



Report to:	Climate and Environment Advisory Committee 21 st June 2022
Lead Cabinet Member:	Lead Cabinet Member for Environmental Services and Licensing: also responsible for Waste, Climate and the Environment and Sustainable Travel
Lead Officer:	Head of Climate, Environment and Waste

Update on Electric Vehicle Charge Points

Purpose of the Report

1. To provide an update on on Electric Vehicle Charge Point (EVCP) infrastructure, funding, and opportunities for SCDC involvement in provision of EVCPs

Key Decision

2. No

Recommendations

3. It is recommended that CEAC note the report. No decision is required.

Updates

Introduction

Based on research to date, the majority of EV users will be able to charge EVs at home overnight, at work, or at rapid chargers installed by commercial companies at key locations and on the major road network.

EV charging classes

Slow charging rates range between 2.3 kW (domestic) and 3 kW (~10-14 hours full charge)

Fast charging rates range between 7kW and 22kW (~2-6 hours to full charge)

Rapid 43-50kW, charge to 80% in around 20 minutes, another 20 mins to full charge

Ultra-Rapid DC 100kW+ ~20 minute full charge

The main gap in EVCP provision is likely to be in chargers for residents who are not able to charge at home, usually because they have no access to private off-street parking. These users are likely to be more reliant on public infrastructure, and there is a role for Local Authorities to help fill this gap, where there is demand for charging in residential areas or locations that are less commercially attractive.

Ongoing Fast Charging Projects

Fast chargers are generally suited to locations in or near to residential areas, where accessible to EV users who do not have their own driveways, or in 'destination' locations where users expect to stay for several hours.

A project to trial the installation of public fast EVCPs at two Sheltered Accommodation communal buildings is underway, with Project Initiation Documents approved by the Green to Our Core cluster board. The specification has been drafted and we will shortly be inviting quotes from suppliers. Prior to this some practical considerations (e.g., most appropriate internal process for taking payments) are currently being addressed to establish best practice internally.

Should this installation be a success, lessons learned can be applied to other EVCP projects on HRA land or elsewhere on the Council's estate.

The broken fast EVCP at Cambourne Business Park Marketing Suite has been replaced by a new supplier, Anglia Car Charging, under the Cambourne Business Park Commercial Management Services contract.

Ongoing Rapid Charging Projects

Initial investigations into South Cambridgeshire District Council's involvement in EV Charging centred around provision of rapid EVCPs, to support taxi-drivers making the switch to EVs in the light of updated requirements in our taxi licensing policy.

Primarily for use by taxis. Installation can be far more expensive than fast chargers due to high energy use of rapid chargers and resultant grid connection upgrades often required.

However, opportunities have now been identified and are being delivered to integrate rapid chargers into existing projects, to avoid a significant proportion of the costs being in the securing of the required energy supply:

- A rapid charger for taxis and public use at Babraham Rd Park & Ride is being progressed. This will integrate into a current Cambridgeshire County Council (CCC) project to provide EV chargers and a solar carport at the site. A legal agreement with CCC has been drafted and charger to fit the required specification is currently being sourced by the County Council's delivery partner for the project.
- A rapid charger for taxis and public use at South Cambridgeshire Hall is ordered, to be installed alongside the other 18 fast chargers as part of the Greening South Cambs Hall project.

While we will continue to investigate opportunities for rapid charging, UK Government's recent Electric Vehicle Infrastructure Strategy (2022) recognises that rapid charging network is growing chiefly as a result of private investment, and funding opportunities for rapid charging (the Rapid Charger Fund) are targeted toward the private sector, with the aim of unlocking grid capacity at services on major roads.

Future projects

Following conversation with the Energy Saving Trust, a group bid to the On-street Residential ChargePoint Scheme (ORCS) for chargers in Parish car parks may not be suitable given the requirements for this funding, which targets larger concentrated areas with

no off-street parking. While there are properties without off-street parking in the district these often tend to be sporadic as opposed to being concentrated into areas of high demand.

On the Council's own estate, opportunities for public charging that satisfy these demands are constrained. SCDC generally lacks ownership of public car parks within residential areas and does not operate its own sports centres or other typical destinations for public charging.

However, there is still interest in EVCP installation from several Parishes, which may enhance public charging infrastructure. Alternative ways of supporting interested Parishes and community buildings to install chargers are being investigated, provided that potential locations can show a likely demand for chargers, for instance from nearby destinations, or properties without private driveways. This could be through remaining funds currently budgeted for EV charging in 22/23, or via future rounds of the Zero Carbon Communities Grant.

Aside from car parks, on-street charging infrastructure requires the input of Cambridgeshire County Council (CCC) as the Local Highways Authority. It is considered that provision of any on-street charging is therefore best accomplished in partnership with CCC.

Next steps and strategy

A cohesive approach with CCC would provide more consistency of infrastructure across the district and county for EV users, could allow for greater opportunity to leverage commercial investment, and could strengthen a bid for government funding.

There is no County-wide strategy or delivery plan for EVCP infrastructure as yet, however this has been initiated by CPCA, and SCDC will work with CPCA, CCC and other districts to develop this strategy.

To support this, we are developing a short high level strategy document to set out SCDC's position in relation to public EVCP provision. Broadly this has three main components:

- Firstly, to continue identifying and delivering smaller scale opportunities for installing public charging on our own estate and with partners, and EV charging for our own tenants.
- Secondly, to promote and support emerging alternatives to public charging infrastructure such as charger sharing and EV car clubs/car sharing
- Thirdly in terms of wider public charging provision, the strategy will state our support for any wider strategy or delivery plan emerging from the County Council and/or CPCA, and for related funding applications such as the Local EV Infrastructure (LEVI) fund planned for 2022-25.

Background Papers

List any background papers in relation to the report. Background papers means those documents (other than published ones) that relate to the subject matter of the report and which disclose facts/ matters on which the report is based and were relied on materially in producing the report.

Further information on the Local EV Infrastructure fund (LEVI)

<https://www.gov.uk/guidance/apply-for-local-electric-vehicle-infrastructure-levi-pilot-funding>

Further information on the Rapid Charger Fund
<https://www.gov.uk/guidance/rapid-charging-fund>

Taking charge: the electric vehicle infrastructure strategy (2022)
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf

Automated and Electric Vehicles Act 2018 regulatory report
<https://www.gov.uk/government/publications/automated-and-electric-vehicle-act-report/automated-and-electric-vehicles-act-2018-regulatory-report>

The consumer experience at public chargepoints
<https://www.gov.uk/government/consultations/the-consumer-experience-at-public-electric-vehicle-chargepoints/the-consumer-experience-at-public-chargepoints>

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