

South Warwickshire Electric Vehicle (EV) Infrastructure Strategy

Lead Officer: Graham Folkes-Skinner

Portfolio Holder: Councillor Alan Rhead

Wards of the District directly affected: All

Summary

This report seeks to provide Cabinet with an overview of what is required within South Warwickshire to meet our responsibilities in supporting South Warwickshire residents to make the change from petrol and diesel to Electric Vehicles (EVs).

It presents a report from Cenex, which anticipates the required number of EV chargers needed within the area on land owned by both Warwick District Council (WDC) and Stratford District Council (SDC). It also illustrates the indirect cost savings and emissions reductions if the requirements are fulfilled.

It also seeks approval for a joint WDC/SDC working Group to provide an operational approach to the findings of the report, which will enable and deploy charging infrastructure in South Warwickshire. This work will be in collaboration with Warwickshire County Council (WCC) to ensure that we fulfil our responsibilities in delivering a portfolio of sites for chargers for the two tiers of authority

Recommendation(s)

- (1) That Cabinet notes the key outcomes from the report entitled "South Warwickshire Electric Vehicle (EV) Strategy, that can be found in Appendix 1.
- (2) That, subject to the same being agreed by SDC, Cabinet agrees to the development of a Joint Strategy and Procurement exercise with Stratford-on-Avon District Council to deliver EV charging infrastructure within Council facilities including a detailed options appraisal for the delivery and operation of an electric charging network and that a further report is presented to Cabinet in Q3 of 2022/23.

1 Background/Information

- 1.1 The Government has made a commitment through legislation that the country will reach net zero carbon emissions by 2050. A series of policy documents repeatedly highlights transport as one of the largest sources of emissions and proposes that electric vehicles (EVs) are the greatest opportunity to significantly reduce road transport emissions. In 2021, prior to the UK hosting the Conference of the Parties (COP) the Government announced that new petrol, diesel and some hybrid cars and vans will be phased out by 2030, confirming the role of EVs in decarbonising road transport
- 1.2 Both WDC and SDC have declared a climate emergency and have jointly agreed climate ambitions for South Warwickshire. These ambitions outline specific

areas that the Council's will focus on, including the decarbonisation of transport.

- 1.3 In addition to the work being done locally in South Warwickshire to decarbonise vehicles, this shift will require the Government to invest in the rapid charging network along strategic roads, implement fiscal stimulants to lower the price of EVs and reinforce the national grid so it provides sufficient capacity to supply charge-points in an integrated and flexible manner. Research and innovation will also improve the efficiency of EVs and increase the range of battery storage. Ultimately, these broader national initiatives will make purchasing EVs more attractive, affordable, and attainable for South Warwickshire residents
- 1.4 With this move to EVs some private sector organisations are installing charging infrastructure i.e., in petrol stations. However, there will be parts of South Warwickshire that are less likely to be commercially attractive to charge point installers, particularly in the short term. The lack of infrastructure will hold back some residents from using electric vehicles and this might be a barrier for visitors to the area. WDC & SDC can therefore, play a part in providing charge points in its car parks and social housing car parks, the former of which are situated across South Warwickshire whilst the latter are within Warwick District.
- 1.5 The Cenex Report (Appendix 1) was commissioned to understand in detail the extent of EV charging infrastructure that is needed on Council owned land across South Warwickshire if we are going to meet our obligations on the requirements highlighted above. The report is split into several sections, namely: -
 - **Current Status**
This looks at the current number of vehicle registrations and that composition i.e., Cars, LGVs etc. It then compares that with the current number of EV's within the area and the current EV infrastructure
 - **Projections**
This forecasts and projects the number of Ultra Low Emission Vehicles (ULEVs) (This encompasses both pure electric and hybrid models) and the implied demand for EV charging infrastructure under the 2030 ban scenario. Alongside this it analysed ten prioritised public car parks across South Warwickshire for what infrastructure is needed. It then took four common public charger ownership models and outlined the capital and operating costs alongside the revenue shared between landowner and charger provider
 - **Benefits**
This looks at the wider environmental benefits. It takes the known damage costs for CO₂, NO_x and Particulate Matter and applied this to the savings achieved by the EV uptake to estimate and monetise the social benefits of these emission savings
 - **Implementation**
This suggests a Social Housing infrastructure strategic approach, including options to incentivise Housing Associations to align and the consideration of supporting home charging at social housing.
- 1.6 A South Warwickshire EV Infrastructure Working Group has been set up comprising of officers from both WDC and SDC representing, Legal, Procurement, Car Parking, Housing and Management, with a commitment to work together to provide an overview of the options available to the Council's to facilitate the requirements set out in the Cenex report.

- 1.7 The Working Group will liaise with the Regional Account Manager from the Energy Saving Trust (EST). The EST manages the Local Government Support Programme to help local authorities decarbonise transport, improve air quality and increase vehicle adoption. They will be offering impartial guidance on our EV Strategy development, charge point procurement and business engagement. It will also involve workshops on procurement, and they can also independently review any documents/reports that we produce.
- 1.8 The accessibility of charging infrastructure for disabled users along ensuring that users feel safe whilst charging needs to be considered and the Working Group will liaise with both local and national representatives to ensure that these factors are considered.
- 1.9 As a result of this work a South Warwickshire Charge-Point Delivery Plan will be presented to the respective Cabinets during Q3 of 2022/23. Specifically, this will: -
- Provide an overview of the different procurement models available to South Warwickshire reflecting the areas charging requirements and resources available
 - As part of this report the Working Group will be seeking an understanding of the political support available and the approach that South Warwickshire wants to take. For example, do the Councils wish to fully invest in EV infrastructure to retain full ownership and greater control, or would it prefer a concession agreement with an installer where the Council requests funding from the charge-point operator and as a result the operator will need to see a return on their investment?
 - Following liaison with colleagues from Housing and Car Parking the contractual approach(s) will be recommended for the different scenarios
 - It will highlight the priorities and approximate timescales for implementation
 - It will outline the different frameworks available and asked for the permission to develop the tender documentation
 - It will outline the availability of the different grants and the approximate costs to the Council's over an identified period

2 Alternative Options available to Cabinet

- 2.1 The Cabinet could consider the do-nothing option and leave the market to install charge points in South Warwickshire. However, there are areas of South Warwickshire that are not commercially attractive at present. Large conurbations attract the most interest from private sector installers. The latter are also less likely to provide charge-points for residents in areas without the ability to charge at home.
- 2.2 The report to be presented to Cabinet during Q3 of 2022/23 will present the potential procurement models outside the do-nothing option
- 2.3 South Warwickshire could install charging points on an ad-hoc basis. Some years ago, with the first wave of EV funding this has been the approach taken in many instances, but this runs the risk of the assets being underutilised, poorly maintained, and no longer fit for purpose.
- 2.4 To avoid the issues raised in Section 2.3 above, the preferred approach would be to develop a delivery plan that is clear on long-term ambition, priorities for action and clear on Council requirements

3 Consultation and Member's comments

- 3.1 During the development of the recommended strategy and procurement exercise, the Joint Climate Change Members Steering Group will be consulted so that members from both Councils can provide advice to steer the proposed approach

4 Implications of the proposal

4.1 Legal/Human Rights Implications

- 4.1.1 If this report is agreed, principles of joint procurement of a potential supplier for EV chargers will need to be considered. Legal Services as part of the Working Group will be part of this conversation.
- 4.1.2 The Local Government Act 2000, supplemented by Local Government & Public Involvement in Health Act 2007 and Sustainable Communities Act 2007, provides the principal statutory powers by which local authorities are currently.
- 4.1.3 The Council has a wide general power of competence under Section 2 of the Localism Act 2011 to do anything that individuals generally may do. The existence of the general power is not limited by the existence of any other power of the Council which (to any extent) overlaps the general power. The Council can therefore rely on this power, where appropriate, to undertake the proposals contained in this report

4.2 Financial

- 4.2.1 Cenex were provided with data i.e., car park profile, number of spaces, number of times each space is used per day etc. for 10 car parks across South Warwickshire. They were then able to estimate the number of chargers required to meet demand alongside the costs and revenues for installing and operating the charge-points for the main ownership models. The details can be found in Appendix 1.
- 4.2.2 Please note that in total there are 22 SDC owned car parks and 30 WDC owned car parks.
- 4.2.3 There are 4 main ownership models used in mature markets, Own & Operate; External Operator; Lease and Concession. A summary of each model and a summary of the approximate costings can be found in Appendix 2
- 4.2.4 There are advantages and disadvantages to each model alongside the capital costs and revenues that can result.
- 4.2.5 The proposed Charge-Point Delivery Plan, mentioned in Section 1.9 above will look at the different models, the government grants that are available and recommend a way forward.

4.3 Council Plan

- 4.3.1 The core purpose of these proposals is to respond to the climate emergency and contribute to the agreed shared Climate Change ambitions of both WDC & SDC

4.4 Environmental/Climate Change Implications

- 4.4.1 The installation of electric vehicle charge points would directly contribute to reducing carbon emissions across South Warwickshire and assist with reducing air pollutants that cause a reduction in air quality

4.5 Analysis of the effects on Equality

- 4.5.1 The proposed Charge-Point Delivery Plan will be subject to EQIA and as mentioned in Section 1.8 above accessibility groups targeted for consultation. The Plan has the potential to have impacts on all protected characteristic groups, but the actions should have a particularly positive impact on all groups. The Councils, via the Charge-Point Delivery Plan, has a major role to play in enabling residents who live in terraced properties equal opportunity to accessing charge-points.

4.6 Data Protection

- 4.6.1 There are no data protection of the proposals

4.7 Health and Wellbeing

- 4.7.1 The Cenex report within Appendix 1 monetises the social benefits of the emission savings because of meeting the demand for electric vehicle infrastructure which are substantial.
- 4.7.2 There will be improvements in air quality because of taking forward the findings of the Cenex report

5 Risk Assessment

- 5.1 There is a risk that the level of electric vehicle uptake does not progress as projected in the Cenex report. If that was the case, it is possible that the infrastructure installed would not be fully utilised. This risk will be mitigated by ensuring the amount and type of EV charging infrastructure proposed is based on robust national and local projections. It should also be noted, that ideally, infrastructure provision should grow ahead of predicted growth of electric vehicles to provide confidence and opportunities for local people wishing to invest in EVs.

6 Conclusion/Reasons for the Recommendation

- 6.1 This report asks Cabinet to note the findings within the Cenex report and agree to the production of a delivery plan of its findings. This will provide a framework for installing electric vehicle charge-points across the area to support the uptake of electric vehicles which in turn will contribute to the reduction in carbon emissions and improvement in local air quality

Appendices

Appendix 1: South Warwickshire EV Infrastructure Strategy

Appendix 2: Approximate costs for selected car parks

Report Information Sheet

Please complete and submit to Democratic Services with draft report

Committee/Date	Cabinet – 6 th July 2022
Title of report	South Warwickshire Electric Vehicle (EV) Infrastructure Strategy

Consultations undertaken		
Consultee *required	Date	Details of consultation /comments received
Ward Member(s)	16 June 2022	Ian Davison Alan Boad Mini Mangat
Portfolio Holder WDC & SDC *	16 June 2022	Alan Rhead
Financial Services *	15 June 2022	Rebecca Reading
Legal Services *		
Other Services	15 June 2022	Zoe Court
	16 June 2022	Craig Bourne Julie Lewis Tony Perks Sophie Vale
Chief Executive(s)	15 June 2022	Chris Elliot Andy Jones
Head of Service(s)	15 June 2022	Dave Barber
Section 151 Officer		
Monitoring Officer		
CMT (WDC)		
Leadership Co-ordination Group (WDC)		
Other organisations		
Final decision by this Committee or rec to another Ctte/Council?		Recommendation to :CabinetCommittee
Contrary to Policy/Budget framework	No	No
Does this report contain exempt info/Confidential? If so, which paragraph(s)?	No	No
Does this report relate to a key decision (referred to in the Cabinet Forward Plan)?		
Accessibility Checked?		