

Report of:	Meeting	Date
Councillor Roger Berry, Neighbourhood Services and Community Safety Portfolio Holder and Mark Billington, Service Director People and Places	Cabinet	4 September 2019

Installation of electric vehicle charging points on Wyre Council Car Parks

1. Purpose of report

- 1.1 To approve a series of schemes for the installation of electric charging points on the council's car parks.

2. Outcomes

- 2.1 Charging points will be provided for electric powered vehicles on council car parks as part of the Council's Business Plan response to climate change.

3. Recommendations

- 3.1 The council will enter into a five year agreement with BP Chargemaster Ltd (BPCM) to install up to 16 electric vehicle fast charging points on council owned car parks throughout the borough.
- 3.2 The council will procure a supplier to install Rapid Electric Charging Points exclusively for the taxi trade on four car parks within the borough for a ten year period.
- 3.3 The council will enter into an agreement with Highways England (HE) for a single Rapid Electric Charging Point on Rough Lea Road car park Cleveleys as part of the HE Strategic Road Network scheme for a period of seven years.
- 3.4 Demand for charging points will be monitored to assess whether additional units are recommended.

4. Background

4.1 There are three main types of Electric Vehicle (EV) charging points – rapid, fast and slow. These represent the power outputs, and therefore charging speeds, of the charging units.

- Rapid chargers – will charge the majority of current EVs to 80% in around 30-60 minutes
- Fast chargers – provide from 7kW to 22kW and will typically charge an EV in 3-4 hours
- Slow chargers – provide up to 3kW and are best for overnight charging. They typically take between 6 and 12 hours to charge.

4.2 The council has been investigating the provision of electric vehicle charging facilities in the borough to support the use of greener technology and to improve air quality. Currently there are three initiatives being pursued which will complement the Lancashire County Council units installed in Fleetwood, Poulton and Cleveleys:

- BP Chargemaster (BPCM)
- Taxi Trade Rapid Electric Charging Points Scheme
- Highways England Strategic Road Network scheme.

4.3 **BP Chargemaster Scheme:**

BPCM has offered to provide, install and maintain up to 16 fast electric vehicle charging points (7kW or 22 kW, dependent on site survey) on up to eight sites within the borough at no cost to the council.

4.4 Initially the chargers will be installed on four sites at Poulton (Civic Centre), Garstang (High Street), Fleetwood (Custom House Lane) and Cleveleys (Derby Road West) car parks, with the option to extend to a further four sites at Fleetwood (Marine Hall), Poulton (Wheatsheaf Way), Knott End (Quail Holme Road) and Thornton (Wyre Estuary Country Park, Stanah) dependent on the success of the initial units.

4.5 The BPCM proposal is for a five year hosting agreement as part of a partnership with local authorities (known as the Polar Expansion offer). This agreement will roll on for a further three years unless either party gives written notice to terminate.

4.6 There will be no installation cost to the council including installation, electricity connection, signage and relining of spaces as these will be met by BPCM. There will also be no ongoing revenue cost to the council (including maintenance, utility and insurance) or removal costs on termination or expiry of the agreement (unless terminated early by the council). As a consequence, any income generated through the scheme will be retained by BPCM. BPCM operates a monthly subscription service and currently has over 45,000 users and costs per unit of electricity are considered to provide good value for money.

4.7 BPCM will undertake all required surveys and arrange for installation of the units, including any arrangements with the Distribution Network Operator (DNO) and marking of spaces and signage. It is anticipated that installation will be within six months of completion of the surveys.

- 4.8** It is proposed that the council enters into a contract with BPCM using the NHS Electric Vehicle Charging Points (CPMI) Framework. This allows for direct award to approved suppliers providing a timely and compliant route which is well established throughout the UK. Providers have already been assessed on the basis of their technical ability and financial standing. This framework is available to the wider public sector and is therefore seen as the most appropriate.
- 4.9 Taxi Trade Scheme:**
The taxi trade has been identified by central government as a significant contributor to local transport pollution and the Department of Transport, Office for Low Emission Vehicles (OLEV) are providing grants to put in place electric charging infrastructure to support the trade to convert to zero emission vehicles in the future.
- 4.10** In November 2018 six councils, namely Wyre, Lancaster, Fylde, Burnley, Rossendale and South Ribble successfully bid for funding to install twenty four rapid electric charging points.
- 4.11** These charging points are suitable for all electric vehicle use but the scheme's intention is to transition to exclusive use by electric taxis 5 years after the charging infrastructure installation becomes operational or when 30 electric taxi vehicles are licensed within the district for the taxi trade.
- 4.12** External funding available amounting to £140,000 per Local Authority has been secured. Included within this is a 25% contribution from the successful supplier, meaning the £140,000 contribution is made up of 75% or £105,000 grant funding and 25% or £35,000 contribution from the supplier.
- 4.13** It is proposed that taxi only charging points are installed at Fleetwood (Custom House Lane), Cleveleys (Rough Lea Road), Poulton (Wheatsheaf Way) and Garstang (High Street) car parks.
- 4.14** A procurement exercise is currently being organised by the six successful Local Authorities through the NHS CPMI framework mini competition route in order to identify the most appropriate supplier to meet the bespoke requirements of the taxi trade scheme. Lancaster City Council are leading the procurement exercise with input from all participating Local Authorities.
- 4.15** A specification is in the process of being produced and it is anticipated that this work will be completed during September 2019. The specification will be made available to potential suppliers to express their interest in undertaking the project, and a selection process involving all six participating Local Authorities will be undertaken to choose a suitable supplier.
- 4.16** Once the supplier has been identified, each Local Authority will be charged with installing the Rapid Chargers in their area, with funding pass-ported from Lancaster City Council to each participating Local Authority. The ongoing revenue costs, including maintenance, insurance and electricity costs will be met by the supplier for a period of 10 years.

4.17 The Highways England Strategic Road Network Scheme:

The Highways England scheme is part of the government's plans to ensure that 95% of England's motorways and A-roads are within 20 miles of a charge point. The selected supplier is BPCM in this area.

4.18 The scheme has identified Cleveleys (Rough Lea Road car park) as the preferred location. The rapid charge unit (50kW) would be installed at no cost to the council and with no ongoing revenue costs. It is anticipated that installation will be within three months of agreement with the council and as such will be installed significantly before the other units.

5. Key issues and proposals

5.1 The provision of charging points is intended to encourage the use of electric vehicles in the borough for residents and visitors as part of the council's commitment to the climate change agenda.

5.2 The three proposed schemes will be delivered at no additional cost to the council excluding existing officer time. There will be a small reduction of 12 spaces overall across the nine car parks. Five of the car parks are Pay and Display which account for eight of the 12 spaces.

5.3 It is not intended that users will pay parking fees while charging; the total number of paying bays lost will be 24 over the five car parks. As such, there may be a minor impact on our car parking income. However, 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.

5.4 The table below shows the proposed impact on each of the car parks:

Location	P&D car park?	BPCM scheme	Taxi scheme	HE scheme	Current Spaces	Spaces after
Rough Lea Road, Cleveleys	Yes	Option	Yes	Yes	129	127
Civic Centre, Poulton	No	Yes	No	No	217	216
High Street, Garstang	Yes	Yes	Yes	No	111	109
Custom House Lane, Fleetwood	Yes	Yes	Yes	No	102	100
Derby Road East, Cleveleys	Yes	Yes	No	No	154	153
Marine Hall, Fleetwood	No	Option	No	No	152	151
Wheatsheaf Way, Poulton	Yes	Option	Yes	No	119	117
Quail Holme Rd, Knott End	No	Option	No	No	137	136
Stanah, Thornton	No	Option	No	No	116	115
TOTAL					1,237	1,225

5.5 Under each of the schemes, users of the charging points will be exempt from paying the Pay and Display fees where applicable for the duration of their stay. Rapid chargers will be limited to 1 hour charging and fast chargers to 3 hours (except overnight). Enforcement officers already patrolling the car parks will monitor the spaces to ensure the spaces are used by those genuinely charging their cars.

Financial and legal implications	
Finance	There are no land disposal implications created by this report as all 'spaces' will remain in the council's ownership. The report assumes a revenue neutral impact on our car parks owing to the small number of spaces affected and the burden of costs remaining with the suppliers.
Legal	Formal agreements will be entered into with the three schemes' operators to ensure no liabilities fall on the council during the lifetime of the units or future beneficial opportunities are restricted.

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

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