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| <b>Decision maker:</b>  | <b>Assistant director environment and place</b>  |
| <b>Decision date:</b>   | <b>Tuesday, 24 July 2018</b>                     |
| <b>Title of report:</b> | <b>Rapid charge points for electric vehicles</b> |
| <b>Report by:</b>       | <b>Energy and active travel officer</b>          |

## **Classification**

Open

## **Decision type**

Non-key

## **Wards affected**

Burghill, Holmer and Lyde in Hereford; Ross on Wye West; and Leominster South

## **Purpose and summary**

To authorise the acceptance of a successful funding application to Highways England for the installation of three rapid electric vehicle charge points at three different locations along the A49 corridor.

This funding offer comprises two parts:

1. Up to £22,000 of revenue funding to support the feasibility, site assessment and procurement costs
2. Followed by 100% capital funding towards the installation of three rapid electric vehicle charge points. The indicative costs of installing three rapid charge points is estimated to be in the region of £150k, but will be confirmed through the feasibility, site assessment and procurement

## **Recommendation(s)**

**That:**

- (a) Highways England's grant offer of £22,000 of revenue grant for the feasibility, site assessment and procurement of three rapid electric vehicle charge points be accepted; and**
- (b) the Energy & Active Travel Manager be authorise to take all operational decisions necessary to implement the project in accordance with the grant conditions.**

## **Alternative options**

- 1 Not to accept the funding, carry out the feasibility study or implement any recommended findings:
  - There is currently no other 100% funding available for the installation of rapid charge points in the UK. If the council chooses not to proceed this opportunity will be missed resulting in the council being unlikely to be able to fund the installation of rapid charge points in the county for the foreseeable future.
  - The installation of rapid charge points will greatly improve the county provision for both local and visiting electric vehicle owners. Additional charging infrastructure for electric vehicles will also support the uptake of low carbon vehicles in the county, supporting the council's target of decarbonisation and improved air quality.

## **Key considerations**

- 2 Between 2013 and 2015 Herefordshire Council installed 12 dual charge points across the county using government grant funding. The charge points installed are all fast chargers which can fully charge an electric vehicle in approximately 4 hours.
- 3 This proposal is for the installation of rapid chargers which can fully charge an electric vehicle in approximately 30 minutes.
- 4 Rapid chargers have been installed across the UK motorway network and are key for enabling long distance travel for electric vehicles due to the significantly shorter charging times.
- 5 There is currently only one privately installed rapid charge point in Herefordshire.
- 6 Highways England is offering a grant for the provision of rapid charge points along the strategic road network and has identified the A49 in Herefordshire as a priority corridor. Here they have specifically identified Ross on Wye, Hereford and Leominster as preferred locations.
- 7 The indicative installation cost for a rapid charge point is estimated at £50k per location, although this will vary based on the proposed site. These costs will be met in full by Highways England.
- 8 An initial site assessment has identified the Halo Leisure Centres in Ross on Wye, Hereford (Holmer Road) and Leominster as potential sites due to their close proximity to the A49, and that they have the required electrical connections. It is proposed that the

suitability of these Leisure centre sites is investigated as part of a feasibility study.

- 9 Highways England are offering to fully fund the supply, installation and ongoing management of the charge points. Once installed and commissioned the charge points will become the property of Herefordshire Council on a no cost basis. Here the costs will be distributed as follows:

| <b>Project Element</b>   | <b>Funding Proposal</b>                          |
|--|--|
| Feasibility, site assessment and procurement                         | Highways England grant                           |
| Supply, installation, commissioning costs and data fees for 10 years | Highways England grant                           |
| Ongoing maintenance and repair following commissioning               | Charge point and back office provider            |
| Electricity costs  | Electric vehicle drivers using the charge points |

- 10 It is proposed that the charge points would form an addition to our current charge point network and be managed by the council.

## **Community impact**

- 11 Electric vehicle (EV) ownership nationally has increased significantly in recent years with the number of EVs registered in UK rising from 3,500 in 2013 to 78,000 in 2016.
- 12 This rise in EV ownership nationally has been reflected in the increased usage of the Council's electric charge point network; rising from 653 charging events across the network in 2013/14 to 3,115 in 2017/18.
- 13 Provision of rapid charge points is a key step forwards in providing effective electric vehicle charging facilities in the county and will further support work to become a low carbon county and reduce air pollution from vehicle emissions.
- 14 Promoting the transition to zero emission, electric vehicles will contribute towards the delivery of the following corporate strategies:
- a. Herefordshire Council Local Transport Plan 2016-31
  - b. Herefordshire Council Carbon Management Plan 2017-21
  - c. Air Quality Strategy for Herefordshire and Worcestershire

## **Equality duty**

- 15 Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 16 The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations, and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services. Our providers will be made aware of their contractual requirements in regards to equality legislation.
- 17 The proposal increases the opportunities for all those that wish to have an electric vehicle including disabled drivers.

## **Resource implications**

- 18 Highways England is offering 100% funding for the supply, installation and ongoing running costs (except electricity) of the charge points. They are also offering funding towards time spent on feasibility studies and ongoing project management. The council will not be required to contribute financially but will be contributing officer time during the feasibility study, application, procurement and installation stages together with an ongoing watching brief and management role.
- 19 Once the 10 year funding period has ended the council will be responsible for the ongoing costs. A review of the situation will be carried out prior to the funding period ending to decide the best ongoing course of action.
- 20 The contract to supply and install the rapid charge points and provide ongoing back office support will be subject to procurement processes that comply with the council's contract procedure rules and satisfy the grant criteria.
- 21 Costs of electricity used will be fully covered by the back office provider who usually recoup their costs by recharging the EV drivers using the charge point. The council will not be liable for the electricity costs.

## **Legal implications**

- 22 There are no significant legal implications arising from this report; the council is empowered to accept the grant under s1 of the Localism Act 2011 and other legislation. The council must ensure it complies with the grant conditions so as to avoid any risk of clawback and must ensure that the charge points are installed and serviced with due skill and care to ensure the safety of end users.

## **Risk management**

- 23 Full consideration of the impact of the Hereford Transport Package will be included in the feasibility study.

## **Consultees**

- 24 The proposal has been developed in partnership with Halo Leisure who are supportive of the proposals.

## **Appendices**

- None

## **Background papers**

- None