

Portfolio Holder Report

The portfolio holder will make a decision on this item after seven days have elapsed (including the date of publication).

Report of:	Portfolio Holder	Date of publication
Mark Billington, Corporate Director Environment	Councillor Roger Berry, Neighbourhood Services and Community Safety Portfolio Holder	July 2021

Wyre Car Parks – Installation of EV Charging Points

1. Purpose of report

- 1.1 To approve the installation of fast electric charging points in Wyre for the charging of electric vehicles (EVs) subject to a successful application for grant funding from the Office for Zero Emission Vehicles (OZEV).

2. Outcomes

- 2.1 Collaborate with our partners to respond to a range of climate change issues, including our commitment to carbon footprint reduction and tackling flood risk across Wyre.

3. Recommendations

- 3.1 That the council contract with Electric Blue (EB) to install fast charging points on council owned car parks throughout the borough. The contract is fixed for seven years with an option to extend for an additional three years.
- 3.2 That the council makes an application to OZEV to obtain grant assistance under the On-Street Residential Chargepoint Scheme (ORCS) to install EV charging points within council owned car parks.
- 3.3 That the use of EV chargers is restricted to a maximum of 4 hours use while the vehicle is charging during the day and unlimited from 6pm to 8am.

4. Background

- 4.1 The use of electric vehicles is increasing. Consequently, the requirement for users to charge their vehicles away from the home is rising.

- 4.2** There have been a number of requests from local residents for on-street charging points to allow overnight charging of electric vehicles at properties not served by a private driveway.
- 4.3** While the electric vehicle market is at an early stage and technology is developing very fast, in order to support future-proofing of our car parks in anticipation of growing demand, it is recommended that the council install a limited number of units at key sites.
- 4.4** The Government operates the On-Street Residential Chargepoint Scheme (ORCS) which provides financial support to provide charging points to allow residents without driveways to charge on the street (or in car parks) close to their properties.
- 4.5** In line with Government recommendations under ORCS, any infrastructure should be located where vehicles are parked for the longest periods, such as work places or public parking areas. This infrastructure will allow users to top-up their vehicles throughout the day as well as supporting those who do not have access to off-street parking for charging overnight at home.
- 4.6** It is considered that the best locations for the installation of charging points would be on council car parks located close to residential properties with limited off-street parking.

Factors key in determining a location for initial units are:-

- car park usage:- to allow maximum benefit of the units, any location should be heavily used and have a large turnover throughout the day.
 - night usage:- units should be located close to residential properties without driveways where provision of home charging units is not practical.
 - electricity supply:- installation of fast charging points requires a local three phase electrical supply and so proximity to such a supply is essential.
 - air quality:- road transport is a significant contributor to poor air quality and is the main source of air pollution in most areas identified as having problematic pollution levels. Electric cars produce no pollution and any increase in the take-up of electric vehicles will help the council to meet its legal obligations on improving air quality.
- 4.7** The council has previously considered the installation of similar EV chargepoints on council car parks through a contract with BP Chargemaster in 2020 but this fell through as contract details could not be agreed.
- 4.8** The council has been collaborating with other councils in Lancashire on a scheme to install rapid EV chargers for the exclusive use of taxi drivers. The scheme is being run by Lancaster City Council and contracts with Electric Blue Limited to install four rapid chargers in Wyre car parks.

- 4.9** EB have proposed to provide and install fast chargers as part of the agreement to install the taxi chargers. As several of the sites for the taxi rapid chargers are the same as proposed for the installation of fast chargers, there are clear advantages in installing all equipment at the same date to reduce excavation and connection costs.
- 4.10** EB have confirmed that works to install the taxi rapid chargers has now started, with the first chargers being installed in Burnley. All chargers in Lancashire are programmed to be installed and operational by 31 August 2021. EB have intimated that the chargers are expected to be installed in Wyre by mid-August 2021.

5. Key issues and proposals

- 5.1** EB are proposing to install twenty fast chargers (forty charging points) in Wyre Council car parks throughout the borough under the Government's ORCS. In addition, EB are proposing to offer a further eight charging points provided as part of a trial of NetX chargers, which allow three vehicles to charge from a single charger, at no additional cost to the council. All charge points should be available to local residents and the general public during office working hours and marked for the exclusive use of residents from 6pm to 8am.
- 5.2** While EB will provide, install and maintain the equipment, Wyre Council will be required to partially fund the installation cost of the chargers and to mark out charging bays as necessary. While the latter can be met from existing budgets for the routine maintenance of car parks, the council would be expected to contribute £650 for each charging unit in the scheme – this equates to a total cost of £13,000. The council will also be expected to apply to OZEV for the Grant money for the scheme.
- 5.3** Income from vehicle charging will be retained by EB for the first 10,000kWh/year usage of each charger. Any usage above this will return an income of 2p per kWh for the council. It is assumed that the income will be minimal.
- 5.4** There are no land disposal implications created by this report as all 'spaces' will remain in the council's ownership. The report assumes an ongoing revenue neutral impact on our car park Pay & Display income owing to the small number of spaces affected and the burden of the maintenance costs remaining with Electric Blue.
- 5.5** Under the scheme, users of the charging points will be exempt from paying the Pay and Display parking fees, where applicable, for the duration of their stay. Vehicle charging will be restricted to a maximum of 4 hours (except overnight). This could result in a small loss in car park revenue to the council, although this is thought to be negligible as it is rare for any of the car parks to be 100% occupied for any meaningful duration, if ever. There will be no reduction in the number of disabled parking bays.
- 5.6** The council's Planning service have confirmed that planning permission is not required to install chargers on council car parks.

5.7 The council’s Off-Street Parking Regulations 2020 already provide for the use of electric charging points and no amendment is required. Enforcement officers already patrol the car parks and will monitor the spaces to ensure that they are only used by those genuinely charging their cars at no additional cost.

5.8 Proposed locations:

- Civic Centre car park, Poulton
- Wheatsheaf Way car park, Poulton
- Thornton Little Theatre car park, Thornton
- Derby Road East car park, Cleveleys
- Derby Road West car park, Cleveleys
- Custom House Road car park, Fleetwood
- Marine Hall car park, Fleetwood
- Quail Holme Road car park, Knott End
- High Street car park, Garstang

5.9 Ownership of the equipment will remain with EB, who will maintain and insure it throughout the length of the contract. Should changes in technology prove worthwhile EB have indicated that they would look to install improved units where it economical to do so. The costs of replacement would be borne by EB. The utility costs associated with the chargers will be paid direct by EB.

5.10 At the end of the contract EB will either seek to renew the contract with the council or remove the equipment it at their expense. Alternatively, the council may purchase the equipment at its market value to be determined at the time.

6. Delegated functions

6.1 The matters referred to in this report are considered under the following executive function delegated to the Neighbourhood Services and Community Safety Portfolio Holder (as set out in Part 3 of the council’s constitution):

“To exercise all powers in relation to the provision and operation of off-street car parks which are not ancillary to another Council building the management of which is undertaken by another portfolio holder.”

Financial and legal implications	
Finance	The ongoing revenue implications on Pay and Display income are expected to be nil. A one-off contribution of £13,000 will be required and this will be met from slippage on engineering budgets from 2020/21. Costs associated with changes to the car park layout, lining and signage will be met from existing routine maintenance budgets.
Legal	None arising directly from this Report, however if approved there will be a requirement to enter into formal agreements for each site.

Other risks/implications: checklist

If there are significant implications arising from this report on any issues marked with a ✓ below, the report author will have consulted with the appropriate specialist officers on those implications and addressed them in the body of the report. There are no significant implications arising directly from this report, for those issues marked with a x.

risks/implications	✓ / x
community safety	x
equality and diversity	x
sustainability	x
health and safety	x

risks/implications	✓ / x
asset management	✓
climate change	✓
ICT	x
data protection	x

Processing Personal Data

In addition to considering data protection along with the other risks/ implications, the report author will need to decide if a 'privacy impact assessment (PIA)' is also required. If the decision(s) recommended in this report will result in the collection and processing of personal data for the first time (i.e. purchase of a new system, a new working arrangement with a third party) a PIA will need to have been completed and signed off by Data Protection Officer before the decision is taken in compliance with the Data Protection Act 2018.

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List of background papers:		
name of document	date	where available for inspection
None		

List of appendices

None