



<b>Report to:</b>	Grants Advisory Committee	26 <sup>th</sup> May 2023
<b>Lead Cabinet Member:</b>	Lead Cabinet Member for Finance	
<b>Lead Officer:</b>	Head of Climate, Environment and Waste	

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# Electric Vehicle Charge Point Grant: Funding Applications

## Executive Summary

1. This report summarises a grant application and recommendation to Grants Advisory Committee (GAC) for an award to SCDC's Electric Vehicle Charge Point Fund 2023/24. Members are asked to consider the grant application (detailed in Table 1 of Appendix A) and make a recommendation to the Lead Cabinet Member for Finance.

## Key Decision

2. This is not a key decision as the funding amount is below the value for £200,000.

## Recommendations

3. It is recommended that the GAC:
  - a. reviews the application to SCDC's Electric Vehicle Charge Point Fund 2023/24 as set out in **Table 1 of Appendix A** to this report;  
and
  - b. agrees the recommendation to the Lead Cabinet Member for Finance for allocating the requested funding with reference to the application criteria and guidance set out at **Appendix B**.

## Reasons for Recommendations

4. Officers consider that the application has demonstrated that the project meets the key criteria for grant funding, as set out in detail below.

## Details

5. The Council is committed to supporting the shift to net zero carbon emissions in the district by 2050, as demonstrated by the motion passed at its November 2018 meeting and set out in the Council's Zero Carbon Strategy (2020) and Zero Carbon and Doubling Nature Action Plan 2020-2025 supporting the transition to decarbonisation of transport within the district is a crucial aspect of the Council's approach. Electric vehicles (EVs) are likely to play a key role in this transition.
6. However, one barrier to EV adoption is the lack of suitable EV charging infrastructure particularly issue in rural areas. To help address this, aim the Grants Advisory Committee recommended to the Lead Cabinet member for Finance that the Electric Vehicle Charge Point Grant was to be established. The decision to establish the grant scheme was issued on 2<sup>nd</sup> November 2022.
7. This grant scheme is therefore intended to enable and encourage parishes, village halls and community buildings to install public EVCPs by providing financial support in addition to other funding sources raised by the applicants.
8. The grant is available to fund capital costs towards installation of public EVCPs, and associated works, in the car parks of community buildings and village halls within South Cambridgeshire.
9. Applicants may apply for up to £5,000 per project, with funding awarded on a first come first served basis.
10. Full application criteria and guidance notes as published on the SCDC website can be found at Appendix B. Scoring methodology for applications is set out in Appendix B
11. The total amount of funding available for the EVCP Grant for the remainder of 2023/24 is £46,500. This includes £30,000 allocated to the 2023/24 grant fund and rolled over funding of £16,500 from the 22/23 fund. The below table sets out funding applied for in 2023/24 and remaining funding to be allocated.

<b>Total Grant Available Budget 2023/24</b>	<b>Applications received to date in 2023/24</b>	<b>Total applied for</b>	<b>Remaining budget</b>
£46,500	2	£10,000	£36,500

12. There is one application for consideration by the Grants Advisory Committee, submitted by Cambridge Sport Lakes Trust (CSLT), for installation of two single socket wall mounted 22kW EVCPs in the car park at Milton Country Park, which CSLT hold on a 99-year lease that started on 01/04/2008. A detailed summary of the submitted application can be found at Appendix A. The applicant requests £5,000 towards the total project capital cost of £5,739. The remaining shortfall would be paid by Cambridge Sport Lakes Trust.

13. Officers consider that as a registered charity (Number 1040693), CSLT would be eligible as an organisation to receive funding under this grant scheme, and that the site as a whole has a community use providing recreation, education activities, a venue for hire and a café.
14. The application form states the car park typically opens between 7:30am and 7pm. It is preferable for EVCPs to be able to provide overnight charging for residents. However, the immediate vicinity of the park is commercial in character, with approximately 30 businesses in walking distance that could benefit from a fast charger (22kW chargers can charge a typical EV in less than 2 hours) to assist their operations or for use by their customers. These groups would typically not require overnight use and so the closure of the car park would not be overly detrimental to charger uptake in this location.
15. Therefore, the application demonstrates a likely prospect of demand and future use, due to the good range of nearby amenities both within the park itself and nearby, and due to its location within a commercial area of Milton which would benefit local businesses and their customers.
16. Also, the site is located near to the A14 and A10, where the faster charge time may benefit EV users on longer journeys who are seeking a top-up charge.
17. Although the application has made no assessment of resident demand for a charger, it is noted that the speed of the proposed chargers is suitable for the context described above. Nevertheless, there would be nothing to prevent use by residents when the car park is open during the day, and the 22kw rating means faster charge speeds, potentially negating the need for overnight charging.
18. Estimated timescales, installer quotes and a financial breakdown including match funding have been provided, showing that the project is deliverable. The applicant's proposal has the support of the District Councillor for Milton. Using the methodology in Appendix B the application has been given a score of 76/100. Taking the above into account, the application is considered to comply with the criteria and conditions of the grant fund.

## **Options**

19. The Grants Advisory Committee may consider the application for funding as set out in Appendix A of this report and recommend to the Lead Cabinet Member for Finance to:
  - A) award the amount of funding requested,
  - B) award an alternative amount of funding, including zero funding,
  - C) defer a decision, if further information is required from grant applicants, or
  - D) reject an application stating the reason for this.

## **Implications**

20. There are no significant implications

## **Consultation responses**

21. The Lead Member for Climate has been consulted on this report and its recommendations.

## **Alignment with Council Priority Areas**

### **Growing local businesses and economies**

22. By funding EV chargers at community buildings and village halls, the EV Charge Point Grant could encourage and support local businesses in their switch to zero emissions vehicles by increasing charging opportunities and supporting charging infrastructure at business premises.

### **Being green to our core**

23. Visual presence of EV chargers can promote behavioural change by encouraging uptake of EVs, reducing reliance on fossil fuels and reducing tailpipe emissions from petrol or diesel vehicles that would otherwise have been used.

24. EVCPs funded through this grant would represent encouragement from SCDC for the uptake of electric vehicles by supporting provision of public EVCPs and therefore addressing wider district emissions

### **A modern and caring Council**

25. EV chargers at parish and community buildings that are funded by this grant would be used by, and would benefit local people as well as visitors to the area

## **Background Papers**

Grants Advisory Committee – 28<sup>th</sup> October 2022:

[Agenda for Grants Advisory Committee on Friday, 28<sup>th</sup> October 2022, 10:00 am \(moderngov.co.uk\)](https://www.moderngov.co.uk/2022/10/28/grants-advisory-committee-28th-october-2022-10-00-am)

## **Appendices**

**Appendix A:** Application summary

**Appendix B:** Application criteria and guidance notes for the SCDC Electric Vehicle Charge Point Grant

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