
Electric Vehicle Chargepoints (EVCP) programme.

Committee considering report:	Council
Date of Committee:	02/12/2021
Portfolio Member:	Councillor Richard Somner
Date Head of Service agreed report: (for Corporate Board)	10/09/2021 (Executive Director Place)
Date Portfolio Member agreed / sent report:	17 th November 2021
Report Author:	Adrian Slaughter
Forward Plan Ref:	EX4146

1 Purpose of the Report

- 1.1 The purpose of this report is to provide an update on the initiative to install Electric Vehicle Chargepoints (EVCP) in West Berkshire Council Car Parks and recommend a charging strategy (fees and charges) for their operation.

2 Recommendations

- 2.1 It is recommended that the Council adopt the following fees and charges in 2021/22 for its public chargepoints included in Phase 1 (both those already installed and those due to be installed), and that these charges should be reviewed on an annual basis:
- For the 'Rapid' Charger, 39p per kWh with an overstay fee of £10 an hour after 2 hours.
 - For the 'Fast' Chargers, 30p per kWh.
- 2.2 That setting the annual Fees & Charges for the Chargepoints becomes part of the Council's annual Fees and Charges approval process as of 2022/23.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	The EVCP have been installed using existing Capital budgets. As the Energy Meters for the EVCP have been added to the Council's central energy contract within the current financial year there is no pre-existing dedicated 'revenue' energy budget for the ongoing energy and operational costs. This has been

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	addressed with the creation of specific revenue cost centres. Adoption of the recommended 'Fee's and Charges' should ensure that identified energy and operational costs are covered for the remainder of 2021/22.			
Human Resource:	No implications			
Legal:	No implications			
Risk Management:	A number of EVCPs have already been installed and are currently remotely 'deactivated' by the back office operator to prevent unauthorised usage.			
Property:	No implications for already installed EVCPs. The initiative is now seeking other sites where EVCPs could be installed.			
Policy:	The EVCPs have been installed in support of the objectives of the Council's Environment Strategy and the Ultra-Low Emission Vehicle Strategy.			
	Positive	Neutral	Negative	Commentary
Equalities Impact:				
A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		X		
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		X		

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Environmental Impact:	X			The installation of EVCPs has a positive impact as it increases the options for local resident and visitors to West Berkshire to be able to undertake journeys using low emission vehicles.
Health Impact:	X			Will have a positive impact by decreasing vehicle CO ₂ and particulate emissions and therefore improving local air quality.
ICT Impact:		X		No impact
Digital Services Impact:		X		No impact
Council Strategy Priorities:	X			The Council Strategy specifically commits to expanding the electric vehicle charging network within West Berkshire
Core Business:	X			The Council Strategy specifically commits to expanding the electric vehicle charging network within West Berkshire
Data Impact:		X		EVCP usage requires collation of personal data via third party 'App'. The third party is therefore the Data Controller and is formally required to be GDPR compliant as part of the Hampshire County Council Framework used.

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Consultation and Engagement:	<p>During creation of this report the following external organisations were consulted:</p> <p>Southampton City Council, Parkway, JoJu Solar (the Council's external EVCP contractor).</p> <p>The following individuals have also been consulted:</p> <p>Portfolio holder for Planning and Transport Executive Director – Place Executive Director - Resources Service Director - Environment Environment Delivery Manager Information Management Officer</p>
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4 Executive Summary

- 4.1 This report is being brought as the Council constitution requires that Fees and Charges such as that being proposed are approved by Full Council.
- 4.2 It is proposed that the Council adopt the following fees and charges in 2021/22 for its public chargepoints included in Phase 1 (both those already installed and those due to be installed), and that these charges should be reviewed on an annual basis:
 - For the 'Rapid' Charger, 39p per kWh with an overstay fee of £10 an hour after 2 hours.
 - For the 'Fast' Chargers, 30p per kWh.
- 4.3 The timings of the project have meant that the proposed Fees and Charges are being brought forward separately from the Council's recognised annual Fees and Charges approval process. These will be included in the dedicated process for 2022/23.
- 4.4 In adopting the proposed fees and charges, the Council's chargepoints will be competitive with the existing local network of privately owned public chargepoints and, subject to annual price and usage reviews, is anticipated to return a modest income from year two that can be used for ongoing operational and maintenance costs.

5 Supporting Information

Introduction and Background

- 5.1 The EVCP programme is seeking to increase the number of chargepoints (both public and private (for Council use)) in West Berkshire over a number of phases in order to stimulate and aid the switch to low emission vehicles, reduce vehicle emissions, and help improve air quality.
- 5.2 Phase 1 of the programme has resulted in the completed installation of 'Fast' (22kW AC) chargers in the following Council Public Car Parks:
- (a) Pangbourne (Station Road)
 - (b) Thatcham (Gilbert Court)
 - (c) Newbury Library (The Wharf)
 - (d) Northcroft Leisure Centre
 - (e) Lambourn (High Street)
- 5.3 Phase 1 also includes the installation of 1x 50kW DC 'Rapid' Charger in the Newbury Central Car Park and 'Fast' chargers in Hungerford (Station Road) Car Park. These particular points have experienced a number of issues that have resulted in delays and they are currently estimated for completion before the end of 2021/22.
- 5.4 The completed sites are currently 'deactivated' using the back office software to prevent unauthorised use, whilst waiting for the charging strategy 'fees and charges' to be approved at Full Council.

Fees and Charges

- 5.5 In determining what level the fees and charges should be set at, the Energy Team have looked at the fees and charges for other local EVCP network operators, the typical charges for the network that the Council's chargepoints will be joining, and liaised with JoJu Solar who have use of a 'predictive' model that uses their own experience and available forecasts on matters such as electric vehicle take up and EVCP usage over the next number of years to estimate RoI and IRR.
- 5.6 BP Pulse (previously Chargemaster Polar) are probably the most comparable local public network operator and they currently have 2x 'UltraRapid' chargers, 1x 'Rapid' Charger, 1x 'Fast' Charger and 2x 'Slow' Chargers within West Berkshire. These can either be used by subscribers who pay a monthly fee or 'guest' users who just pay at point of use. The following rates are for 'guest' users of the points within West Berkshire.
- (a) Ultrafast = 42 p per kWh (plus an overstay fee of £10 an hour after 90 minutes)
 - (b) Rapid = 35 p per kWh
 - (c) Fast = 26 p per kWh

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(d) Slow = free

- 5.7 The Council chargepoints will be joining the MER network and analysis indicates that the typical charges for the same types of chargepoints are 39p per kWh for 'Rapid' and 30p per kWh for 'Fast' chargers.
- 5.8 The tool used by JoJu Solar is an assumptive model. Therefore it doesn't take into account the removal and replacement of hardware because it is difficult to predict when, if at all, this will occur over the 15 year period. Furthermore the standard vehicle charge is probably subject to change to more than 8kWh per vehicle, but this is what they have seen from usage data of their charge points over the past few years. As battery size in cars increases, the kWh needed to charge them is going to increase - giving more income. There's also going to be an increase in EVs on the road which means the hours occupancy per day is likely to increase over time as well.
- 5.9 After inputting the cost of electricity (20p per kWh) for the council chargepoints into the model, and assuming a charging rate of 30p per kWh, the model is predicting a return on investment (RoI) from the chargers after 15 years (2036).
- 5.10 It is worth noting at this point that the fixed energy costs for the chargepoint energy meters, at 20p per kWh, is just over 5p per kWh greater than the typical fixed unit price for electricity in the Council's central energy contract for 2021/22. This disparity is due to the fact that the energy meters were added during the financial year and have therefore not benefitted from being part of a larger portfolio and economies of scale. They have also been added at a time when the energy market is seeing rapid energy cost rises. It is possible that after the energy meters are included in the larger portfolio for 2022/23 that they may see a reduction in the unit price and a subsequent impact on the RoI. However, given the current energy market predictions for 2022/23, it is more likely that the energy costs for the chargepoints will either remain as is or increase. This will have to be taken into account when setting the fees and charges for 2022/23.
- 5.11 Whether the Council should consider offering free or reduced parking fees to owners of electric vehicles to encourage their uptake and use is part of a wider parking strategy conversation that needs to be had but it is not the intention of this report to deal with it here.

Proposals

Fees and Charges

- 5.12 Based on the information above, it is proposed that the Council adopt the following fees and charges in 2021/22 for its public chargepoints included in Phase 1 (both those already installed and those due to be installed), and that these charges should be reviewed on an annual basis:
- For the 'Rapid' Charger, 39p per kWh with an overstay fee of £10 an hour after 2 hours.
 - For the 'Fast' Chargers, 30p per kWh.
- 5.13 That setting the annual Fees & Charges for the Chargepoints becomes part of the Council's annual Fees and Charges approval process as of 2022/23.

6 Other options considered

6.1 No other options considered

7 Conclusion

7.1 In adopting the proposed fees and charges, the Council's chargepoints will be competitive with the existing local network of privately owned public chargepoints and, subject to annual price and usage reviews, is anticipated to return a modest income from year two that can be used for ongoing operational and maintenance costs.

8 Appendices

8.1 Appendix A – EVCP Financial modelling forecast using externally sourced tool

Subject to Call-In:

Yes: No:

The item is due to be referred to Council for final approval	<input checked="" type="checkbox"/>
Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>
Delays in implementation could compromise the Council's position	<input type="checkbox"/>
Considered or reviewed by Overview and Scrutiny Management Committee or associated Task Groups within preceding six months	<input type="checkbox"/>
Item is Urgent Key Decision	<input type="checkbox"/>
Report is to note only	<input type="checkbox"/>

Wards affected: Directly affected in Phase 1 are Pangbourne, Thatcham, Lambourn, Newbury, and Hungerford.

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Document Control

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Owning Service	Environment		

Change History

Version	Date	Description	Change ID
1	06/09/2021	Original document	
2	08/09/2021	Amended to reflect feedback on Data Sharing Implications	ADS
3	16/09/2021	Amended to reflect comments from Corporate Board	ADS
4	16/11/2021	Amended to reflect comments from Operations Board	ADS

