

# Electric Vehicle (EV) Charger Network project

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## Purpose of the Report

1. This report sets out the business case and rationale for SSDC to set up an Electric Vehicle (EV) Charger Network across South Somerset. It outlines the relevant project background information, benefits and business case needed to set up this network proposal. Following industry investigations, advice and the research of best practice, the report outlines the proposed approach to establish the first phase of an EV charger network for South Somerset.
2. If the business case is approved, the project will be taken forward and implemented in early August 2020 in partnership with DELETTI – Devon Low-carbon Energy & Transport Technology Innovator a partnership of Devon County Council, East Devon District Council (EDDC), North Devon District Council, South Hams District Council, Teignbridge District Council and West Devon Borough Council and is scheduled to be complete by December 2021
3. This report and business case seeks the approval of this Council to set up an EV Charger Network through the DELETTI model. This supports the aim to become carbon neutral by 2030 in the formal recognition by SSDC of a Climate and ecological Emergency (May 2019). It takes forward one of the actions set out in the Environment Strategy to meet this aim. The report also seeks approval of the funds needed for the EV Charger Network set up costs. Approval is sought to utilise these funds through delegated authority to the Environment Community of Practice and to named senior officers, with Portfolio Holder input and oversight, to pursue the implementation of the EV Charger network.

## Forward Plan

4. This report appeared on the District Executive Forward Plan with an anticipated Committee date of July 2020.

## Public Interest

5. This report is of interest to the public as it seeks to approve the principle for the delivery of a Council led EV Charger Network for South Somerset. This requires the investment of public funds to create and implement the EV Charger network project and infrastructure.
6. The proposal forms part of the council's plan 2020 - 2024 and Environment Community of Practice work stream focus and area of priority as highlighted in quarter 1 and 4 of priority project 8.
7. This proposal also forms part of the council's Commercial Strategy 2017-2021 which seeks to generate additional and new income (identified in its medium term financial plan – this forms part of the financial strategy) through a profit share scheme. This revenue is required to enable existing Council services to continue to operate and grow for the benefit of the public that the council serves. Generating profits and service cost recovery will enable the Council to become more sustainable and resilient for the future.

8. This District Executive report is the Council's business case outlining the rationale for setting up a EV Charger Network for South Somerset. It also provides the objectives of the programme, the investment and other resources required to achieve these objectives, risks the programme may face, the significance of these risks and expected financial and environmental results of the programme, together with any other relevant outcomes that the programme is expected to achieve.

## **Recommendations**

9. That the District Executive:
  - a) approve the establishment of an Electric Vehicle (EV) Charger Network (a minimum of 17 new EV Charger locations) for South Somerset in the manner outlined in this report with delegated authority to the Director for Commercial Services and Income Generation, and the Environment Community of Practice Lead Officers with the relevant Portfolio Holders to proceed with the implementation as proposed within the business plan.
  - b) approve a budget of £250,000 from useable capital receipts for the purpose of investment into an EV Charger network for South Somerset.
  - c) note the estimated revenue income of £23,000 per annum will be added to the medium term financial plan for 2021/22 onwards.

## **Background**

10. In May 2019 South Somerset District Council formally recognised a climate emergency and ecological emergency. This action sparked an increased priority in a range of green initiatives led by the Council's Environmental Community of Practice (CoP). One such project was the development of Electrical Vehicle Charging points across South Somerset. This project had already started in 2019 with a successful £90k grant application from Highway England to create three EV charger hubs along the A303 Corridor. These locations are Wincanton, Ilchester and Ilminster. This project also established an EV charger pilot for South Somerset to engage with industry suppliers and gain the knowledge and market information needed in order to establish a larger network supply across the District.
11. The report 'Plugging the gap: An Assessment of Future Demand of Britain's Electric Vehicle Public Charging Network' sets out to meet future growth of EVs in Great Britain to 2030. Future scenarios for EV uptake are in line with scenarios developed by the Committee on Climate Change (CCC) in its 2015 advice to Government on the fifth Carbon Budget. Through this business case we align our work with this report and explore the impact of a number of important factors on the optimal type of EV charging infrastructure likely to be required to 2030 such as:
  - Increase battery range
  - The number and pattern of trips taken using Electric vehicles
  - The availability of different types of chargers and their associated charging speed and times

### **A window of opportunity: EV Charger network for South Somerset**

12. SSDC has the opportunity to partner the DELETTI (Devon Low Carbon Energy & Transport Technology Innovator) project to deliver EV Charging infrastructure across the SSDC car park estates and to integrate it with renewable energy power supply, meeting action in our Environment Strategy delivery plan. This opportunity was selected as the preferred option following assessment of other potential routes to access the EV market and deliver the network.

13. The project will establish site identification (appendix B) and a feasibility study gauging its suitability, accessibility, location assessment in terms of crime, security and access to public amenities. These locations on SSDC public estate will be modelled on the following categories of use and purpose:
- 'True destination' parking based charging – public (Tourism / leisure / Shopping)
  - Work place charging
  - Long distance '*en route*' charging
14. It will also align and complement other potential future uses that our partnership work with Somerset County Council and neighbouring Districts will identify through a new County wide EV Strategy including:
- Private on-street home charging
  - The potential future use of SSDC specialist fleet charging
  - Electrical bike provision
  - Potential EV taxi provision (if need is identified)
15. To date, SSDC has completed extensive research into procuring a district wide EV Charging infrastructure network and building on the learning gained from the 3 Rapid Charging hubs installed at SSDC car parks with Highways England funding. SSDC has explored various options (e.g. Direct Tender, EPSO 636 Framework and the Central Southern Regional Framework for Electric Vehicle Charging Infrastructure for EV Charging network installers) and assessed these approaches against various criteria including speed of delivery, procurement risk, and investment cost. Critically DELETTI will give us the opportunity to specify renewable energy supply, and the electrical connection will be retained by SSDC. Additionally, SSDC will have significant input into the service provision and ensuring it provides a good customer experience. Crucially a number of providers during early market engagement signposted DELETTI as a model where the customer had "got it right"
16. The benefit of the DELETTI project is:
- It has had an independent assessment by Cenex comparing the DELETTI model to the main suppliers of 'zero cost' charge points (BP Chargemaster, JoJu, Instavolt, Podpoint) and concluded none of them match the DELETTI approach which retains ownership of the cabling, concessions contract with supplier and renewable energy power supply, potentially with direct solar canopy provision.
  - Devon County Council (DCC) will provide at no cost to partners:
    - Project management of development and works
    - Procurement
    - Concessions Agreement and Lease and associated legal support
17. Following research with the supply chain DELETTI have determined that an average contribution of £10,000 per charge point (2x22kW fast chargers per location) is required to achieve the DELETTI specification. Although equipment costs are broadly the same per site enabling works (cost of grid connection, cable between grid and charge point, any grid reinforcement) does vary. EV Charging points and battery energy is not included within the Invitation to Tender (ITT) but as the installer is responsible for connection costs they may suggest direct renewable power supply or battery storage.
18. The programme procurement approach is to go out to tender with a phase 1 list of sites which the supplier has to deliver (List highlighted in Appendix B).

19. Phase 2 could include other suitable SSDC parking locations defined from the learning of phase 1 installations.
20. The full business plan for EV Charger Network for South Somerset, setting out detailed proposals for implementation, is attached in Appendix A.

### Financial Implications

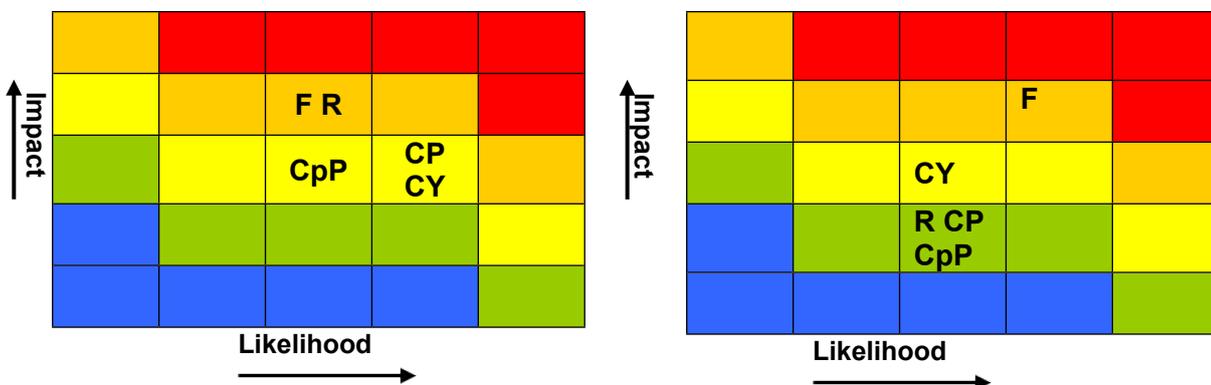
21. The initial set up costs will primarily consist of a 'one-off' investment into the project management, procurement and infrastructure costs. South Somerset District Council will be asked to pay £10,000 per location (not unit) with the preferred selected Private Sector Partner (PSP) covering the cost of connections and any bay signage.
22. The capital grant for this project will be a value of £250,000 to be funded from useable capital receipts.
23. DELETTI 'go live' for procurement and the Invitation to Tender (ITT) is the 24<sup>th</sup> July 2020 with all partner funding needing to be in place prior to ITT launch.
24. DELETTI and South Somerset are not setting a maximum or minimum charger per kW hr but will work with the selected installer to make sure that these fees and chargers are attractive and as acceptable as possible for our customers. High prices of course may result in less users establishing the appropriate industry tariff will be import to all stakeholders.
25. The programme will establish a profit share approach to this infrastructure programme with South Somerset receiving predictions highlighted within the business plan. The tender document will specify the percentage return as part of the ITT.
26. The profit share will be a revenue receipt, estimated to be a minimum of £23,000 per annum. This income will be added as an income budget to the medium term financial plan from 2021/22 onwards.

### Risk Matrix

The risk matrix shows risk relating to the Corporate Plan headings.

Risk Profile before officer recommendations

Risk Profile after officer recommendations



### Key

Categories	Colours (for further detail please refer to Risk management strategy)
R = Reputation	Red = High impact and high probability

CpP = Corporate Plan Priorities	Orange = Major impact and major probability
CP = Community Priorities	Yellow = Moderate impact and moderate probability
CY = Capacity	Green = Minor impact and minor probability
F = Financial	Blue = Insignificant impact and insignificant probability

27. The reputational risk could and should be seen as a positive as the Council will be demonstrating its desire to respond to the climate emergency and the actions within the Environment Strategy. This will support and aid local council taxpayers, businesses, commuters, tourists as well as the wider community and economy.

28. Overall it is considered that the risk associated with implementing the EV Charger infrastructure is low. That the initial proposed installation activities and resulting impact on the Council will be beneficial; and at this stage essential for supporting our community and economy.

### **Council Plan Implications**

29. The project meets the objectives of a number of key themes and actions of the Council Plan 2016-2021. These include:

#### Environment:

- Implement the Environment Strategy action plan

#### Economy:

- Support improvements to road and rail
- Enhance visitor experience and income from tourism

#### Healthy self-reliant communities:

- Embedded social value into all processes and activities to ensure we maximise the support we give to our communities

### **Carbon Emissions and Climate Change Implications**

30. Installing EV Charging infrastructure, with the aim to support a faster switch to Electric Vehicles, will help to reduce the carbon emissions from transport in the district. Currently emissions from transport has the highest impact on our district's carbon footprint. The most recent national data available from 2017 indicates that South Somerset has contributed the most to CO2 emissions in Somerset, with 917 kt's produced, where 41% (376 kt's) of these emissions were produced from the transport sector.

31. Installing EV Charging at SSDC estates can also support the transition to electric vehicles for the council's own fleet, which will help to reduce the carbon emissions from SSDC activities. In 2018/2019 the annual carbon emissions from SSDC fleet was 405.27 tons of CO2 This was the second highest contributor to our carbon emissions next to our gas consumption for space heating and hot water.

### **Equality and Diversity Implications**

32. An Equality Impact Relevance Check Form has been completed in respect of this project which has shown that there will not be any negative impacts for people from the Protected Characteristics. A full Equality Impact Assessment is therefore not required. A copy of the Equality Impact Relevance Check Form is attached as Appendix 3 to this report.

## **Privacy Impact Assessment**

33. At this time there are no material implications on personal privacy

## **Background Papers**

- SSDC Corporate Plan
  - SSDC Environment Strategy
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## **Appendix:**

Appendix 1: SSDC Electric Vehicle Charger Network Business Plan

Appendix 2: EV Charger Locations

Appendix 3: Equality impact relevance check form – EV Charger Network