COTSWOLD
DISTRICT COUNCIL

CABINET **15TH FEBRUARY 2018**

AGENDA ITEM (8)

EXPANSION OF ELECTRIC VEHICLE CHARGING POINT NETWORK

Accountable Member(s)	Councillor C Hancock Cabinet Member for Enterprise and Partnerships
Accountable Officer(s)	Claire Locke Head of Environmental and Commercial Services 01285 623427 claire.locke@cotswold.gov.uk

Purpose of Report	To highlight the need for a capital allocation within the Medium Term Financial Strategy (MTFS) for the installation of Electric Vehicle Charging Points (EVCPs) for use by the public, employees at work locations, and Ubico fleet vehicles.
Recommendation(s)	**That the Council be recommended to make an allocation of £300,000 within the Medium Term Financial Strategy for the installation of Electric Vehicle Charging Points for use by the public, employees at work locations and Ubico fleet vehicles; with a detailed report on proposed locations and costs to be submitted to the Cabinet following a procurement exercise.**
Reason(s) for Recommendation(s)	To encourage the use of electric vehicles and reduce the impact on the environment from vehicle emissions.

Ward(s) Affected	To be determined
Key Decision	Yes
Recommendation to Council	Yes

Financial Implications	The capital cost of rapid charge EVCPs is not yet known. They were around £80,000 each when the Council procured two points several years ago, but with a constantly developing market it is highly likely that this cost will have now reduced. An allocation of £300,000 is sought initially for 2018/19 for EVCP installation but detailed costs will be submitted to the Cabinet once procurement has been completed. Different funding options are being sought from suppliers, as some will subsidise the installation but then dictate location, take the income or impose other conditions. The procurement will enable Members to review these options, and the costs and benefits associated with them, before making a decision.

Legal and Human Rights Implications	None
Environmental and Sustainability Implications	Provision of EVCPs will encourage the use of electric vehicles and reduce the impact on the environment from vehicle emissions.
Human Resource Implications	Additional staff resources may be required to manage the implementation of this project but it will depend on the funding option selected and, therefore, any requests will be detailed in the subsequent report.
Key Risks	None - this report seeks an allocation only.
Equalities Impact Assessment	Not applicable to this report.

Related Decisions	None
Background Documents	None
Appendices	None

Performance Management Follow Up	(i) Implement Cabinet decision(s). (ii) This project would be managed as a key task and performance reported quarterly.
Options for Joint Working	This project will be considering the installation of EVCPs in CDC and WODC areas. There may also be an opportunity to include the FoDDC area.

Background Information

1. The Climate Change Act 2008 set the UK a target of reducing its greenhouse gas emissions by 80% by 2050. There are various areas the Government is looking at to achieve this target, one of which is transport. Transport accounts for around 25% of the UK's CO2 and other greenhouse gas emissions. Improving the efficiency of the vehicles on our roads therefore forms an important part of the Government's overall strategy to drastically reduce UK greenhouse gas emissions. Ultra Low Electric Vehicles (ULEVs), including electric, plug-in hybrid and hydrogen-powered cars, produce, on average, significantly less greenhouse gases than those running on petrol or diesel.

2. To encourage people to buy these vehicles, the Government has invested in grants and infrastructure to make these vehicles cheaper and more practical to own. In a ULEV strategy paper produced by the Office for Low-Emission Vehicles, the Government states that its vision is 'clear and hugely ambitious - to see a UK car fleet with effectively zero emissions by 2050'. ULEVs are only likely to get cheaper and easier to use as the technology becomes fine-tuned and more widely used. Conversely, cars that run on fossil fuels are only likely to get more expensive to run due to finite oil supplies and heavier taxation.

3. The Council was successful in seeking grant funding for the installation of two rapid EVCPs in 2013, which were installed in the Beeches Car Park, Cirencester and the Market Way Car Park, Moreton-in-Marsh in 2014. These charging points were funded by grant and industry subsidy and the Council imposed fees for charging aimed at covering the cost of running and servicing the points.

4. The charging points have received a reasonable level of usage, with 756 charges in the last 12 months. Usage has grown annually since they were installed.

5. Government policy indicates the take-up of electric vehicles will increase considerably year-on-year and the Council wishes to support this. There is no Government grant currently available for EVCPs in public car parks. Grants currently support on-street installation for residential use and work-place charging points for employees. The Council will therefore have to provide significant capital investment if it wishes to support the growth of a EVCP network and facilitate the wider use of electric vehicles by its residents, workers and visitors.

6. The Council will look to install additional EVCPs in public car parks and at its Council Offices, as well as one point at the Packers Leaze depot to enable the use of electric fleet vehicles for street cleansing, supervisors, etc. to be trialled. The locations for public installations have not yet been confirmed as this requires site surveys to establish the location of utilities. However, the Council would seek to improve the geographical spread, so it will consider a charging point in Tetbury, if feasible, as well as another charging point in Cirencester.

7. Government grant funding for work-place installations will be fully explored, as some financial support may be available for charging points installed at the Council offices and the Ubico depot.

8. A procurement exercise will obtain costs for EVCPs through a range of funding options. If the Council invests heavily and fully funds the points, then it will have total discretion regarding the location, fees charged to motorists etc. However, there will also be options for subsidy by charging point manufacturers - although this will reduce the amount of choice the Council has in determining location and fees etc. As it will depend on the 'offer' made by manufacturers, a decision on this will be taken once the procurement is complete; and a detailed report will be presented to a future Meeting of the Cabinet setting out the options, costs and other implications.

9. This proposal to invest in EVCPs has the backing of the cross-party Parking Demand Project Board.

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