

BRECKLAND DISTRICT COUNCIL

Report of: Executive Member for People and Information Alison Webb
and Executive People & Public Protection Manager Phil Adams

To: EMT- 11th Sept (informal EMT meeting)
Informal Exec 3rd October
Cabinet 17th Oct

(Author: Andrew Grimley Team Leader Environmental Protection)

Subject: Electric Car Charging Points

Purpose: To seek approval to support a Highways England initiative to provide 4 rapid charging points at locations near to the A47 and A11 in the Breckland Council area and to work in partnership arrangement with a number of other local councils to apply to Highways England for funding to install these charging points.

Recommendation(s):

- 1) That Breckland Council enter into a partnership of district councils led by Babergh Council to apply for grant funding from Highways England to install rapid charging points in 4 locations within the Breckland area adjoining the strategic road network.

1.0 BACKGROUND

- 1.1 Highways England are currently looking for local authority partners to help with the provision of rapid charging points for electric vehicles along its highway network. They are seeking sites close to the A47 and A11 in four locations and are asking local authorities to help with the identification and provision of suitable locations. Grant funding is available to support this provision.
- 1.2 For the Council to promote the use of electrical vehicles and plug-in hybrid vehicles, users and residents need to have easy access to charging points. There are two types of charging points, fast and rapid charging points. Fast charging points whilst able to provide a significant battery charge within an hour or two are more effective by charging over a period of hours ideally overnight. Rapid charging points work on a much higher power flow and as such can provide around 80% of a full battery charge within around half an hour.
- 1.3 Highways England has identified four locations where they want to install rapid charging points available to users of its main road network. These are in the vicinity of Dereham, Swaffham, Attleborough and Thetford (see appendix B giving the specific details of the scheme). 100% funding would be available for the installation of these units, which it is suggested will be in the region of £22,000; and as part of a partnership offer led by Babergh Council we can potentially obtain this funding if we provide and maintain suitable locations for a period of 10 years.
- 1.4 Breckland Council has a duty to assess and manage air quality throughout its district. Air quality in Breckland is very good overall, however recently an Air Quality Management Area (AQMA) has been declared in a small area of Swaffham due to traffic related emissions of Nitrogen Dioxide which exceed the national objective. An Air Quality Action Plan (AQAP) is being developed to address these issues. The promotion of low-emission vehicles is likely to be one of the action plan draft objectives and as Highways England are seeking a site in

the Swaffham area, such provision would support both national and local objectives. These benefits would extend to the other local towns listed and their environs.

- 1.5 The advantages of taking up this scheme would be taking a lead in the promotion of improving air quality, looking at introducing measures to attract more people visitors and residents to use our market towns and potentially generating an income, it is anticipated that for a unit to cover its costs would require around 60 half hour uses per year (based on £6 per charge, costs can be set by the council but this is an average cost currently).
- 1.6 The proposal set out in the agreement at appendix A would be led by Babergh Council who would provide the administration support for the application, subject to Breckland council identifying locations on council owned land. Costs can be reduced depending upon the number of councils who sign up to the arrangement but Breckland, with 4 locations, would be a main player. There would be an income paid to the council from the users of the charging points which could be used to offset the cost of maintenance and insurance over the 10 year period however exact amounts are hard to project. It is clear though that electric vehicle ownership is on the increase. It is understood that the annual maintenance cost per unit would be between £325 and £1000 but these costs are indicative until the tender contract prices are confirmed. Babergh Council are still in the process of writing a tender document for the installation process but are looking to require an option to have an ongoing maintenance arrangement as part of the tender so that a fixed cost can be adopted for the length of the scheme. It is understood that at the end of the 10 year period Highways England would have no further involvement in the installation and as such it would be down to Breckland to determine if the system should continue or be removed.

2.0 OPTIONS

- 2.1 Enter into a partnership arrangement led by Babergh Council, with a view to the installation of 4 rapid charging points at suitable locations within the Breckland area as set down in point 1.3 above, in support of Highways England and to enhance provision locally to support market towns;

2.2 Do nothing

3.0 REASONS FOR RECOMMENDATION(S)

- 3.1 By working with a group of councils using suppliers from the Eastern Shires Purchasing Organisation (ESPO) to tender for installation of the rapid charging points to apply for and use grant funding from Highways England we can ensure that we obtain the installations at a competitive cost and demonstrate value for money.

4.0 EXPECTED BENEFITS

- 4.1 The Council obtains grant funding for the initial installation and for maintenance of rapid charging points for a 10-year period.
- 4.2 Promotion of electrical charging points will have indirect benefits in promoting improvements in air quality, making our market towns more attractive to residents and visitors.
- 4.3 Residents and visitors will have more choice in terms of the cars they drive, in the knowledge that local facilities are available. This could encourage uptake of electric vehicles and plug-in hybrid vehicles. An increase in the use of the charging points would

lead to the council seeing a reduction in its costs and a rising income through payments made for each point's usage.

5.0 **IMPLICATIONS**

5.1 **Carbon Footprint / Environmental Issues**

5.1.1 The installation of electrical charging points will help to improve air quality in the district, bringing with it reductions in our carbon footprint and improvements in the environment

5.2 **Constitution & Legal**

5.2.1 There are specific legal issues around the joining of the partnership with the other councils in terms of bidding for funding from Highways England and issues around the use of council land (mainly car parks). These are in terms of the scheme duration, possible wayleaves and power company agreements in terms of the provision of power to the charging points which will be consulted upon and any specific issues reported verbally at the meeting.

5.3 **Contracts**

5.3.1 Contracts would be entered into through the installation and maintenance of rapid charging point installations which will be consulted upon and any specific issues reported verbally at the meeting.

5.4 **Corporate Priorities**

5.4.1 Enabling stronger, more independent communities and Supporting Breckland to develop and thrive.

5.5 **Crime and Disorder**

5.5.1 None specifically except for the potential misuse or vandalism of charging points. As part of the installation we would try to install them at location near to CCTV cameras and ensure that council insurance covers these issues

5.5 **Equality and Diversity / Human Rights**

5.5.1 None identified – units would be available to all residents / users

5.6 **Financial**

5.6.1 Grant funding opportunity plus ongoing maintenance / insurance costs to be offset by users of the charging points. Finance has provided a Proforma B in support of this proposal (Appendix C).

5.8 **Risk Management**

5.8.1 There are risks associated with the maintenance and possible vandalism of the installations however through appropriately worded tender contracts, positioning of units by CCTV cameras, in open areas and insurance these risks can be minimised and balanced with bringing the improvements already identified.

5.8.2 There is no data to suggest how often charging points will be used however on examining data provided to help electrical vehicle users identify where they can charge their vehicles it is clear that the move toward electrical vehicle ownership is on the rise and whilst there are a number of charging points in and around Norwich there are few in the Breckland area suggesting that there is likely to be a demand for such facilities as the use of electrical vehicles increases. Average cost per charge is around £6 which the council has been advised should cover the cost however there is scope to increase costs should the required income not be achieved. The grant provided by Highways England is a one off payment so it is understood that the ownership of the charging point would rest with the land owner. Should the ownership of the land change in the future then subject to agreement charging point ownership could potentially be passed onto the new land owners. Charging points would be placed in set bays of identified car parks and it is accepted that whilst priority

would be given where possible to electrical vehicle users where the bays are not being used for charging it is anticipated that they could be utilised as normal parking bays at times of high car park usage.

- 5.8.3 There are a number of unpredictable issues such as future replacement costs, the potential removal cost if we decide to stop after the 10 year period of use, what happens if demand outstrips supply, repair or replacement costs due to vandalism or user damage and the long term liability for the unit and site. Such issues are difficult to quantify however if the unit is used for regular charging through the year it is anticipated that this income could be collected to offset future costs, insurance premiums and if necessary pay for the removal or replacement after the 10 year site requirements.

5.9 Staffing

- 5.9.1 There are staff costs involved with the installation work and identifying sites however it is anticipated that maintenance costs will be contained within the contract price. The Highways England grant funding allows for the claiming of staff costs and Babergh Council are working on funding of up to £2500 to individual councils being available as part of the grant application.

5.10 Stakeholders / Consultation / Timescales

- 5.10.1 There are obvious links with the Facilities management team who operate the car parks locations being considered but we will work as closely as possible with them using the Staffing income to offset their costs

6.0 WARDS/COMMUNITIES AFFECTED

- 6.1 Specifically Dereham, Swaffham, Attleborough and Thetford, but the residents of all wards would potentially benefit from the provision.

7.0 ACRONYMS

- 7.1 ESPO Eastern Shires Purchasing Organisation
OLEV Office for Low emissions Vehicles.
CCTV Closed Circuit television
AQMA Air quality management area
AQAP Air quality action plan

Background papers:-

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Key Decision: Yes
Exempt Decision: No

This report refers to a Discretionary Service

Appendices attached to this report:

Appendix A Rapid Charging Partnership Agreement
Appendix B Highways England Operational and Technical Specification

Appendix C

Proforma B