

<b>Environment Scrutiny Committee</b>	
<b>Report Title:</b>	Electric Vehicle Infrastructure
<b>Meeting Date:</b>	13 <sup>th</sup> July 2022
<b>Chair:</b>	tbc
<b>Presenting Officer:</b>	Steve Lowe
<b>Purpose of Report:</b>	To provide the committee with an update on the status of the ULEV programme
<b>Background Documents:</b>	Cabinet decision to adopt ULEV Strategy - 23 <sup>rd</sup> June 2021 Gloucestershire Climate Change Strategy update – Cabinet 22 <sup>nd</sup> December 2021
<b>Appendices</b>	See presentation

## **Background**

In July 2021 Cabinet approved the Gloucestershire Ultra Low Emission Vehicle (ULEV) strategy and delegated authority to officers to procure a supplier and implement a programme of investment in charge points.

Following a procurement exercise in autumn/winter 2021 bids were evaluated in early 2022 and a 3-year contract (with options for three further one-year extensions) was awarded to Connected Kerb Ltd in April 2022. At the same time, a ULEV Programme Manager was appointed to lead on implementation of the roll out programme.

The contract is anticipated to deliver 500 double charge points of varying speeds, installed on-street. It is anticipated that the Council's investment of £620k into the programme will be supported by 60% match funding through the Government's On-street Residential Chargepoint Scheme (ORCS).

This paper summarises the work that has been carried out to date.

## **Strategic context for the EV Infrastructure Rollout**

The importance of EV take-up and chargepoint infrastructure deployment as a necessary part of the county's drive to become carbon neutral is reflected in all levels of strategy and policy by GCC and detailed in the Council Strategy, Local Transport Plan (LTP), Climate Change Strategy, ULEV Strategy as well as the Air Quality and Health Strategy and a corner stone of GCC's emerging transport decarbonising work.

The [GCC Council Strategy](#) priorities recognise the importance of EV charging infrastructure to address climate change and references the plan to deliver 1000 charge points in the next 3 years.

In the [GCC Climate Change Strategy](#) the council commits that "We will take the lead on co-ordinating the growth of electric vehicles and other low carbon transport, and the associated charging infrastructure."

The adopted [GCC Local Transport Plan](#) commits to reduce carbon emissions by 2045 and promoting ULEV as a key component.

Bringing forward EV take-up is a cornerstone of Gloucestershire's emerging transport decarbonisation work: [report to Environment Scrutiny \(Agenda item 4\)](#)

The commitment of our partners is demonstrated in the [draft Gloucestershire Local Industrial Strategy](#) and the LEP's commitment "to create a network of electric vehicle charging points across the county, including in rural areas."

Section 5.4 of [Gloucestershire's Air Quality and Health Strategy](#) details the role of ULEV vehicles in addressing air quality and strategic actions such as charging infrastructure.

[Gloucestershire's ULEV strategy](#) sets out the strategic approach of how the council will enable the uptake of ULEVs across the county to support the shift away from fossil fuelled vehicles to ULEVs. Beneath the vision for increasing ULEV uptake are proposals for a ULEV network and an outline of the methods used to prioritise charging infrastructure implementation.

### **Procurement of a Contract for Chargepoints**

A tendering process for EV charge points was undertaken in late 2021. In April 2022 a 3+1+1+1 year contract was awarded to Connected Kerb. This provides for the end-to-end deployment of 1,000 on-street chargepoints by 2025 with a focus on residential on-street locations. The contractual requirements on Connected Kerb are:

- Installation of 500 double chargers, with prices for various speeds.
- End to End Service for the deployment phase
- Installation - Groundworks (grid connections and construction)
- Servicing and Maintenance
- Software and Back Office
- Social value management

The contract has been structured to allow other public bodies (such as district and parish/town councils) to use the contract for ordering chargepoints on their premises.

Due to the variability of locations and associated connection costs, the contract operates flexibly allowing the delivery and associated costs to be managed on an ongoing basis against the overall GCC budget of £620k.

### **Phase 1 Deployment**

We have carried out a desktop exercise to identify locations for the first phase of the charge point roll out using a range of inputs from:

- Heatmaps combining multiple datasets including demographic profiling and density of on-street parking
- Synergies with other strategies, e.g. in air quality management areas
- Residents' requests
- Members' requests
- Local parish/council requests
- District feedback

- Officers' knowledge

Our priority is to invest in areas identified as having the greatest potential for chargepoint utilisation. These are highlighted in the heatmaps and as EV take-up increases, we expect these areas to grow.

## **Site Surveys**

Having identified a 'longlist' of 51 locations these are currently being surveyed on site by Connected Kerb and their delivery partner to assess site suitability. 29 sites initially in Gloucester and Cheltenham were surveyed in June and other districts will be visited in July and August.

The survey scope covers a range of site-specific issues:

- Location suitability – e.g., pavement, road, other street furniture
- Residents on-street parking local density
- Alternative close sites considered where the location is not suitable
- Accessibility (including disabled access consideration)
- Power connections and cable runs
- Number of chargepoints
- Siting of chargepoint equipment
- Charging / parking bay layout

The site surveys generate a shortlist of sites to be examined in more detail, Connected Kerb are then required to bring forward proposals to cover:

- Full site diagrams and documentation produced
- Electrical connection quotes requested from Western Power and SSE
- Quotations produced for each location
- Government funding applications submitted
- Document pack produced for each site
- Consultation with GCC local member and district council
- Local resident engagement

This process will weed out locations that are not suitable, e.g. due to high grid connection costs. Officers then finalise locations, costs, project plan and place order.

## **LEVI Pilot Funding Proposal – Rural Chargepoints**

Gloucestershire is a largely rural county that has a particular challenge to decarbonise its transport system. The average trip length in rural areas is further than the average in Gloucestershire and trip patterns more dispersed than in urban areas. This makes it harder to substitute carbon intensive car trips with sustainable transport alternatives.

At the end of March 2022 the government announced plans to increase funding in EV charging infrastructure through the Local Electric Vehicle Infrastructure (LEVI) scheme. Gloucestershire County Council officers submitted an expression of interest to take part in a £10m pilot phase, for 3 to 8 pilots. Up to £450m of further funding opportunities is expected to follow in future years.

The LEVI funding is in addition to the ORCS funding that is being used for the 1000 chargepoint rollout.

A detailed LEVI Pilot funding proposal was produced and submitted on 17<sup>th</sup> June for £1.9M funding to target 40 key rural locations throughout Gloucestershire for EV chargepoints. The bid is based on installation being fully funded by the government and ongoing net costs being met by the owner authority, e.g. county council, district or parish. With the first phase of the council's EV chargepoint rollout predominantly focused on high density urban locations. A successful LEVI bid would allow us to accelerate the roll out of EV charging in rural communities. The LEVI Pilot decision is expected in August.

### **Staff Fleet Migration**

The GCC fleet replacement strategy is to replace fossil fuelled light and medium fleet vehicles with EVs and ULEV's. This covers vehicles used by Gloucestershire Fire & Rescue Services, Highways, Adults and Children's Services. Many fleet vehicles are near or at the end of their lease period and are due for replacement.

A prerequisite for the EV replacement to take place is to ensure that vehicles can be charged without impacting service delivery. Currently there are chargepoints installed at Shire Hall and these are being expanded to cater for the Edge of Care team which will be switching over to EV's later this year.

However, a key enabler of the wider fleet replacement plan will be the installation of a network of chargers across all sites. Surveys are underway to assess suitability of sites including Fire Stations, Highway depots, libraries, and car parks. The results of these surveys will be used to prioritise investment in chargers.

### **Officer Contacts**

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