

<b>Report title</b>	<b>Electric Vehicle Charging Infrastructure at Council Owned Car Parks</b>
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<b>Department</b>	Planning, Economy & Built Environment/ Customer, Digital and Collection Services
<b>Exempt?</b>	No
<b>Exemption type</b>	Not applicable
<b>Reasons for exemption</b>	Not applicable

**Purpose of report:**

**To resolve and recommend to Corporate Management Committee**

**Synopsis of report:**

**This report provides an update on the work completed so far regarding the installation of Electric Vehicle Chargers in Council owned car parks in the borough and considers the different options available for doing this. Four car parks have been selected as suitable sites and the reasoning behind the selection of these car parks has been provided.**

**This Committee is asked to approve the selection of the four suitable car parks presented and agree the use of £30,000 from the Car Parks earmarked reserve to complete exploratory electrical surveys at the four car park sites suggested. The release of these funds would then need to be referred to Corporate Management Committee (CMC) to approve as a budget. These surveys will seek to determine available electrical capacity and potential costs of new connections to the electricity grid at these sites.**

**Recommendation(s):**

**That the Environment and Sustainability Committee:**

- Agrees the use of £30,000 from the earmarked Car Parks Reserve to complete electrical surveys at the four suggested car park sites**
- If the above is agreed to refer to Corporate Management Committee to approve a budget of £30,000 to be financed by the release of the funds.**
- Approves the locations of the four suitable car park sites selected.**
- Authorises officers to further explore Options 2 and 3 with regards to progressing EV charging points in Council owned car parks.**

## 1. Context and background of report

- 1.1 The Government has confirmed that the sale of new petrol and diesel cars and vans will be banned from 2035. The UK has already seen a large increase in demand for ultra-low emission vehicles<sup>1</sup>, including EVs, but this is expected to increase even more rapidly as a result of this ban.
- 1.2 In line with the national trend, the number of electric vehicles registered within Runnymede has increased exponentially in recent years with the number of registered vehicles more than doubling (240% increase) in the two years between June 2020 (453) and June 2022 (1,086)<sup>2</sup>.
- 1.3 Existing plug-in vehicle owners rely mostly on home and workplace charging but there is an increasing demand for more extensive, and faster, public charging to enable drivers to undertake longer journeys and to enable residents without access to off street parking to switch to EVs. In order to promote the visitor economy, commuting and to provide options for residents, publicly available charging infrastructure is therefore required in the borough.
- 1.4 At Full Council on 7 December 2023, the Council adopted the Runnymede Borough Electric Vehicle Strategy which sets out the Council's approach to supporting the transition from petrol and diesel vehicles to electric vehicles.
- 1.5 The strategy states that "There are currently few publicly accessible charge-points available in the borough and we know that an increasing number of residents and visitors are asking about the availability of electric vehicle charging points. The absence of accessible publicly available charging facilities is a constraint on the potential take-up of EVs and the current level of public charging provision is too small to meet the projected level of demand. A limited public charging network may discourage new users or businesses to adopt this technology. Presently<sup>3</sup>, Runnymede (70) is fifth in Surrey behind Guildford (122), Mole Valley (105), Elmbridge (74) and Waverley (74) in terms of the number of charging points available to the public." This includes on-street (residential streets only), en-route (service stations, hotels, restaurants etc.), destination (retail car parks, leisure education areas) and charging devices which are semi-public (workplace car parks and dealership forecourts).
- 1.6 It also states that "Runnymede Borough Council has an important role to play in supporting the replacement of internal combustion engines with electric vehicles by creating a supportive policy environment; enabling the creation of new charging facilities for electric vehicles; promoting their benefits to a wider audience and working with its partners and private enterprises to encourage wider take up."
- 1.7 The Runnymede Borough EV strategy has seven key aims. These are:
  - To increase provision of publicly available electric vehicle charging infrastructure and ensure that the charge points are accessible to those with mobility issues.
  - To help reduce carbon emissions and improve air quality in Runnymede.

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<sup>1</sup> Under the current Government definition, any car that emits less than 75g/km of CO<sub>2</sub> is classified as an Ultra Low Emissions Vehicle. All mainstream electric cars and the majority of plug-in hybrids are Ultra Low Emissions Vehicles.

<sup>2</sup> [Vehicles statistics - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/vehicles-statistics)

<sup>3</sup> As at July 2023 [Department for Transport data](https://www.gov.uk/government/statistics/department-for-transport-data) table 1a

- To integrate RBC charging infrastructure with other EV charging initiatives being undertaken locally, such as those being installed by Surrey County Council and private sector companies, so as to avoid duplication and ensure that overall, sufficient infrastructure is installed across the borough to help incentivise the use of electric/hybrid vehicles over internal combustion engine powered equivalents.
- To ensure residents and businesses understand the options for, and benefits of, EV ownership as well as where they can find information about charging points.
- To make residents and businesses aware of available grants.
- To lead by example by ensuring our own Council fleets uses cleaner EV technology at the earliest opportunity, where it is practical and offers the taxpayer good value for money.
- To encourage staff to transition from fossil fuel-based vehicles by supporting measures designed to aid transition e.g., staff salary sacrifice schemes.

1.8 This report relates primarily to supporting the first three aims given above, although our approach to EV rollout may have relevance to how we transition our council fleet to EV in the future which is discussed in paragraph 2.41 below.

## **2. Report**

- 2.1 In the EV Strategy Action Plan (2022-26), action 1 states that the Council will 'Explore opportunities to increase the network of publicly available electric vehicle charge points across Runnymede on both Council owned land and other public sector land'. This includes both on and off-street chargers.
- 2.2 It is important to note that whilst Runnymede Borough Council has responsibility for many of the car parks across the borough, leisure centres, some business premises and leads on creating air quality action plans, Surrey County Council, as highway authority, looks after on-street infrastructure and has wider transport powers.
- 2.3 As discussed in the Council's EV strategy, it is expected that properties in the borough without access to their own driveways currently face a barrier in being able to transition to electric vehicles. SCC are installing on-street chargers in the borough which has the potential to help overcome this barrier. However, to further assist in this regard, as well as using car parks for destination charging, officers intend to allow residents who live close to Council car parks to charge their cars overnight in some of the Council's car parks.' This would also be subject to amendments to the Council's Off-street Parking Orders.
- 2.4 In order to determine the best options for facilitating public charging points across the borough on Council owned land, officers from the Digital, Customer and Collection Services team worked with Energy Saving Trust, looking at factors such as demand for EVC in different areas, the types of chargers needed (e.g. standard, fast and rapid), barriers to implementation and use and available funding. EST also provided advice on the procurement options available. In terms of Council owned land, the intention is to initially focus on Council owned car parks.
- 2.5 Based on these discussions and further exploratory work carried out by the Council's GIS team, the following four car park sites have been chosen as the most suitable sites to install public EVCs (subject to suitable capacity availability and manageable connection costs):

- Chertsey Library Car Park, Heriot Road - Chertsey
  - Woodland Car Park (St Peter's Hospital), Hillswood Drive - Chertsey
  - Wasp Farm Car Park, Heritage Court - Egham
  - Memorial Gardens Car Park, Station Parade – Virginia Water
- 2.6 These sites correspond to the car parks where the installation of Automatic Number Plate Recognition (ANPR) has been agreed and have the highest use when compared to other council car parks. The GIS team have also looked at the amenities and activities available in the surrounding areas of each car park to assess its suitability for destination charging etc. and estimated the amount of time that a car may be parked for. Proximity to key routes and existing charging points has also been considered. The result of this work is presented in Appendix 1.
- 2.7 Additionally, as part of the work related to the installation of ANPR at these car parks, the Assets and Regeneration team are carrying out exploratory stock condition surveys. These will look at the condition of the lighting, tarmac, drains, surfaces etc. at each site. They will not consider the availability of electrical connections and capacity at the car park sites.
- 2.8 Currently there is limited electricity supply at the car parks being considered. As such, if EV charging points are to be delivered in the shortlisted car parks, the Council would first need to understand the requirements and investigate the costs of any new connections to the grid at each site to be made.
- 2.9 The Assets and Regeneration team are awaiting quotes from existing Council contractors for an electrical survey at each site. These surveys would be undertaken within our existing agreements with these contractors to avoid further procurement being required at this stage. The surveys would be used to find out more information about the available electrical capacity, grid connections needed and if a substation upgrade would be required.
- 2.10 The initial preference of officers is to install 6 chargers in each of the 4 car parks, which would be a combination of 22kwh and rapid chargers. This is based on assessment of current average dwell times and turn-over of cars parked in the selected car parks and would equate to roughly 4% to 6% of the total number of car parking spaces available (varying slightly between each carpark dependent on its size). However, the final numbers and types of chargers chosen, would be dependent on available electrical capacity at each site.
- 2.11 Ideally, the new connections at each site would need to have sufficient capacity to provide for EV charging, ANPR, lighting and allow for extra capacity in the future.
- 2.12 The Assets and Regeneration team estimate that the surveys will cost in the region of £5,000 to £10,000 for the 4 car parks. £30,000 is available from the earmarked Car Parks Reserve which could be used to pay for these surveys and Members are asked to agree the use of these funds for this purpose.
- 2.13 Members are also asked to agree the selection of the four car parks given in point 2.5 to site our public EV charging infrastructure, subject to the results of the stock condition surveys and electrical surveys.
- 2.14 It is noteworthy that the use of innovative technology to support proposed charge points will be considered. For instance, there are possibilities around installing solar

panels and battery storage at appropriate locations to improve the sustainability of the electricity generation.

- 2.15 The remainder of this report focuses mainly on the options for installing EV charging infrastructure at the sites described above (however the same considerations would apply to any site chosen if those recommended by officers in paragraph 2.5 are not agreed).

### **General overarching considerations regarding installing public EVC infrastructure**

- 2.16 As discussed in the EV Strategy, it is considered that working with a third party to manage the charging points, as opposed to the Council being the scheme operator, has a number of advantages which are summarised below:
- Benchmarking shows that this is the option preferred by other local authorities that have already installed charging points at their car parks.
  - The Council lacks the expertise and resources to effectively manage a large network of charging stations, putting them at a disadvantage compared to experienced operators.
  - Partnering with a charge point operator makes better use of public funds and improves user experience. After all, operating charging stations is their core business, while it would be a new and unfamiliar undertaking for the Council.
  - Opportunity to connect electric vehicle charging point infrastructure in Runnymede to an existing network of charging points across the country;
  - Poses less risk of the Council being left with stranded or redundant assets at the end of the contract.
  - External operators are responsible for maintenance, upkeep and upgrade of charge points.
  - The Council can still benefit from a revenue (or profit) share with the operator.
  - Should there be a sector shift to new technologies, RBC would not be left with the ongoing capital liability for legacy infrastructure.
  - Would avoid the Council having to meet the upfront capital costs associated with purchasing the equipment and paying for its installation. An estimated cost could range from approximately £70,000 to £115,000 across the 4 car parks depending on cabling requirements and connection costs needed. This is a very approximate value and would be subject to feasibility studies and specific charges from different EVC providers being tendered who may be able to provide economies of scale etc. The large cost of these works therefore leads officers to conclude that this option is likely to be cost prohibitive in the current financial climate.
- 2.17 Regardless of the chosen route, the Council will be responsible for upfront costs associated with any new grid connections required for EV charging infrastructure. This upfront investment could potentially delay project timelines, depending on the complexity of the implementation and additional budget requirements.

## **Other considerations:**

### **Accessibility**

- 2.18 One of the barriers to uptake of public EVC identified by the work with EST relates to the accessibility of EVs and their infrastructure to people with disabilities installed on Council land. It is essential that the Council is complying with the Equality Act 2010, and also in ensuring a just transition for those with mobility issues. The Council will require thought to be given at the outset of any EVC rollout to the needs of people with accessibility needs. PAS 1899:20224 is a new standard giving designers, procurers and installers essential specifications on how to provide accessible public charge points for electric vehicles. This issue is also referred to in the Runnymede Parking Guidance Supplementary Planning Document<sup>5</sup>.

### **Parking Fees**

- 2.19 Parking fees will be determined based on factors such as location, duration of stay, and sustainability goals. This ensures fairness for all users and discourages unnecessary car use to manage congestion effectively. While some fees may remain for EV parking, these will be consistent with those for similar gasoline vehicles. Free parking will not be offered based on vehicle type to promote equal access to public car parks regardless of income level. Overstay fees will also apply to encourage EV users to move on after their allotted charging time. This could be in addition to any Traffic Management Order (TMO) (see below).

### **Charging Bay Enforcement**

- 2.20 If RBC install charging points in RBC owned parking facilities, bays with charging infrastructure included must be used only by electric vehicles that are plugged in and charging and will have a time restriction to prevent abuse. This will be determined by the type of charger associated with the recharging bay i.e., the time period needed to charge an EV using a standard charger will obviously be longer than the time needed to park to use a rapid charger, for example.
- 2.21 These bays may need to be supported by a new TMO and be signalled using Department of Transport approved signs. Any new TMO could also introduce fines for misuse of charging bays. In addition, overstay fees can also be introduced through the EV charge point back-office system to encourage EV users to move on after their allotted charging time.
- 2.22 The remainder of this section of the report considers the different options for installing EVC at Council owned car parks.

## **Option 1: The Council joins the Surrey County Council EV Changepoint Network for Public Sector and charitable Organisations**

### **Description:**

- 2.23 Surrey County Council (SCC) have procured Connected Kerb (CK) to form a partnership to deliver an EV charge point network across Surrey. The participating organisations will be working together to install thousands of charge points across the county in the coming years, forming the new Surrey EV charge point network.

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<sup>4</sup> <https://www.bsigroup.com/en-GB/standards/pas-1899/>

<sup>5</sup> See para. 4.20

- 2.24 The scheme aims to give Surrey residents, especially those without off-street parking, the confidence to transition to an electric vehicle, and locations that work best for residents. Public and not-for profit organisations can register their interest. These include: Parish Councils, NHS/ Health bodies, community groups, churches, villages, schools and more.
- 2.25 Connected Kerb fully funds the infrastructure where there is 24/7 access to the car park and the location gets the green light, following the site selection study. Once installed, the organisation qualifies for a share of the charging revenue. The length of the contract between Connect Kerb and the Council would be 15 years. See attached flyer (Appendix 2), which gives further general information on the scheme.

**Pros:**

- 2.26 Joining this scheme would give the Council the opportunity to connect electric vehicle charging point infrastructure in Runnymede to a network of charging points across the country. This may provide a simplicity and ease of use for residents e.g. the use of one charging app.
- 2.27 All the benefits of working with a third-party provider listed in paragraph 2.16 above exist for this option.
- 2.28 Management and maintenance of the charge points would fall to Connected Kerb and be facilitated by SCC.
- 2.29 SCC have already completed the procurement process to partner with Connected Kerb. This would remove any time that would be needed in other options presented to procure a delivery agent and may help to speed up the delivery process. However please see paragraphs 2.30 and 2.31 below.

**Cons:**

- 2.30 While joining the scheme grants the Council a seat on the monthly operations board and quarterly strategic management board, participation comes with pre-determined terms. These terms, already established in the contract between SCC and CK, dictate factors like revenue sharing, public charging costs, and potentially even charger types. This lack of flexibility in charger selection could hinder the Council's ability to address accessibility needs outlined in paragraph 2.18 and potentially restrict its capacity to tackle local parking issues.
- 2.31 Although the procurement process for an EVC infrastructure provider (CK) has been completed, legal resource will still be needed from the Council to agree the terms of the mirrored contract with CK.
- 2.32 Due to large size of the network plan and the large number of chargers to be delivered by one operator, a risk exists regarding the successful delivery of the project in a timely manner. The delivery time of charger installation in the Council car parks is unclear currently and could be considerably lengthy if delays occur.
- 2.33 If any of our chosen sites are deemed non-commercially viable by CK, under the terms of the contract they would not be required to fund the infrastructure and the Council would need to acquire a funding subsidy. Part of the original offer from SCC was that in order to provide equity of access across the borough (if the site met certain criteria) this subsidy funding would be provided by SCC. This offer was

subject to them receiving LEVI funding from the government. However, there have been significant delays regarding SCC being awarded the LEVI funding and at the time of writing it is currently uncertain when this will be awarded.

- 2.34 As would be the case with most third-party providers, the Council would still be required to pay for any connection or capacity upgrade costs necessary.
- 2.35 It is currently considered that this option is not the best option for the Council to take forward due to the reasons listed above, most specifically potential delays in the project and the lack of control that the Council would have over the contract terms and types of charger installed.

**Option Number 2 - Lease car parking spaces to an external EVC infrastructure company on a concession agreement with the Council taking a share of the revenue produced by the chargers.**

**Description:**

- 2.36 The Council would lease out car parking spaces in each of the chosen four car parks to an EVC infrastructure provider who would install and manage the agreed number of chargers (expected to be 6 per car park) over the period of the contract. The Council would take a share of the revenue produced by the chargers and parking fees at a rate agreed in the contract.

**Pros:**

- 2.37 In most cases, subject to suitable connections and capacity being available, the cost of the chargers and the installation are funded by the EVC infrastructure company who will profit from the revenue generated by the use of the chargers. There is therefore no upfront cost to the Council.
- 2.38 All the benefits of working with a third-party provider listed in paragraph 2.6 above exist for this option.
- 2.39 As the Council would be agreeing a direct contract with the provider, the Council would be able to have more control over the terms of the contract in terms of lease length, types of charger installed, access for the disabled, break clauses, technology refresh etc.
- 2.40 The Council would be able to take a share of the revenue from the use of the chargers agreed within the contract.
- 2.41 If the Council wished to use the same provider to also install EVCs to power their fleet in their other assets, in the future this option would hold an advantage over joining with the SCC scheme as the Council would have the option to procure a wider contract if it wished for one company to provide all its charging infrastructure over time. This would hold advantages regarding economies of scale and streamlined contract management/back office systems. It is also possible this may prevent competition for electricity supply if council owned land is used for both public and fleet charging. If the same provider was used for public and fleet chargepoints, it may also be possible to negotiate a reduced charging fee at the Council's public charging points for the Council's fleet vehicles, which could be used if business continuity reasons deemed it necessary.



**Cons:**

- 2.42 Even though the charge points will be maintained and managed by the procured EVC company, the charging infrastructure would still be a Council operation and resource will be needed to be available to field calls regarding maintenance issues and subsequently liaising with the procured EVC infrastructure company who would be managing the equipment.
- 2.43 The Council would also take the reputational risk if the equipment was to be substandard.
- 2.44 When compared with options 1 and 3, the time to procure a suitable company for this contract would likely be the most lengthy.
- 2.45 A prospective company would have to view the locations where the Council wants to install chargers as suitable and financially viable to fund the infrastructure themselves. If this was not the case, they either would not install on that site or the Council would have to pay a subsidy.
- 2.46 As would be the case with most third party providers, the Council would still be required to pay for any connection or capacity upgrade costs necessary.
- 2.47 Unless the Council procure Connected Kerb separately to the SCC scheme, our infrastructure will differ in type to the on- street charging in the borough and any other public body who joins the SCC Network.

**Option number 3 - Lease car parking spaces to an external company for them to use to install and manage their own EVC infrastructure as a separate entity to the council.**

**Description:**

- 2.48 The Council would follow a procurement route to lease a selection of car parking spaces in each of the 4 car park locations to an external EVC company who would install their own charging infrastructure. The leasing company would have exclusive ownership, management and maintenance responsibility and liability for the operation of the chargers for the duration of the lease. The Council would receive no revenue from the use of the chargers but would receive an income from the lease payments.

**Pros:**

- 2.49 This option provides very little risk to the Council as the leasing company would take ownership, management and maintenance responsibilities and liabilities for the infrastructure it installs.
- 2.50 The Council would make a revenue from the leasing of the car parking spaces.
- 2.51 When compared with the other options presented in this report, the time taken to reach charge point delivery with this route would likely be the quickest.

**Cons:**

- 2.52 The Council would not make any revenue from the use of the chargers, and is unlikely to own the infrastructure at the end of the lease.

- 2.53 This option would likely result in the Council forfeiting some parking revenue from designated EV spaces. The estimated impact is a potential loss of £91,728 annually, assuming 6 spaces were converted in each of our 4 car parks. However, the exact amount of lost income depends on the final contractual terms regarding pricing and utilization of these EV spaces.
- 2.54 The final selection of charger types (power output, accessibility features, and charging costs) might be limited by the market response to the Council's contract specifications. The Council's influence may be restricted beyond the initial procurement stage.

#### **Option 4 - Do nothing**

##### **Description:**

- 2.55 The Council does not install EVCs in any of its public car parks.

##### **Pros:**

- 2.56 No additional infrastructure or cost required.

##### **Cons:**

- 2.57 As described above, the Government has confirmed that the sale of new petrol and diesel cars and vans will be banned from 2035. As such the UK is expected to see a rapid increase in demand for EVs and infrastructure is needed to support this within the borough.
- 2.58 As already mentioned above, the Council's EV strategy states that there are currently few publicly accessible charge-points available in the borough which is a constraint on the potential take-up of EVs.
- 2.59 To not provide any additional public charging infrastructure would be at odds with Action ID 3.3 in the Climate Change Action Plan, which states that the Council will deliver actions contained in the Council's adopted EV Strategy to support the transition to electric vehicles. No action would also go against one of the key aims of the EV Strategy 'To increase provision of publicly available electric vehicle charging infrastructure and ensure that the charge points are accessible to those with mobility issues.'
- 2.60 Officers are seeking permission to explore in more detail Options 2 and 3 and report back to committee following receipt of the results of the electrical surveys and consideration of how the findings will impact on the viability of these two preferred options.

### **3. Policy framework implications**

- 3.1 Taking Charge (published in March 2022) is the Government's electric vehicle infrastructure strategy. It sets out the Government's vision and action plan for the roll out of electric vehicle charging infrastructure in the UK and comes with an ambition to see 300,000 (as a minimum) publicly available charge points across the UK by 2030. It sets out that local authorities have a key role to play in meeting this target.

- 3.2 Surrey County Council has developed a county-wide electric vehicle strategy<sup>6</sup> and the RBC EV Strategy looks to integrate, as far as practically possible, with county-wide proposals.
- 3.3 The Runnymede Corporate Business Plan 2022-2026 sets out how the Council will play a key role in creating a greener environment and ensuring an effective response to climate change.
- 3.4 The Council's Electric Vehicle Strategy (adopted in December 2023) includes the key aim to "To increase provision of publicly available electric vehicle charging infrastructure and ensure that the charge points are accessible to those with mobility issues."
- 3.5 In support of the Council's Climate Change Strategy, the Council's Climate Change Action Plan describes how the Council will work towards reducing carbon emissions from Council operations to net zero by 2030. Action ID 3.3 of the Plan states that the Council will "deliver actions contained in the adopted EV Strategy to support the transition to electric vehicles. Among the noted actions include "enable the creation of new EV charging infrastructure"

#### **4. Resource implications/Value for Money**

- 4.1 Each of the options detailed will have different costs associated with them. Estimates have been given where possible but these costs may increase or decrease once more detailed survey work is done at the time of procurement. For example, if it is found new connections or capacity upgrades are required to support the infrastructure. Depending on the option chosen there may be an implication for resource needed for procurement/going to market for an EVC provider.

#### **5. Legal implications**

- 5.1 The UK's Climate Change Act 2008 sets a legally binding UK-wide carbon budget and commits the UK to 'net zero emissions' by 2050. The UK has also signed and ratified the United Nations Paris Agreement – a legally binding international treaty - which commits signatories to keep the increase in global average temperature to well below 2 degrees centigrade above pre-industrial levels, and to pursue efforts to limit the temperature increase to 1.5 degrees centigrade.
- 5.2 The Government has confirmed that the sale of new petrol and diesel cars and vans will be banned from 2035. This ban is expected to rapidly increase the uptake in demand for electric vehicles for which charging infrastructure will be required across the borough.
- 5.3 The Council will need to follow its Procurement Rules to identify the best value provider and the agreement with the EVC Provider will need to be carefully considered to avoid possible future liabilities.

#### **6. Equality implications**

- 6.1 The Council has a Public Sector Duty under the Equality Act 2010 (as amended) to have due regard to the need to:

Eliminate unlawful discrimination, harassment or victimisation;

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<sup>6</sup> [Surrey Transport Plan Electric Vehicle Strategy Nov 2018](#)

Advance equality of opportunity between persons who share a Protected Characteristic and persons who do not share it;  
Foster good relations between those who share a relevant protected characteristic and persons who do not share those characteristics;

in relation to the 9 'Protected Characteristics' stated within the Act.

- 6.2 An EqIA screening of the EV Strategy has been carried out and this concluded that implementing the Electric Vehicle Strategy requires thought to be given at the outset, prior to the installation of new charge points, to people with accessibility needs. PAS 1899:2022 is a new standard giving designers, procurers and installers essential specifications on how to provide accessible public charge points for electric vehicles. It covers the physical aspects of the environment surrounding fixed charge points (e.g. kerb height, ground type); the location, placement and spacing of charge points within the streetscape/public realm; the information, signals and indicators to be provided to users; and the factors to be taken into account in the design and specification of accessible charge points (e.g. height of charge point, cables and cable management systems, bollard spacing, colours used on screens, weight and force and ease of use of the equipment). Due consideration will be given to this whichever option is agreed at a future date.

## **7. Environmental/Sustainability/Biodiversity implications**

- 7.1 Increasing the provision of publicly available electric vehicle charging infrastructure will help facilitate the change from internal combustion engine powered vehicles to electric vehicles. This will have a number of benefits to the environment including:
- EVs release zero tailpipe emissions at street level improving air quality in urban areas;
  - Emissions from electricity generation are usually displaced away from street level where they have highest human health impacts;
  - EVs can be powered by electricity produced from sustainable energy sources which the Council will endeavour to do where practicably possible.
  - The lifetime carbon footprint of manufacturing, running and disposing of an electric vehicle is lower than for a conventional fossil fuel vehicle.
  - Electric vehicles are very quiet compared to petrol and diesel vehicles. This has benefits for residents living alongside busy roads and benefits for the natural environment with reduced vehicle borne noise pollution.

## **8. Risk Implications**

- 8.1 With any of the options which involve working with a third-party provider there is a risk of poor performance and slow delivery. Careful contract scrutiny/development would be necessary to put in place contingencies and monitoring to prevent opportunity for this.
- 8.2 A risk also exists that there will be no interest from the market to provide EVC infrastructure at our chosen sites.
- 8.3 There is also a risk that the cost of installing EV infrastructure may become prohibitive in some sites if connection costs to the grid are too high or capacity upgrades are needed. Whilst preliminary work can be done to predict this, the detailed specifics may not become apparent until the Council goes to

procurement/market and detailed feasibility surveys are undertaken by prospective tenderers.

- 8.4 Another risk is that as new technology is developed, there is a shift away from EVs to other environmentally friendly technologies (for example hydrogen) resulting in any installed charging points becoming obsolete.

## **9. Other implications**

- 9.1 It is worth noting that there may be some disruption to the public use of the car parks whilst works are ongoing to install the chargers and associated cabling. It is hoped that these works can be timed to coincide with similar disruptions from the work to install ANPR at the four car parks if practical to do so, therefore limiting the disruption to the minimum possible.

## **10. Timetable for Implementation**

- 10.1 Subject to agreement of the car park sites presented as preferred locations and approval of the use of the surplus pay and display income to fund the necessary electrical surveys, work will commence on these surveys as soon as possible via existing arrangements within the Council's contractor agreements. Once the results of these electrical surveys and the stock condition surveys have been reviewed by the Council, these will be assessed and a further report will be brought to committee to approve the most suitable option to install EVC in line with those outlined in Section 2 above. The exact timescales will vary depending on the route taken and will be subject to the capacity and connection requirements of the sites and the timescales involved in the process of procurement/going to market for each option.

## **11. Conclusions**

- 11.1 This report details the initial investigation into installing Electric Vehicle Charging (EVC) infrastructure in our council-owned public car parks. Informed by GIS team research and Energy Saving Trust advice, four car parks have been identified as suitable locations. These sites also boast high usage and coincide with car parks approved for Automatic Number Plate Recognition (ANPR) installation.
- 11.2 While stock condition surveys are underway, it's crucial to note that none of these locations currently have a sufficient electrical supply to support EV charging. Therefore, further electrical surveys will be conducted at each site to determine available electrical capacity, connection options, and associated costs.
- 11.3 This report outlines various procurement routes for EVC infrastructure installation. However, all options are contingent upon favourable stock condition and electrical survey results. Officers recommend awaiting these results before proceeding. A subsequent report will be presented to a future committee, detailing the recommended option for EVC infrastructure installation at the chosen car parks.
- 11.4 This Committee is asked to approve the selection of the four suitable car parks presented and agree the use of £30,000 from the earmarked Car Parks Reserve to complete exploratory electrical surveys at the four car park sites suggested. The release of these funds would then need to be referred to Corporate Management Committee (CMC) to approve as a budget. These surveys will seek to determine available electrical capacity and potential costs of new connections to the electricity grid at these sites. The Committee is also asked to approve that officers explore in

more detail options 2 and 3 with regards to implementing EV charging points in the four car parks identified in this report.

**12. Background papers**

- EV Strategy

**13. Appendices**

- SCC EV Network Information Leaflet (Appendix 1)
- Car park GIS information (Appendix 2)