

Electric Vehicle Charging for Parishes Fact Sheet **January 2022**

Parishes are able to apply for funding to install EV chargers for car parks that they own.

Office for Zero Emission Vehicles - OZEV

Parish councils can apply to the Office for Zero Emission Vehicles (OZEV) to fund chargers. They must apply directly to OZEV but the Transport Strategy team can assist them in the assessment of their car parks and help with their application as our supply partner can assess the car parks as part of the council's bid.

Guidance and Application form can be found here.

<https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints>

On-street Residential Charger Scheme - ORCS

OZEV have several funding sources available and the most relevant is the On-street Residential Charger Scheme, known as ORCS. Although this fund is primarily for on-street chargers the purpose is to support residents who want to charge their vehicles, so the funding can be used to install EV chargers in car parks in residential areas.

ORCS Criteria

In order to meet the ORCS funding criteria car parks must be:

- In a residential area;
- Car park charge points must be available to residents for free overnight use, between 6pm and 8am;
- Car parks must have a minimum 'maximum stay' time of at least 4 hours during the day;
- A minimum of six parking bays will need to be dedicated as EV spaces;
- A maximum of £13,000 per car park is allowed for power connection to the chargers; and
- Funding is available for 75% of the capital costs of procuring and installing the chargers and an associated dedicated parking bay (if required), so the parish must provide 25% match funding.

Process for preparing your application

1. If a parish council would like their car park assessed to see if it is possible to have chargers installed they can contact their local Community Board Co-ordinator.
2. The Transport Strategy team at Buckinghamshire Council (BC) can then help in the car park assessment prior to bid submission. This is to:
 - a. Ensure the car park meets size and health and safety requirements for the type of charger required.

- b. Assess the power connections to the site and secure a quote for connectivity from the local Distribution Network Operator (DNO). It should be noted that faster chargers need high voltage power so they need a direct power supply and cannot operate from existing power sources.
3. The DNO will then provide a quote. This stage can take several weeks.
4. If the assessment and DNO quote are acceptable then the parish can apply to OZEV for funding using the attached form.
5. The form will be sent to the Energy Saving Trust (EST) to be checked prior to submission to OZEV. They act to help to ensure that the application is correct.

Other options - Slower EV Chargers

If the car park does not meet the criteria to have faster chargers there is still an option for the parish to install slower chargers on their existing power supply, similar to home chargers. It is suggested that in this case the parish contact the EV charger supply companies directly. They will still need to meet the ORCS minimum specification.

Devolution

It is the owner of the car park that needs to apply for ORCS funding. If BC own the car park then they can apply under OZEV on behalf of the parish council. In this situation please contact transportstrategy@buckinghamshire.gov.uk. Please note that we have a rolling programme of assessment for suitability of BC car parks.

Residents without off-Street parking

Buckinghamshire Council have recently completed a study looking at the different options available for residents without off-street parking who would like to charge their vehicles.

The study concluded that the best option is provide EV 'hubs' close to residential areas, focused on council owned car parks, EV chargers at key destinations and workplaces. We are also looking in the future at providing on-street chargers, although historically these have proven challenging to implement due to local resident opposition. We would welcome ideas on how we could address this challenge.