

Rother District Council

Report to:	Climate Change Steering Group
Date:	13 January 2022
Title:	Electric Vehicle Charging in Car Parks owned by Rother District Council
Report of:	Deborah Kenneally, Head of Neighbourhood Services
Ward(s):	All
Purpose of Report:	<p>To seek approval from the Council to procure an appropriate Provider to install Electric Vehicle charging infrastructure in selected Rother District Council car parks.</p> <p>This report is being considered by Cabinet at its meeting scheduled to be held on 7 February 2022.</p>
Officer Recommendation(s):	It be RESOLVED : That the comments of the Climate Change Steering Group be considered in the report being presented to Cabinet at its meeting scheduled to be held on 7 February 2022.

Introduction

1. On 16 September 2019, Full Council passed a motion declaring a 'Climate Emergency' and made a carbon neutrality commitment for Rother District with a target date of 2030. The Rother Environment Strategy was subsequently developed and adopted on 21 September 2020: it has amongst its priorities air quality and sustainable transport and sustainable energy. This is in recognition that in Rother District, transport is the largest source of carbon dioxide emissions, accounting for 37% of total emissions by sectors, based on 2017 Department for Business, Energy & Industrial Strategy (BEIS) data.
2. The Corporate Plan 2020-2027 indicates that installation of Electric Vehicle (EV) charging points is to begin in appropriate Rother District Council (The Council) owned car parks by 31/12/2021.
3. Sales of EVs in the UK have risen sharply in recent years. Even within the context of recent economic events, the market share of ultra-low emission vehicles has continued to grow year-on-year. In August 2020, new (fully electric) vehicle sales showed a 77.6% increase on the same month last year, while registrations of plug-in hybrid models showed an increase of 221%. According to the Ultra-Low Emission Vehicles (ULEV) registrations in East Sussex for Q3 2020, there have been 454 new (ULEV) registrations in Rother and 2,264 in East Sussex overall. As shown in Figure 1, there has been a 54.4% increase in the vehicle registration of electric vehicles within a short time span.

Year to date					
	YTD 2021	YTD 2020	% change	Mkt share -21	Mkt share -20
Diesel	11,083	29,278	-62.1%	12.3%	19.6%
Petrol	44,903	90,974	-50.6%	49.8%	60.9%
BEV	6,260	4,054	54.4%	6.9%	2.7%
PHEV	6,124	4,786	28.0%	6.8%	3.2%
HEV	6,826	8,971	-23.9%	7.6%	6.0%
MHEV diesel	6,221	4,918	26.5%	6.9%	3.3%
MHEV petrol	8,832	6,298	40.2%	9.8%	4.2%
TOTAL	90,249	149,279	-39.5%		

BEV - Battery Electric Vehicle; PHEV - Plug-in Hybrid Electric Vehicle; HEV - Hybrid Electric Vehicle, MHEV - Mild Hybrid Electric Vehicle

Figure 1 Car vehicle registration 2020, 2021.
Source: The Society of Motor Manufacturers and Traders (SMMT)

4. The Government has also continued to introduce policy, investment and fiscal measures to promote the development of the market, most notably with the recent announcement of plans to bring forward the ban on sales of petrol and diesel vehicles from 2040 to 2030.
5. However, the poor provision of public charging infrastructure and the associated 'range anxiety' remains one of the most significant barriers to the adoption of EVs. Furthermore, for those households that do not have off-street parking (and therefore cannot install a home charger), provision of a reliable public network is crucial to ensure that growth in this sector continues at pace.
6. Depending on the amount of infrastructure delivered, the power rating of units and the potential need for electrical upgrades, the capital costs of delivering infrastructure can be high. In the absence of subsidies, investment across the district's car parks is, in the short term, unlikely to be profit generating. The challenge for the Council, therefore, pivots around a 'chicken and egg' style dilemma: how to increase the number of electric vehicles whilst simultaneously developing a charging network, given that the investment case for both depends on the pre-existence of the other.
7. With the growth in the EV charging market, collaborations and partnerships with the private sector have become common and there is now a diverse range of ownership and funding models potentially available to procure infrastructure, including some companies offering to provide and install infrastructure at no capital investment cost to the Council.
8. EV infrastructure market is becoming ever more complex and technology continues to develop at pace with the introduction of new products and providers into the marketplace. This raises the risk that technology installed now may quickly become outdated. The installation of public charging points involves consideration of multiple factors, including site selection (power availability and capacity, mobile phone connectivity, proximity to amenities, current and anticipated levels of usage etc.) The type, charging speed, and operation of charging points (including customer access methods and tariffs) are crucial elements. All of these factors will contribute to the commercial viability of a charging point at any one location.

9. In order to provide the facility at nil capital investment cost to the Council and transfer many of the risks from the Council to the private sector would mean amongst several items, the Council accepting that it has less control over the location of the charging points, the rates that the driver is charged and the amount of revenue the Council would collect from each location.
10. The Council has expressed a requirement to deliver EV charging infrastructure at nil capital investment cost and so this report solely focuses on private sector business models that reflect this requirement.

Current EV provision in Rother District

11. According to data provided by [Zap-Map](#), the District of Rother has EV charging infrastructure installed at nine locations being Cooden Beach Hotel, Yeomans Hyundai Bexhill, Aldi Bexhill; Flimwell Park, Battle Brewery, The Bell in Iden, Flackley Ash Hill Hotel in Peasmarsch, The Gallivant in Camber and Route 1066 Café, Johns Cross. At the time of writing, eight of these locations were showing as working but not all are considered to be freely accessible to the public as some are restricted for use by customers and staff and others by type of charger.
12. There is now a perceived increasing need to expand the number of publicly available points to help meet existing and near-future demand, provide an alternative to home charging, and ensure that the Rother District (and its commerce) is equitable in its EV provision and accessible to EV motorists from elsewhere.
13. East Sussex County Council is responsible for the provision of on-street EV charging installation and so the focus of this proposal is limited to off-street EV charging in car parks owned by Rother District Council.

The operation of Council owned car parks

14. Of the 44 car parks the Council owns, 16 are free of charge, mostly rural car parks, and 28 are Pay and Display more urban car parks.
15. The Council operates its designated car parks under the District of Rother (Off-Street) Parking Places Order 2020 (PPO) which provides a legal framework under which the Council can manage and enforce parking regulations to ensure proper use. The current PPO and associated schedules can be found at the following link: [Car parks – Rother District Council](#). The PPO includes clause 32 relating to the use of EV charging points in Council car parks.

RDC EV charging proposal

16. With reference to paragraph 7 above, and for the purposes of this report, research has been solely focused on companies who can provide equipment and install EV charging at nil capital investment cost to the Council in a number of car parks across the district, based on providing at least one charging point facility in one car park in Rye, one in Battle and one in Bexhill. The charging point may be a dual or a single charge point.

17. The Providers will complete feasibility studies to identify suitable car parks in which to supply and install the charging infrastructure, including all equipment, installation and commissioning, and would then be liable for all the ongoing operational, maintenance and technology requirements.
18. Generally, the selected sites would be in a prime location that offer straightforward grid connection, 24/7 access and facilities onsite or nearby, mobile phone connectivity, and current and anticipated levels of usage. The Provider would most likely own the units, would set the pricing charged to the consumer and would retain all or most of the revenue generated.
19. Some companies will offer a ground rent to the local authority for locating the unit on their land. Other operators would wish to lease the nominated EV charging bays from the Council.
20. The type of technology installed i.e. fast (two to three hours plus) or rapid chargers (60 minutes plus), would be dictated by the available power supplied by the local grid and the type of equipment installed. It would be usual for fast chargers (rated between 7kw to 22kw using alternating current (AC)) to be installed in locations where consumers would normally expect to stay parked for longer periods of time. Rapid chargers (rated at 43kw using AC or direct current (DC)) are often located in motorway service stations and near A roads.
21. Fast EV charging points draw AC from the grid and rely on the cars converter to change it to DC to charge the battery. Rapid charging points can either use the cars converter or supplies DC straight to the car by-passing the convertor, hence speeding up the charging process.
22. Fast chargers are usually less expensive to install and cheaper for the consumer to use. The ability for a consumer to use a particular charging point depends on their vehicle and type of connector. Most electric cars purchased currently have Type 2 connectors and so providers cater more for this type rather than the older Type 1 connector.
23. Different Providers offer consumers a variety of ways to access and pay for the service, including the use of a mobile phone App, setting up a personal account with the provider, and 'contactless' payments. Prices vary between 16p to 42p per kwh depending on a variety of criteria including the speed of charger used, the service provider, if you are a 'member', 'subscriber' or a 'pay as you go' customer.
24. Once appointed the chosen Provider would complete a feasibility study to determine which car parks would be most suitable for their product. This can take some months whilst they work with the local and national power networks to identify the most appropriate infrastructure, and up to 12 months or longer to complete the installation.
25. The Providers spoken to state the charging points are 100% powered by renewable energy.
26. Further issues to consider include potential devolvement of car parks to town or parish councils and how a 15 to 20-year contract may impact this; the need

to consider any pre-existing restrictive covenants on a proposed car park; any planning implications.

Conclusion

27. There are numerous companies on the market who would be able to provide EV charging points in Council car parks at nil capital investment cost. In return for transferring all set up, equipment, installation and maintenance costs to the provider the Council would mitigate much of the risks associated with operating the EV charging service but would have a reduced or nil revenue stream from the charging bays.

Human Resources

28. Procurement would be completed using the East Sussex Procurement Hub shared service. Officer resource from the Special Projects Team will be required to be the main point of contact to coordinate with the infrastructure provider and lead on the review and initial stages of the project. Development of any bespoke procurement model may require additional resource and or expertise. Should infrastructure delivery proceed, additional staffing resources will be required from a number of departments including legal, finance, planning, estates and communications team.

Financial Implications

29. Although the proposal is to provide the service at nil capital investment cost to the Council, consideration should be given to the loss of revenue to the Council generated by each EV charging bay, which would either be all paid to the service provider or a share paid to both parties. Any contract may therefore need to be treated as a concession agreement.

Legal Implications

30. Legal consideration would need to include planning implications and covenants on individual car parks; if bays are leased the process of 'disposal of open space' would need to be followed; consideration should be given to the impact of 15 to 20 year contracts on the potential devolvement of car parks to town and parish councils in the future.

Environmental

31. Environment Strategy comments: As outlined in the Introduction section, the EV charging is a decarbonisation project that fits within the organisation's objectives set out within the Rother Environment Strategy, RDC Corporate Plan 2014-2021 and the draft Corporate Plan 2020-2027. It aligns with the organisation's 'Climate Emergency' commitment and its air quality mitigation objective. The development of publicly available charging infrastructure in the Rother district will positively contribute to climate change mitigation by stimulating behavioural change through the adoption of electric vehicles and decreasing the number of petrol and diesel vehicles. The Council would look to appoint a company that would be using green energy where possible.

Equalities and Diversity

32. The requirements are set out within the Council's Corporate Equality Objectives.
33. In sighting EV charging points in Council owned car parks, the Council will ensure that the appointed provider considers how these points will be accessible to disabled users.

Risk Management

34. The key feature of the nil capital investment cost business model is that the operational costs and risk liabilities are transferred, either in part or completely, to the provider. The main advantages and disadvantages are summarised in the table below.

Advantages	Disadvantages
Nil capital investment costs.	Loss of potential revenue.
All technology and operational risks transferred to the provider.	Reduced influence on type of technology installed, location of chargers and pricing.
Operator is incentivised to deliver high level of equipment and maintenance resulting in better service to the customer.	Provider likely to be interested in most profitable sites that are easy to install and operate.
Reduced reputational risk of faulty equipment, and ongoing maintenance and operational costs not covered by revenue stream.	Providers likely to require long term contracts of 15 to 20 years.

Other Implications	Applies?	Other Implications	Applies?
Human Rights	Yes	Equalities and Diversity	Yes
Crime and Disorder	No	Consultation	Yes
Environmental	Yes	Access to Information	No
Planning	Yes	Exempt from publication	No
Risk Management	Yes	Legal	Yes

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Appendices:	-
Relevant Previous Minutes:	-
Background Papers:	-