DECISION

RIBBLE VALLEY BOROUGH COUNCIL
REPORT TO COMMUNITY SERVICES COMMITTEE

Agenda Item No. 9

meeting date: TUESDAY 29 OCTOBER 2019
title: ELECTRIC VEHICLE CHARGING REPORT
submitted by: J. HEAP – DIRECTOR OF COMMUNITY SERVICES
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1 PURPOSE

1.1 To inform the Committee about the potential installation of electric vehicle charging points in the Council's car parks.

1.2 Relevance to the Council's ambitions and priorities:

- Community Objectives – To sustain a strong and prosperous Ribble Valley.
- Corporate Priorities – To protect and enhance the environmental quality of our area.

2 BACKGROUND

2.1 Electric vehicles are now integral to the Government's policies for climate change and transport. This was highlighted most recently by the Industrial Strategy white paper which identified clean growth and mobility as two of the four 'Great Challenges' facing the UK economy.

2.2 In addition, the Government has also announced a target to ban the sale of diesel and petrol engine cars and vans after 2040.

2.3 The current level of provision in the area is still quite poor even though Lancashire County Council have installed 3 on street chargers in Whalley and 3 in Clitheroe.

2.4 In the Ribble Valley Borough Council Corporate Strategy 2019-2023 the Council has given an undertaking to introduce a number of electrical charging points on council operated car parks.

2.5 A paper was submitted to Committee in March 2018 outlining 2 proposals that the Council had received from companies offering different solutions for the installation of the charging points. The two companies were UK Recharge and EON.

2.6 Of the two companies EON was considered to be the best proposal and committee recommended that officers obtain detailed information relating to the EON proposal and then resubmit a further report.

2.7 Further information was obtained but unfortunately the proposal offer was considered not to be cost effective.

2.8 As the new Corporate plan includes the introduction of charging points in council owned car parks officers have again been asked to contact the market and another proposal has been submitted again by EON.

3 PROPOSAL

3.1 They are again looking at the same two car parks, Railway View and Chester Avenue. They propose installing 2no twin chargers at Railway View again sourcing the power from the council building via a separate meter. At Chester Avenue they propose installing 5 no twin chargers taking power from a nearby substation.

3.2 Again, they are offering a " hands off" solution through a 10 year agreement. All ongoing operating and maintenance costs will be included and there will be no further cost to the council beyond an initial contribution of £7500.

3.3 They will also provide a contact centre should there be any customer service, billing or infrastructure queries.

3.4 They have developed a mobile app showing customers if points are available or in use and other information users might need and are now developing the pay and display integration.

3.5 The charging cost to the customer will be 35p/kWh including 3p/kWh revenue share (over 5000kWh/annum)

3.6 They have said that they might be able to include the cost of the hourly parking within the fee and pay it back to the council should the council want to go down that route.

Potential Benefits:

3.7 The charge points would provide a service to residents and to regular visitors to the Ribble Valley, but it would also be an opportunity to attract additional visitors to the area and specifically to Clitheroe town centre. The average charge period would require the user to spend time in the town centre whilst they wait.

3.8 Charge points also increase the viability of Clitheroe as a retail destination as this would provide an advantage over other town centres and retail parks that have yet to provide their own.

3.9 Encouraging the take up of electric vehicle use would reduce emissions in the Ribble Valley, therefore improving air quality and reducing local air pollution. Reducing carbon dioxide generated from road transport will also help combat climate change.

3.10 Electric vehicles are also considerably quieter than traditional petrol or diesel cars, meaning that noise pollution would be reduced as a result of lower engine and transmission noise.

3.11 The Council would need to determine the charging policy for the bays, whether it offered them free of charge whilst charging or apply the standard parking tariffs to these bays.

3.12 Upon the end of the contract,10 years, the Council would have the choice of taking on responsibility for the post or requiring E.ON to either remove or replace it. It is likely that the technology will continue to develop at a fast pace and as such, E.ON may look to change or upgrade their infrastructure during that time.

4 RISK ASSESSMENTS

4.1 The approval of this report may have the following implications:

- Resources – The cost for the introduction of the main charge points in the car parks would be £7500.

  The upgrading of the electricity supply in the council office would be £588.

  This would be offset by the proposed voluntary contribution by Whalley Hydro of £5000.

  There is a revenue share of 3p per Kwh over 5000kWh/annum

  Should Members require a presentation by EON of the proposal they have said they are happy to come in and answer any question that may arise.

- Political – It would show the Council to be progressive and innovative, with a commitment to using and encouraging renewable technologies.

- Reputation – This project should only enhance the reputation of the Council.

- Equality & Diversity – The installation of charge points would provide people with electric vehicles with a viable means of charging their vehicles at a faster rate than what can be offered as from domestic supply. This project may also encourage people who are considering purchasing an electric vehicle to change from more traditional vehicles.

5 **RECOMMENDED THAT COMMITTEE**

5.1 Accept the proposal for charging points to be installed to Chester Avenue and Railway View Car Parks.

5.2 Consider whether opportunities should be sought for the introduction of electric charging points in other strategic car parks.

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