6. Options

- 6.1 Members are asked to review the recommendations provided in this report and advise the Portfolio Holder how they wish to proceed.

7. Corporate Implications

Legal

- 7.1 Implementing the recommendations will require an amendment to the Off Street Parking Places Order and is subject to statutory consultation.

Finance

- 7.2 Costs associated with the recommendations are set out in Table 2.

Table 2

Expenditure (one off payments only)	Cost
Statutory Notices (advertising of)	£9,000
Configure pay and display machines	£1,615
Update tariff boards	£1,262
Exp. Total	£11,877
Additional Income forecast	
P&D	£32,000

8. Links to Council Policy Objectives

- 8.1 SBDC's car parks contribute to the Council's medium term aim of planning for a thriving and sustainable South Bucks District, with vibrant towns and villages.
- 8.2 This matter also contributes towards the Council's aim to deliver value for money services that are driven by customer and community needs.

9. Next Steps

- 9.1 If Cabinet agrees the recommendations, officers will commence statutory consultation on the proposals.

Appendix A

Current and Proposed Tariffs

Beaconsfield

	Current Tariff	Proposed Tariff	Comments	
Beaconsfield				Station Car Park £8.50 from November 2018
ALTONS				
Upto 1 hour	1.50	1.60		
Upto 2 hours	2.10	2.20		
Upto 3 hours	3.70	3.80		
Upto 4 hours	4.50	4.60		
Upto 9 hrs (was 8 hrs)	6.00	6.00	No Change	
Upto 12 hrs)	8.00	8.00	No Change	
Sun & B.Hol (10hrs)	1.40	1.50		
PENNCROFT				
Upto 1 hour	1.50	1.60		
Upto 2 hours	2.10	2.20		
Upto 3 hours	3.70	3.80		
Upto 4 hours	4.50	4.60		
Upto 9 hrs (was 8 hrs)	6.00	6.00	No Change	
Upto 12 hrs)	8.00	8.00	No Change	
Sun & B.Hol (10hrs)	1.40	1.50		
WARWICK ROAD				
Upto 1 hour	1.50	1.60		
Upto 2 hours	2.10	2.20		
Upto 3 hours	3.70	3.80		
Upto 4 hours	4.50	4.60		
Upto 9 hrs (was 8 hrs)	6.00	6.00	No Change	
Upto 12 hrs)	8.00	8.00	No Change	
Sun & B.Hol (10hrs)	1.40	1.50		

Burnham

	Current Tariff	Proposed Tariff	Comments
Burnham			
JENNERY LANE Short Stay			
Upto 30 mins	0.80	0.90	
Upto 1 hour	1.30	1.40	
Upto 2 hours	1.50	1.60	
Sun & B.Hol (10hrs)	1.40	1.50	
NEVILLE COURT			
Upto 2 hours	0.60	0.70	
Upto 4 hours	0.80	0.90	
24 hours	1.30	1.50	
Sun & B.Hol (10hrs)	1.40	1.50	
SUMMERS ROAD			
Upto 1 hour (FOC chrgd to Paris	1.00	1.10	
Upto 2 hours	1.20	1.30	
Upto 3 hours	1.60	1.70	
24 hours	2.40	2.60	
Sun & B.Hol (10hrs)	1.40	1.50	

Farnham Common

	Current Tariff	Proposed Tariff	Comments
Farnham Common			
BROADWAY			
Upto 30 mins	0.70	0.80	
Upto 1 hour	na	1.00	
Upto 3 hours	1.30	1.40	
24 hours	1.70	1.90	
Sun & B.Hol (10hrs)	1.40	1.50	

Gerrards Cross

	Current Tariff	Proposed Tariff	Comments
Gerrards Cross			
BULSTRODE WAY Short Stay			
Upto 1 hour	1.50	1.60	
Upto 2 hours	2.10	2.20	
Upto 3 hours	3.70	3.80	
Sun & B.Hol (10hrs)	1.40	1.50	
PACKHORSE ROAD			
Upto 1 hour	1.50	1.60	
Upto 2 hours	2.10	2.20	
Upto 3 hours	3.70	3.80	
Upto 4 hours	4.50	4.60	
Upto 9 hrs (was 24hrs)	8.00	6.00	
24 hours	10.00	8.00	
Sun & B.Hol (10hrs)	1.40	1.50	
STATION ROAD			
Upto 1 hour	1.50	1.60	
Upto 2 hours	2.10	2.20	
Upto 3 hours	3.70	3.80	
Upto 4 hours	4.50	4.60	
Upto 9 hrs (was 24hrs)	8.00	6.00	
24 hours	10.00	8.00	
Sun & B.Hol (10hrs)	1.40	1.50	

Station charge **£9.00** from November 2018
Orchehill Rise & Upper c.pk remain at £6.00

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Appendix B

Season Tickets - Current Prices

		3mth	6mth	12mth
		Current Cost	Current Cost	Current Cost
<u>Beaconsfield</u>				
	Alton	293.00	552.00	1,035.00
	Penncroft Road	322.00	607.00	1,138.00
	Warwick Road	293.00	552.00	1,035.00
<u>Burnham</u>				
	Jennery Lane	133.00	250.00	468.00
	Neville Court	72.00	135.00	254.00
	Summers Road	133.00	250.00	468.00
<u>Farnham Common</u>				
	The Broadway	94.00	177.00	332.00
<u>Gerrards Cross</u>				
	Bulstrode Way	317.00	598.00	na
	Packhorse Road	351.00	662.00	na
	Station Road	317.00	598.00	na
Train Station Charges				
		1wk	1mth	12mth
<u>Beaconsfield</u>				
		29.90	113.90	1,196.00
<u>Gerrards Cross</u>				
	Station	32.20	123.10	1,288.00
	Upper Station	24.00	96.60	1,012.00
	Orcheill Rise	24.00	96.60	1,012.00

MEETING	Environment PAG 05.03.19
SUBJECT	Electric Vehicle Charging
REPORT OF:	<i>Councillor Luisa Sullivan</i>
RESPONSIBLE OFFICER	Chris Marchant Head of Environment
REPORT AUTHOR	<i>Julie Rushton, ext. 6877 jrushton@chiltern.gov.uk</i>
WARD/S AFFECTED	<i>All South Bucks</i>

1. Purpose of Report

- 1.1 To provide Members with the option to introduce electric vehicle charging points in SBDC car park to promote sustainable transport and enable the car parks to be viable for all motoring groups.

2. Recommendations

That Members consider the following and advise officers accordingly:

- a) Amend the Off Street Parking Places Order to enable electric vehicle charging points to be introduced in locations where evidence supports the requirement and that the Head of Environment be authorised in consultation with the Portfolio Holder to approve the locations.**
- b) Retain car park fees and charges for electric vehicle users.**

- 2.1 That subject to Cabinet agreeing the recommendations the Head of Environment be authorised to publish the statutory Notice of proposed Amendment to the Off Street Parking Places Order.
- 2.2 That, if no valid objections are received in response to publication of the Notice at 2.2 the Director of Services be authorised to make and publicise the Amendment Order.
- 2.3 That if valid objections are received in response to publication of the Notice at 2.2, the Director of Services be authorised to deal with any such objections after consultation with the Portfolio Holder and to make and publicise the necessary Amendment Order with or without modifications as considered appropriate.

3. Reason for Recommendations

To maximise the use of available parking space and provide parking facilities for all user groups.

4. Content of the Report

- 4.1 The Government is urging local authorities to provide electric vehicle charging points to promote sustainable transport and help reduce carbon emissions and tackle air quality.
- 4.2 By the end of 2017 more than 47,000 electric vehicles had been registered in the UK and the electric vehicle market as of September 2018 makes up 2.4 percent of all new cars sold. The Government's aim is that electric vehicles will account for 100% of all new car and van sales by 2040.
- 4.3 For SBDC this means that expectations regarding parking will change and customers will require electric vehicle charging facilities. To promote sustainable transport and meet the needs of customers the proposal is to introduce electric vehicle charging points in SBDC car parks. Installing

electric vehicle points will also increase the usage on the car parks and encourage a wider user group.

- 4.4 This initiative coincides with Bucks County Council's scheme to introduce electric vehicle charging points on the highway to promote sustainable transport for residents who do not have the option to install electric vehicle charging points at their place of residence.
- 4.5 Providers in respect of supplying the electric vehicle charging points are to be considered and agreed by Environment Head of Services in consultation with the Portfolio Holder.
- 4.6 To determine a supplier for potential charging points the market has been reviewed taking into account ease of use and value in relation to cost to the Council and cost to the customer. A summary of the review and the different models available are provided at Appendix A.
- 4.7 To assess the interest for charging points and obtain customer views on where points should be located it is proposed to carry out a survey once the Off Street Parking Places Order has been amended to enable electric vehicle bays to be implemented in SBDC car parks. The survey will assess the level of interest for potential usage and which car parks would benefit from having them installed.
- 4.8 One further point for discussion is the car park tariffs for customers charging electric vehicles. Initially, when electric vehicles were introduced, local authorities exempted customers who were charging their vehicles from paying the car park tariffs. This was to promote the electric vehicle market and encourage take up. However, as the number of electric vehicles have increased over the years and the anticipation is for continued growth in this area, similar to fuel driven cars, there is an expectation from electric vehicle customers that the energy to drive their vehicles will be paid for by them. Similarly, the anticipated growth makes it difficult for authorities to sustain free parking for electric vehicle users, taking into account operational and development costs.

5. Consultation

- 5.1 The recommendations if agreed by Cabinet will be published in the local press/car parks and a Notice will be sent to Bucks County Council, as the highway authority, and Thames Valley Police, who to make comments and/or objections.

6. Options

- 6.1 Decide not to amend the Off Street Parking Places Order to enable electric vehicle charging bays to be introduced in the District of South Bucks.
- 6.2 Proceed as per the recommendations.

7. Corporate Implications

Legal

- 7.1 Implementing the recommendations will require an amendment to the Off Street Parking Places Order and is subject to statutory consultation.

Finance

- 7.2 There are no known financial implications with the recommendations put forward other than the statutory process to amend the order.

8. Links to Council Policy Objectives

<http://www.southbucks.gov.uk/aims-and-objectives>

9. Next Steps

- 9.1 If Cabinet agrees the recommendations, officers will commence statutory consultation on the proposals.

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Charge Point Supplier	Capital Cost to the Council (+ongoing yearly chrgs)	Subscription charge to the customer	Electricity charge to the customer (+ cost to charge av. vehicle - Nissan Leaf 40kWh battery)	Benefits	Disadvantages	Benefit to supplier
Chargemaster	Zero	£7.85pm membership fee	<ul style="list-style-type: none"> • Set by the Council - can choose 9p/kWh or zero • Based on 9p Charge from empty to 100% = £4.32 (9p+20% VAT = 10.8p 10.8p x 40 = £4.32) • 	<ul style="list-style-type: none"> • Main supplier across Bucks & MK • Largest supplier nationally - customers have access to all points with their monthly membership • No upfront cost to the Council. • No ongoing maintenance cost • One point allows two vehicles to charge simultaneously • Council can reclaim electricity cost if charge customer 9p per kw • ESPO framework - no tendering costs • No need to lease land. • Flexibility to charge for parking • Phase 1: <ul style="list-style-type: none"> ○ Replace existing points (slow charge) to fast charge (foc). Little as 3hrs to full charge for most cars. ○ Provide 2x additional fast charge points for multi-storey extension ○ Provide 4x additional points at other locations subject to needs. 1x to be rapid charge (30mins to 80% charge) • Phase 2: <ul style="list-style-type: none"> ○ During contract life provide foc additional points where evidence supports requirement i.e. new leisure centre • Monthly usage reports 		<ul style="list-style-type: none"> • Income from subscriptions
Pod Point	<ul style="list-style-type: none"> • Approx. £10k per point 	Zero	<ul style="list-style-type: none"> • Set by the Council – price range between 9p to 35p 	<ul style="list-style-type: none"> • No membership fee • Council receives income from vehicle charge 	<ul style="list-style-type: none"> • Usage reports not available • Electric charge needs to be low to retain custom on car 	<ul style="list-style-type: none"> • Income from Council purchasing

	<ul style="list-style-type: none"> £450-£550 maintenance per point pa 			<ul style="list-style-type: none"> ESPO framework - no tendering costs 	<p>parks - likelihood little surplus after paying electricity bill</p>	<p>charge points.</p> <ul style="list-style-type: none"> Income from yearly maintenance charges
Rolec	<ul style="list-style-type: none"> Approx. £10k per point £600 maintenance per point pa £400 back office pa 	Zero	<ul style="list-style-type: none"> Set by the Council – price range between 9p to 35p 	<ul style="list-style-type: none"> Usage reports available Council receives income from vehicle charge 	<ul style="list-style-type: none"> Electric charge needs to be low to retain custom on car parks - likelihood little surplus after paying electricity bill Tender costs 	<ul style="list-style-type: none"> Income from Council purchasing charge points. Income from yearly maintenance & back office support chrgs
Engenie	Zero upfront - land is leased to Engenie foc	Zero	<ul style="list-style-type: none"> Set by Engenie 	<ul style="list-style-type: none"> Pay as you go - customers access via free app Council receives 10% of income from points installed on SBDC land leased to Engenie. Expected charges per day per point is 3. Engenie 10% profit estimate per point is £98 (equates £49 per bay.) 	<ul style="list-style-type: none"> Land leased to Engenie (charge point area and associated bays) Points take up two bays but only one car can charge at any one time. No flexibility to charge for parking 10% of income equates to less than average income per bay. Av. Inc. ranges £393 to £777 in car parks with ev points (does not include s/tcks) Tender costs 	<ul style="list-style-type: none"> Income from point usage
Instavolt	Zero	Zero	<ul style="list-style-type: none"> Set by Instavolt - 35p per kw Charge from empty to 100% = £16.80 (35p+20% VAT = 42p 42p x 40 = £16.80) 	<ul style="list-style-type: none"> Pay as you go - customers pay at point with credit/debit card. No membership required Council receives £1,500 base rent per pair of charges. Equates £375 per space (1500/2 points = £750. £750/2 (1point cover 2 bays) = £375. Council receives 10% of profit on 5th 	<ul style="list-style-type: none"> Usage reports not available Land leased to Engenie (charge point area and associated bays) Points take up two bays but only one car can charge at any one time. No flexibility to charge for 	<ul style="list-style-type: none"> Income from vehicles on charge

				<p>charge and above per point per day. Expected charge per day based on Engenie review is 3</p>	<p>parking</p> <ul style="list-style-type: none"> • Base rent and profit margins equate to less than the average income level per bay Av. Inc. ranges £393 to £777 in car parks with ev points (does not include s/tcks) • Tender costs 	
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