

Title: Electric Vehicle (EV) Infrastructure in South Warwickshire – The Way Forward

Lead Officer: Graham Folkes-Skinner Email: graham.folkes-skinner@warwickdc.gov.uk

Portfolio Holder: Councillor Alan Rhead

Wards of the District directly affected: All

Approvals required	Date	Name
Portfolio Holder	21/02/23	Cllr Alan Rhead
Finance	11/02/23	Andrew Rollins
Legal Services		
Chief Executive	11/02/23	Chris Elliot
Head of Service(s)	11/02/23	Dave Barber
Section 151 Officer		
Monitoring Officer		
Leadership Co-ordination Group	20/02/23	
Final decision by this Committee or rec to another Cttee / Council?	Yes/ No Recommendation to: Cabinet / Council Committee	
Contrary to Policy / Budget framework?	No/Yes	
Does this report contain exempt info/Confidential? If so, which paragraph(s)?	No/Yes, Paragraphs:	
Does this report relate to a key decision (referred to in the Cabinet Forward Plan)?	No/Yes, Forward Plan item – scheduled for (date)	
Accessibility Checked?	Yes/No	

Summary

This report will provide an overview of the procurement approaches available to the Council (reference to "the Council" and/or "South Warwickshire" includes both Warwick District Council (WDC) and Stratford-upon-Avon (SDC)), to facilitate an increase provision of Electric Vehicle (EV) infrastructure across the district and to provide an understanding of the opportunities available within the responsibilities of South Warwickshire and a proposed way forward

Recommendation(s)

- (1)** To agree the outcomes of an EV charging procurement process as set out in Section 1.1.6.
 - (2)** Subject to recommendation 1 being agreed, to agree to procure a South Warwickshire Feasibility Study at a maximum cost of £40,000 with WDC's share to be funded from the Climate Action Fund to establish how the Council's portfolio of EV charging location can best deliver the outcomes. It is recommended that the study; -
 - a) Builds on the work undertaken to date (see below)
 - b) Assesses the financial potential of the different contract options for the Council.
 - c) Estimates the charge session numbers across the Council's "portfolio" of sites, profit, and revenue (assuming specific electricity rates and EVCP tariffs in £ per kWh)
 - d) Reviews the Council's sites (including ownership, parking restrictions, number of parking bays); the Council's aspirations for Electric Vehicle Charging Points (EVCP) and the existing EVCP information (including makes and models of EVCPs and usage)
 - e) Advises on the full cost implications of installing charging infrastructure, which should include, but not limited to, ongoing operation and maintenance; signage; bay marking and other project elements (traffic management orders and parking enforcement etc.)
 - f) Investigates the challenges and possibilities of a collaboration on a joint procurement exercise between WDC & SDC.
 - g) Ensures that any proposals meet the key outcomes outlined in Section 1.1.6 below.
 - (3)** To note that the work undertaken to date, detailed in this report, suggests that the procurement approach highlighted in Section 1.3.12, is the preferred option to meet the Council's outcomes, however this will be guided and influenced by the results of the Feasibility Study.
 - (4)** That based on the findings of the Feasibility Study and subject to the study demonstrating that there are no upfront or ongoing net costs to the Council, delegated authority is given to the Programme Director of Climate Change in consultation with the Portfolio Holder for Climate Change to undertake a procurement exercise which can deliver the outcomes set out in Section 1.1.6. Should the study indicate a requirement for upfront investment or ongoing net costs, a further report will be brought to Cabinet to establish the budget ahead of undertaking the procurement exercise.
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1 Reasons for the Recommendation

- 1.1.1 It is vital that South Warwickshire chooses the right procurement route and contractual arrangement when it comes to the installation of new EV infrastructure. There are a range of options available at the present time and the terminology is fluid, but Appendix B provides a detailed appraisal of the main ones being investigated
- 1.1.2 The information provided within this report, alongside the South Warwickshire EV Infrastructure Strategy (See Appendix A) does provide a detailed analysis of what EV infrastructure is required but there are important questions that still need to be answered.
The recent pre-market engagement exercise carried out with internal colleagues from Procurement and the Energy Saving Trust (EST) has shown a very high interest from providers wishing to invest in the area. (See below). As a result, it is vital that we fully understand what we have to offer the market and how both WDC and SDC can work collaboratively knowing both the costs and potential revenues across South Warwickshire.
- 1.1.3 The momentum of the provision of a suitable contract and the installation of EV chargers needs to be maintained. That is why it is key that a Feasibility Study is procured as soon as possible.
- 1.1.4 The expectation of the recommended Feasibility Study is that it will take the information provided within the South Warwickshire EV Infrastructure Strategy, the work undertaken to date as part of this report and the recommended procurement approach and add further metrics, which would include, total trips to car parks; traffic flow; distance to nearest major road, amenities within 500m. These will be given weightings from which a deployment strategy roadmap will be developed which will include the indicative capital expenditure alongside the revenue share.
- 1.1.5 Proposed timescale for the way forward is: -
- Completion of Feasibility Study – Approx. 3 months, April to June
 - Outcomes from Feasibility Study presented to and discussed with WDC's Programme Advisory Board (PAB) and SDC's Cabinet Forum – ASAP after study completion
 - Procurement of appropriate EVCP undertaken – Dependant on procurement route taken, as time lengths can vary.
- 1.1.6 EV charging can be introduced for a range of reasons and in several different ways. Based on the work undertaken so far, it is recommended that whatever approach is taken to procuring an EV charging provider, the following outcomes should be at its heart.
- a. Equity in the provision of EVCP across South Warwickshire, which should include: -
 - Socio-demographic. It needs to ensure that those households without driveways have access to convenient charging to ensure that the economic benefits of EV adoption are enjoyed by all. Ensuring the provision of affordable public charging will play a role in supporting disadvantaged communities.
 - Geographic. Consideration needs to be given to the provision of EVCP's in rural areas which are not near Council owned land.
 - Affordability of tariffs, with the provision that the Council has potential control over tariff rates at strategic sites.
 - b. Any roll-out of EVCP within South Warwickshire needs to be part of a wider cohesive network and needs to be in sympathy with the EVCP ambitions of Warwickshire County Council (WCC) as the Highway Authority.
 - c. A "portfolio approach" is taken with a potential provider. Whereby short to medium term financial returns which are achievable from more profitable

locations are used to enable infrastructure to be provided at locations that may not make a return and/or that may take longer to make one. This is important for communities in rural areas and for residents that do not have access to off-street parking, which prevents them charging at home.

- d. Need to choose the “right charge speed in the right location” to optimise usage and affordability.
- e. EVCP’s need to be accessible to all users and inviting to use i.e., in well let locations and meet the specifications within PAS 1899:2022, which addresses the issue of accessibility for people with disabilities and older people.
- f. Subject to outcomes a) to e) above, the approach should seek to maximise the revenue to the Council.

1.1.7 It is important that the feasibility study considers the projects desired outcomes set out to ensure the Council’s portfolio of locations is able to maximise the benefits

1.2 **Introduction**

1.2.1 Against the background of the Government ban on the sale of new petrol and diesel cars by 2030 and hybrid petrol and diesel cars by 2035, the availability of charging facilities for EV’s is ever more important. This forms an important strand of South Warwickshire’s Climate Change Action Plan, with the ambition of reaching the goal of reducing net carbon emissions across South Warwickshire by a minimum of 55% by 2030.

1.2.2 The South Warwickshire Electric Vehicle (EV) Infrastructure Strategy sets out what EV infrastructure is needed when based on the Government ban.

1.2.3 Transport contributes 45% of the emissions from South Warwickshire and reducing these emissions by supporting infrastructure for zero emission vehicles, like charge-points is key to enable this reduction.

1.2.4 Early adopters of EVs have generally had the ability to charge whilst parked off-street at home. Further, the private sector is delivering charge-points which are mainly top-up charging at destinations such as supermarkets and rapid charging hubs for “in-journey” charging. However, as the demand for EV grows, the estimated 34% of households that do not have off-street parking (See Section 2.1.3) will require support through local accessible public charge-points

1.2.5 Following a pre-procurement engagement process (See Section 2.3) with a wide range of charge-point operators, discussions with the Energy Saving Trust (EST) and information within South Warwickshire EV Infrastructure Strategy, an options appraisal has been undertaken (See Section 1.3 below and Appendix B)

1.3 **New Infrastructure – Strategic Options Appraisal**

1.3.1 The EV sector is evolving rapidly and the adoption of EVs for both private and public use is set to grow significantly over the next decade or so. This is being driven by climate change pressures, the introduction of new legislation and the pace of innovation alongside the Council’s own stated climate change ambitions.

1.3.2 The South Warwickshire EV Infrastructure Strategy (Appendix A) highlights the challenges faced by South Warwickshire. This report seeks to highlight the different approaches against the conclusions of the Strategy.

1.3.3 Political and cultural preferences can often influence perceptions of future service models. However, every care has been taken to look at the options objectively and against the principles highlighted within the Strategy

- 1.3.4 The Options Appraisal can be found in Appendix B and is there, to support the decision-making process on the nature of the procurement approach most likely to deliver South Warwickshire's ambitions.
- 1.3.5 Clearly one of the key decisions that the Council needs to make is selecting the approach to take when it comes to procuring a service provider. This needs to consider the investment, ownership, risk, and responsibilities of the infrastructure between the Council and the service provider.
- 1.3.6 The procurement approach to appoint an EVCP provider needs to be guided by the vision, aims and objectives of the Council, and there are two main drivers, namely: -
- **The South Warwickshire EV Infrastructure Strategy**
This was produced by Cenex and presented and agreed by WDC & SDC Cabinets in July 2022. It suggests the following principles: -
 - South Warwickshire should ensure a fair transition and steer public charge point development in locations where private sector will not.
 - South Warwickshire should start with equipping public car parks with adequate charge-point infrastructure and supporting home charging at social housing
 - **Ambition 2 of South Warwickshire's Climate Change Action Programme** which includes the following commitment (1.3): -
"Switching to low carbon vehicles: where residents and business need to rely on road vehicles, we will seek to support an increase in the percentage of Ultra-Low Emission Vehicles owned by residents in south Warwickshire from 2.9% in 2019 to 89% by 2030"
- 1.3.7 As mentioned, the above principles need to be considered when choosing the approach to procuring the infrastructure and the relationship to have with a provider. It needs to ensure there is sufficient charge point infrastructure across the area on land within the ownership of WDC or SDC which is largely public off-street car parks and social housing sites
- 1.3.8 A good proportion of EV drivers will charge their vehicles at home, however as mentioned in Section 2.1.3 below 34% of South Warwickshire properties do not have access to off-road parking.
- 1.3.9 Rapid charge points (See Appendix D) should generally be located adjacent to strategic routes and the private sector has started to install them. Given this, there will be less emphasis on installing rapid charging points on council owned land. However, rapid chargers should not be ruled out completely and the quotation which states "right charge speed in the right location" needs to be remembered. For example, any new development adjacent to strategic routes that is on Council owned land should be considered for the installation of rapid charge points
- 1.3.10 Within the confines of land that is within the ownership of the Council, there is a wide variety of potential sites, in terms of potential demand and profitability. It could be argued that the EV chargers within car parks serving the areas around tourist hubs i.e., Warwick & Kenilworth Castle and Stratford Town would be well used and potentially earn a revenue, whilst some of the quieter car parks and social housing sites will not have this potential. With this "portfolio" of sites it is vital that firstly we fully understand the "offer" we can provide a potential EV charger operator. In addition, the Council needs to enter a contract where there is equitable distribution of chargers across land within the Council's responsibility and fulfils the approach highlighted in the Council's principles.
- 1.3.11 The Options Appraisal can be found in Appendix B and is based on the guidance

provided by The National EV Insights and Strategy (NEVIS) service, hosted by Cenex.

- 1.3.12 With reference to the information highlighted in this report, the evidence suggests that some form of **Public-Private Commercial Partnership** is undertaken where South Warwickshire agrees to a procurement approach with a EVCP provider that shares aspects of capital cost, operational costs, control and risk between the Council and the provider and meets the aspirations and meets the principles highlighted in Section 1.3.6 above. However, this will be guided by the information gained from the recommended Feasibility Study.

2 Information & Analysis Supporting Recommendation

2.1 Modelling of South Warwickshire's Properties without off-street parking and the relevance of South Warwickshire's Public Car Parks to EV infrastructure roll-out.

- 2.1.1 As part of the procurement of Cenex to produce the South Warwickshire EV Infrastructure Strategy, (See Appendix A), access was provided to a piece of software owned by a company called Field Dynamics, which provided the opportunity to assess the influence that EV chargers would have on properties that do not have any off-street parking.
- 2.1.2 The total number of public car parks across South Warwickshire, owned and operated by WDC & SDC is 53
- 2.1.3 One of the barriers to increased take-up of electric/low emission vehicles is the lack of charging infrastructure. It is generally recognized that residents would prefer to charge their car at or near their homes. It is also known that many South Warwickshire's households, approx. 41,419, (See Appendix C) do not have access to off road parking, i.e., they do not have a drive. That is out of a total number of households across South Warwickshire of 122,061 (SDC – 59,461 & WDC – 62,600 (2021 census)). That is about 34% of the total households do not have access to off-road parking.
- 2.1.4 As a result of having access to the Field Dynamics software, Appendices F & I were produced. They provide a visualization on the influence that the installation of 2 standard chargers could have on the properties without off-street parking that are a 5-minute walk away from each car park. The actual number of properties can be found in Fig. 5 & Fig. 8 in each respective appendix.
- 2.1.5 The rationale for this is that a resident would be prepared to leave their vehicle plugged into a charger that takes 6-12 hours to fully charge their vehicle i.e., a 7Kw rating, if they only live a 5-minute walk away, whereas if the charging period is quicker i.e., 40 minutes using a rapid charger, then they would be prepared to travel to get to the site
- 2.1.6 In addition, Appendix J, shows the influence that two rapid chargers in selected car parks would have on properties with no off-street parking. This influence assumes that users without off-street parking would be prepared to travel 10 minutes in their car to utilise a rapid charger.
- 2.1.7 Alongside Warwickshire County Council (WCC), it is the role of WDC & SDC to provide energy to these households and who would be unable to switch to EV without public charging.
- 2.1.8 To begin to understand the relevance of each of the Council car parks to the installation of EV chargers, Energy Saving Trust (EST), completed a piece of work, which looked at different factors and "ranked" the car parks, the factors were: -
- Daily utilization rate (Council data)
 - No. of properties within a 3-minute walk of car park (Field Dynamic data, see above)

- Availability of electricity (Western Power data from Cenex)
- Distance to nearest sub-station (metres)
- Electrical capacity available

2.1.9 Appendix H illustrates the different car parks and their place in the hierarchy. (The larger the number the higher up the hierarchy) The numbers illustrate the popularity of the car park alongside the potential ease of EV installation. For example, now it would be more beneficial to install EV chargers in at Saxon Fields Car Park than Court Way Car Park in Bidford on Avon (respectively 11 & 3 in the hierarchy).

Clearly the comparison is limited and cannot consider all the factors, for example Abbey Fields is high in the hierarchy but potentially would need consent from Historic England to install the chargers, which could be prohibitive. However, it does start to provide an indication as to the relevance of each of the car parks.

2.2 **Potential use of Village Hall Car-Parks as local EV Charging-Points**

- 2.2.1 Section 1.1.6 above describes how the equitable distribution of EVCP's is important and meets the Council's aims and objectives. There are large areas of South Warwickshire where communities are not close to land owned by the Council but will need local access to EV charging points if they do not have off-street parking and they still have a reliance on private vehicles for their transport needs.
- 2.2.2 This report has started to explore the potential of using Parish Council land, namely village halls and community hubs, for the provision of publicly available charge-points. This proposal is not designed to serve a large audience and draw users into a village location simply to charge their vehicle. Any charging provision will be designed accordingly with slower charging speeds installed to suit overnight charging and top-up charges for those making a trip to use village amenities.
- 2.2.3 The locations of most village hall car parks across South Warwickshire can be seen in Appendix E.
- 2.2.4 An advertisement was placed in the weekly newsletter of Warwickshire & West Midlands ALC Ltd (WALC) asking Parish Councils to come forward to act as pilot sites for discussions with the Council and the Energy Saving Trust (EST) to explore the options and the potential for installing EVCP's within their village hall car parks.
- 2.2.5 Appendix K illustrates both the advertisement placed within the weekly WALC newsletter (Fig.1) and the article added to the WALC website detailing the proposal. (Fig.2)
- 2.2.6 Four Councils came forward, namely Beausale, Haseley, Honiley and Wroxall Parish Council; Lapworth Parish Council; Quinton Parish Council and Southam Town Council. Initial discussions have been had with the four Councils to introduce the initiative and provide some context. The plan would be to have further discussions involving the Energy Saving Trust after the approval of this report.
- 2.2.7 The exact direction for the provision of EVCP's in village hall car parks is not known at this juncture and it potentially could involve colleagues from WCC with the possibility of applying for a joint grant bid together

2.3 **Pre-Procurement Engagement Exercise**

- 2.3.1 To understand the EVCP market in more detail, a Pre-Procurement Engagement Exercise was undertaken to allow the Council to understand the options available more fully in terms of procurement options and to obtain answers to some pre-set questions.
- 2.3.2 A small working group comprising of Procurement Officers, the author of this

report and the Regional Account Manager from EST, met separately with representatives from 11 EVCP providers via MS Teams. It was a very popular initiative, and the working group could have met with a lot more companies keen to demonstrate how their procurement model would benefit South Warwickshire.

- 2.3.3 It was a useful insight and exercise and will help steer the recommended approach to procurement outlined in Section 1.3.12

3 Provision of EV infrastructure on WDC social housing sites

- 3.1. As mentioned above, the Council has a key role in ensuring that the transition to electric vehicles is integrated into the wider community and meets its needs. WDC has its own social housing stock and therefore has a responsibility to their tenants to ensure equity in the provision of EV infrastructure.
- 3.2. Local authorities such as WDC that own social housing can apply for the EV charge-point grant for landlords. This provides grants of up to £350 towards the cost of purchasing and installing a charge-point, with up to 200 grants a year available for each local authority. Additional support is also available for local authorities to help install EV charge-points in residential apartment block parking spaces. The EV charge-point grant for residential car parks provides grants of up to £30,000 towards the cost of installing EV charge-points in such properties. Please see Appendix G.
- 3.3 It is important that WDC's social housing sites are considered by the proposed Feasibility Study.

4 Alternative Options

4.1 Do nothing

- 4.1.1 The Council could decide not to install EVCP and to leave this provision to the market. This may result in a lack of provision, particularly in rural areas. This option would not see the expansion of EV infrastructure onto land owned by the Council, and it would not be fulfilling its obligations or aims, and objectives mentioned above.

4.2 Wait for WCC to procure a County wide provider

- 4.2.1 WCC do have plans to procure a County wide EVCP provider, which will be for their own responsibilities for on-street EV installation. However, it will have the potential ability for the District/Borough Councils within Warwickshire to "call-off" that contract to install EVCP's on Council owned land. However, that does not provide us with the autonomy and flexibility to make our own decisions, decide upon a procurement model that is best for South Warwickshire and to install EVCP's at the pace that we want.

Owner- Operator Model

- 4.2.2 This will require significant capital investment in EVCP hardware and systems. This in turn will need to be supported by proportionate revenue expenditure to ensure that the Council has the expertise available to design and maintain the network. This would be in a market which is highly competitive and experiencing rapid technical developments

4.3 Lease Land Model

- 4.3.1 With this approach the external supplier will be very selective on locations, wanting only the "prime sites." Due to this it is unlikely to meet the Councils aims and objectives

4.4 Joint Venture (JV) Model

- 4.5.1 The division of risks and responsibilities are complicated within a JV. It also involves collaboration between the Council and the provider with different goals and ambitions, i.e., a public body vs. a private company seeking profit. During the pre-procurement exercise referenced in Section 2.3 above none of the providers suggested this procurement approach.

4.5 **Provide autonomy to WDC and SDC to make their own decisions on EVCP deployment**

- 4.6.1 Dependant on each Council's commercial aspirations and risk profile, WDC & SDC could decide they want to procure separate contracts that align more to their own values and objectives. That could result in each Council undertaking a separate procurement exercise or potentially a single procurement exercise with the aim of having a single or two separate providers for South Warwickshire by awarding two separate contracts via two lots

5 Legal Implications

- 5.1 Legal Services and Procurement will assist and provide legal and procurement advice, as required, with this procurement to ensure that the Council complies with The Public Contracts Regulations 2015, as amended, or The Concession Contract Regulations 2016, as appropriate and the Council's Procurement and Contract Standing Orders
- 5.2 Legal Services will also advise on the contract and will make arrangement to have the contract executed by the parties

6 Financial

- 6.1 The cost of the Feasibility Study is estimated to be a maximum of £40,000 for South Warwickshire, that will be split between WDC Climate Change Fund and SDC's Climate Change Budget
- 6.2 Where Council involvement includes participation with a provider of EV Infrastructure, consideration will need to be given to the funding of the contract.
- 6.3 The funding of the recommended procurement approach, (See Section 1.3.12) can be funded via a range of sources, whether separately or combined. This can include: -
- Internal Council capital budgets
It is becoming increasingly uncommon to fully fund EV infrastructure using Council funds, as this source of funding is becoming increasingly stretched.
 - National or Regional Grants
National government grant funding has been the most common funding source for EV Infrastructure to date, regional funding might be available through sources like Combined Authorities, Net Zero Hubs and/or Local Enterprise Partnerships
 - Service provider funding.
Charge-point operators, suppliers of EV Infrastructure and partner organisations also offer funding. These sources usually cover a portion of the total costs and retain an appropriate portion of revenue to recoup their investment and make a profit. In some cases, these sources will fully fund infrastructure. However, this comes with strict contractual terms and longer contract lengths.
- 6.4 The Procurement exercise for any contract involving Warwick District Council will be led by the Councils in-house Procurement Team in accordance with the WDC Code of Procurement Practice and UK Law
- 6.5 As part of the South Warwickshire EV Infrastructure Strategy (Appendix A), 10 Public Car Parks were selected across the area, 5 within SDC and 5 within WDC, representing urban and rural locations. Cenex analysed the potential usage of the recommended chargers to be installed and provided indicative capital investment needed to deliver the infrastructure and compared that against the main procurement models.

- 6.6 The cumulative capital investment needed to deliver charging infrastructure across all 10 identified sites is around £510k in 2030 rising to over £912k by 2040. It is expected that a significant proportion (or possibly all) of this will be met by a private sector provider. The feasibility study will clarify the extent to which costs could fall on the Council.
- 6.7 Further financial information will be provided following the proposed feasibility study, the procurement process and prior to a decision to proceed. This will include the extent to which the Council may need to support the installation of charge-points through the capital programme and the Council's expected administration costs and its share of income, including impact on existing parking revenues

7 Business Strategy

- 7.1 Health, Homes, Communities.
The proposed way forward for EV infrastructure will seek to provide equity in the distribution of EV chargers across the area to provide cohesive communities
- 7.2 Green, Clean, Safe.
See Section 8 below
- 7.3 Infrastructure, Enterprise, Employment.
The aims and objectives of the report will improve the performance and economy of our local communities by providing publicly available EVCP's
- 7.4 Effective Staff
N/A
- 7.5 Maintain or Improve Services
Installation of EV infrastructure will ensure that we are focusing on residents needs
- 7.6 Firm Financial Footing over the Longer Term.
The recommendation of a Feasibility Study will ensure that the area gets the best return for its assets.

8 Environmental/Climate Change Implications

- 8.1 Warwick District Council has declared a climate emergency and has agreed three ambitions to provide focus to the work to address the climate emergency.
- 8.2 Ambition 2 – Low Carbon South Warwickshire 2030, seeks to reduce net carbon emissions across the area by a minimum of 55% by 2030. Within the action plan to deliver that ambition, there are specific targets relating to this proposal, they are: -
"1.3 Switching to low carbon vehicles: where residents and business need to rely on road vehicles, we will seek to support an increase in the percentage of Ultra-Low Emission Vehicles owned by residents in south Warwickshire from 2.9% in 2019 to 89% by 2030"

9 Analysis of the effects on Equality

- 9.1 One of the proposed outcomes, highlighted in Section 1.1.6, states that "EVCP's need to be accessible to all users and inviting to use i.e., in well let locations and meet the specifications within PAS 1899:2022, which addresses the issue of accessibility for people with disabilities and older people."
- 9.2 Any EVCP's will ideally be Pay-As-You-Go enabled so that users will be able to pay for their charging using a contactless bank card and no subscription to any specific supplier or network will be necessary to use the chargers
- 9.3 The public EVCP's will be positioned in car parks which enable them to be used by residents who do not have access to off-street parking. These residents may be less likely to purchase an EV as they would not have security of being able to charge it.
- 9.4 Potentially using funding (See Appendix H) to provide EVCP in the Councils

public car parks enables all residents to access the benefits of EV ownership regardless of whether they have access to off-street parking

- 9.5 The recommendations in this report do not have any equality impacts; however, an Equality Impact Assessment (EIA) will be undertaken as part of any potential contract.

10 Data Protection

- 10.1 EV chargers connect the vehicle to the power grid using a charging device which includes a data connection to exchange information and control commands. This introduces data privacy concerns and is a potential target for cyber security attacks. Examples of threats can include unauthorised access to information i.e., banking details. All these details will need to be discussed at the procurement stage

11 Health and Wellbeing

- 11.1 The recommendations put forward in this report will support and facilitate the transition for residents from petrol to diesel vehicles to EVs, which will make a major contribution to improving air quality and reducing harmful pollutants

12 Risk Assessment

- 12.1 In the development of the recommended procurement approach there is the potential that the preferred way forward is not the best option of even suitable. Other approaches may be more appropriate. That is why the information supplied within a Feasibility Study is crucial
- 12.2 It is not possible to confidently gauge how much appetite there will be in the market for the recommended procurement approach without understanding the liabilities and limitations it might eventually present, again related to the Feasibility Study. However as mentioned in Section 2.3 above the Pre-Procurement Engagement Exercise indicated that EVCP providers are very keen to have a presence within South Warwickshire. If there are no bids, then the Council will need to review its options
- 12.3 The Council may find in the development of the specification, or in the assessment of the contract bids that it would not be possible to ensure sufficient infrastructure development can be directed at supporting EV uptake in sites where short-term returns on investment might be restricted. The Council is not required to issue a contract if it is able to demonstrate that its minimum requirements have not been fulfilled and must ensure that these are included in the specification without ambiguity.

Background papers:

N/A

Supporting documents:

N/A