

Thursday, 17 DECEMBER 2020

INTERIM REPORT OF THE PORTFOLIO HOLDER FOR HERITAGE AND
REGENERATION

ELECTRIC VEHICLE CHARGING POINTS

EXEMPT INFORMATION:

None

PURPOSE:

The purpose of the report is as follows:

- To report on the outcomes of the ISG Scrutiny committee on the 8th July 2020
- Update Cabinet on progress to date
- Make recommendations for further activity

RECOMMENDATIONS:

1. That EV Charging Operating Model 2 is chosen as the primary delivery route subject to the results of a detailed options appraisal.
2. That a further marketing exercise using the ESPO Procurement Framework to secure a supplier / operator is carried out,
3. Produce a detailed options appraisal following further market feedback including costs/income/risks.
4. That a private sector location for EV charging on the wider Ventura retail park is investigated and promoted with relevant landowners
5. That an EV Action Plan is developed for adoption by the Council.
6. That, in principle, subject to the results of a detailed options appraisal, EV vehicle fast-charging infrastructure is installed in at least one of the Borough-owned car parks.

EXECUTIVE SUMMARY

A Report on Electric Vehicle charging was provided to the Infrastructure, Safety and Growth (ISG) Scrutiny Committee on 8th July 2020. The Minutes of the ISG Scrutiny Committee made recommendations to be considered by Cabinet. This Report recommends adopting the Scrutiny Committee recommendations with the exception of removing the proposed deadline on installing electric vehicle charging infrastructure on Council-owned land by the end of the 2020/21 municipal year for the reason that under the proposed delivery method, Operating Model 2, the private sector determines the timescales, therefore a Council commitment to external timescales cannot be accurately made.

With regard to EV charging infrastructure in Tamworth, it should be noted that when comparing the ZapMap register of EV locations in Tamworth from February 2020 to December 2020, two new EV charging points have been created in, or near, Tamworth at:

1. Morrisons, Upper Gungate – GeniePoint
2. Longwood, Watling Street, Tamworth – Osprey Point

Since July, further work has been carried out by officers on EV charging under the general areas highlighted in the ISG Scrutiny Committee recommendations, which have been included in the of the Background Section of this Report.

OPTIONS CONSIDERED

Scrutiny Committee discussed the options for the Operating Model the Council should use. The options were:

1. Purchase and operate the charging point(s) ourselves
 - Benefits: higher potential income, more control, more choice of location and greater control over timescales
 - Negatives: time-consuming and expensive for the Council to manage, higher upfront costs, greater risk
2. Lease land to a private sector EV charging point operating company.
 - Benefits: low upfront costs, no operational \ maintenance responsibility
 - Negatives: less control, less potential future income, location limited by company's preferences.

Operating Model 1 will require capital investment by the Council and a Capital Bid would be required for the capital expenditure for the physical and software infrastructure needed to operate what is essentially an electricity sales business and a Revenue Bid would be required for the associated staffing.

If Operating Model 1 is chosen four potential locations appear suitable: Aldergate car park, the taxi rank next to the Tamworth Enterprise Centre, Bolebridge car park and Riverdrive car park. These locations have the necessary room around the individual car parking spaces required for the installation of the infrastructure and charging point. The Riverdrive car park is close to a substation and there is a substation at Tamworth Library close to Aldergate / Tamworth Enterprise Centre. The town centre locations would be suitable for those using town centre shops and restaurants but lack visibility and are further from the A5 and other main routes. The town centre locations may also be affected by future town centre projects at Corporation Street. Riverdrive and Bolebridge car parks are well located for accessing from the A5 and other main routes and could be used by visitors to the Namco Funscape, the Castle Grounds, the retail parks, Peaks Leisure Centre, the Odeon cinema and the Snowdome.

If Operating Model 2 is chosen the location will be decided by the supplier / operator. Given the failure to date to encourage private sector interest, a more intensive marketing exercise will be required to identify an interested company. In order to attract interest it may be necessary for the Borough Council to offer both a land subsidy and a small, financial contribution towards the installation cost.

If, as is hoped, EV charging becomes a standard and widespread utility and there is increased provision on Council land, it will be necessary to develop this pilot project into a Council corporate function with a dedicated corporate budget.

Scrutiny Committee also discussed the options for locations for an E V charging point on private land. Based on the locations of EV sites nationally, the possibility of EV charging provision within Tamworth's regionally important retail park should be investigated. If this location is not possible, other large supermarket / retail area car parks should be investigated and the owners contacted to ascertain if there is any interest in providing EV charging points on their sites

RESOURCE IMPLICATIONS

Under Operating Model 2, revenue income is expected in the medium-term through lease rental / or profit-share agreements. To set against this is the potential loss of car parking income from the parking bays used by the EV charging facility though this will only occur when car parks are at 100% utilisation.

Any financial incentive required to attract private sector investment also has to be set against any projected revenue income. However, due to the significant level of capital expenditure involved in an EV fast-charging facility, private sector companies require 20 – 25 year leases to recover the capital investment. The long leases generated by EV charging infrastructure would result in an attractive, long-term revenue stream for the Council. The budget for any financial incentive offered for the initial pilot EV installation and for related legal costs will come from existing Economic, Development and Regeneration budgets.

No Council revenue (staffing) costs should be incurred under Operating Model 2.

Delivery of a Council EV Action Plan can be met from existing EDR staff resources but implementing an EV Action Plan will require additional financial and staff resources which will need to be considered by Cabinet as part of the budget process once the Action Plan is finalised’.

LEGAL/RISK IMPLICATIONS BACKGROUND

Legal advice and costs will be required to enter into any lease and / or profit sharing contract and one of the aims will be to ensure that all the operating risk lies with the private sector.

A residual risk will remain with the Council related to the loss of any financial incentive provided by the Council in the event of the private supplier activating any break clause or opt-out agreement should the EV charging facility prove to be unprofitable.

EQUALITIES IMPLICATIONS

Not applicable

SUSTAINABILITY IMPLICATIONS

Zero net carbon commitment 2050 or by 2030 if financially able to do so: Council Nov 2019.

Council Climate Change Emergency commitment.

Electric vehicles form a key part of the national zero net carbon aim in conjunction with sustainable forms of electricity production.

BACKGROUND INFORMATION

Electric vehicle (EV) charging can be divided into three main types:

- 'Slow' points give a full charge in 6-12 hours and are often used to charge vehicles overnight at home
- 'Fast' points typically fully charge an electric vehicle in 3-6 hours, located at areas such as car parks or supermarkets
- 'Rapid' points typically provide an 80% charge in 20-40 minutes, and are generally located at motorway services or on main routes

A general introduction to this topic can be found at...

[The Road to 2030: Your town/business can get FREE rapid chargers. - YouTube](#)

The 13 minute video describes the work of Osprey and InstaVolt (two of the main national providers of rapid EV charging), describes the use of ZapMap and discusses the practical issues relating to the use of EV chargers.

A Report on Electric Vehicle charging was provided to ISG Scrutiny Committee (8th July 2020). The Minutes of the ISG Scrutiny Committee resolved that the following recommendations be made to Cabinet:

1. That Operating Model 2 is chosen
2. That a further marketing exercise to secure a supplier / operator is carried out with Council Officers given delegated authority to offer financial incentives in the form of low rental value and / or a financial contribution towards the capital cost
3. That a private sector location on the Ventura retail parks is investigated
4. That an Action Plan is developed that focuses on new on-street fast charging sites and on-street residential charging sites.
5. Electric vehicle charging infrastructure is installed in the borough by the end of the 2020/21 municipal year.

The following up-date deals with each of the above recommendations in turn.

That Operating Model 2 is chosen

Please see OPTIONS CONSIDERED section

That a further marketing exercise to secure a supplier / operator is carried out with Council Officers given delegated authority to offer financial incentives in the form of low rental value and / or a financial contribution towards the capital cost

A marketing exercise was carried out early in 2020 with a document requesting Expressions of Interest sent to major companies involved in the installation and management of EV charging points ON Council-owned land. The companies contacted were Rolec, PodPoint, Chargemaster, New Motion, Polar, InstaVolt The EV Network and Engie. Despite repeating the distribution of the Expression of Interest the response was disappointing with only InstaVolt still maintaining an interest in establishing a fast charging facility in Tamworth on Council land.

A further marketing exercise is now proposed using a new national ESPO framework that offers public sector customers charging solutions from the leading providers in the market. The framework offers turnkey solutions for customers to help them access the latest technology. Although the framework is targeted at public sector organisations with electric fleet vehicles, it is hoped that interest can be generated in installing public fast-charging facilities by publishing an Expression of Interest on the Eastern Shires Purchasing System (ESPO) tendering system. Details of the framework can be found at:

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LIST OF BACKGROUND PAPERS
None

APPENDICES

Appendix A – Council Car Park Locations

Appendix B – Tamworth Sub-station Capacity