

CLIMATE CHANGE, ENVIRONMENT & GROWTH EXECUTIVE ADVISORY PANEL 22ND SEPTEMBER 2021

Report Title	Provision for Electric Vehicle Charging Points in North Northamptonshire
Lead Member	Councillor Graham Lawman, Executive Member for Highways, Travel & Assets
Consultees	Local councils and communities in areas proposed for public Electric Vehicle Charging Points

Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number for exemption from publication under Schedule 12A Local Government Act 1974	

List of Appendices

None

1. Purpose of Report

- 1.1. The purpose of this report is to enable an informed discussion on the current provision of electric vehicle charging points in North Northamptonshire and future work in this area. It is anticipated that there will be further reports on this topic.

2. Executive Summary

- 2.1 The report provides details of the current scale of the vehicle fleet in the North Northamptonshire Council area and the provision of publically available charging points through both public and private sources. Some of the factors which will impact on future provision are outlined.
- 2.2 The report also sets out some of the options and choices available to the Council, and the factors to consider.

3. Recommendations

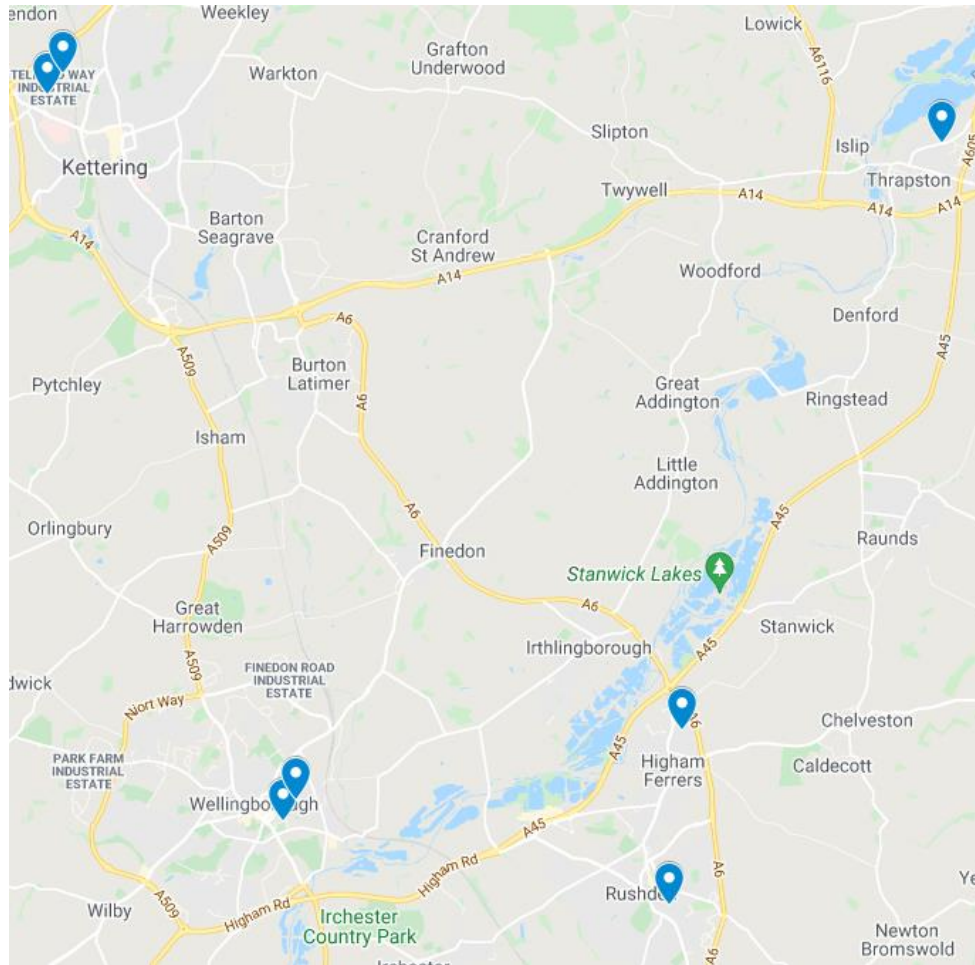
- 3.1 It is recommended that the Executive Advisory Panel:

- a) notes recent and current activities to support the provision of electric vehicle charging points in North Northamptonshire
- b) considers the opportunities available for the Council to support further provision

4. Report Background

- 4.1 In 2018, the UK Government published its 'Road to Zero Strategy'. This announced a ban on the sale of new petrol and diesel cars and vans from 2030 (and hybrid vehicles from 2035). Critical to the transition to 'zero emission' is the development of a public electric vehicle (EV) charging network that facilitates and encourages the move to electric vehicles and removal of some of the barriers to their use.
- 4.2 This report summarises the current public provision for EV charging across North Northamptonshire. It also indicates the scale of the challenge in developing a charging network that supports the growth in electric vehicles between now and 2030.
- 4.3 North Northamptonshire Council (NNC) has inherited a number of schemes providing charging points in on-street and off street locations. Apart from those in Corby, they are all relatively new or yet to be installed. The four main schemes are as follows:
 - The Corby/BP Chargemaster scheme; this embraces a number of public and private sites, promoted by Electric Corby from 2013-14 onwards, as a proof of concept scheme at the time. The Council's estate currently contains eight EVCPs in four locations, but two points are not operational.
 - The Kettering/BP Chargemaster scheme; this provides clusters of EVCPs in car parks in Kettering, and is 75% funded by the national Office for Zero Emission Vehicles (OZEV) scheme after a successful bid – 16 points in four locations.
 - The Wellingborough/BP Chargemaster scheme; this provides four points in the Swansgate multi-story car park in the town, with more to come in the Castle Theatre car park.
 - The Virgin Park and Charge (VPACH2) project funded by Innovate UK; this involves EVCPs to be installed and operated by Liberty Charge in initially seven locations, each with four EVCPs. These locations all have no, or very limited, access to off-street parking, therefore, the provision of these EVCPs removes a potential major barrier to EV adoption and use.

Map 1 – Location of VPACH2 sites in North Northamptonshire



- 4.4 In addition, Corby Council established charging points for its own fleet at the Corby Cube (one EVCP), its housing depot (11 EVCPs) and at Lammas Rd.
- 4.5 Table 1 lists the location of existing and proposed public EVCPs in North Northamptonshire.

Table 1: Provision of Public EVCPs in North Northamptonshire.

LOCATION	NO. OF CHARGING POINTS	INSTALLATION DATES	FUNDING SCHEME	OPERATION AND MAINTENANCE
ON STREET:				
Linnell Way, Kettering	4	End 2021	VPACH2	Liberty Charge
Telford Way, Kettering	4	End 2021	VPACH2	Liberty Charge
Castle Road, Wellingborough	4	End 2021	VPACH2	Liberty Charge
Knox Road, Wellingborough	4	End 2021	VPACH2	Liberty Charge

Newman Street, Higham Ferrers	4	End 2021	VPACH2	Liberty Charge
York Road, Rushden	4	End 2021	VPACH2	Liberty Charge
Highfield Road, Thrapston	4	End 2021	VPACH2	Liberty Charge
OFF STREET:				
Parklands Gateway	3	2014	Plugged-In Midlands Scheme	BP Chargemaster
Corby Enterprise Centre	2	2014		BP Chargemaster
Corby Railway Station	2	2014		BP Chargemaster
Corby Triangle	1	2014	n/a	
London Road Car Park, Kettering	4	2020	OZEV Funded	BP Chargemaster
Commercial Road Car Park, Kettering	4	2020	OZEV Funded	BP Chargemaster
School Lane car Park, Kettering	4	2020	OZEV Funded	BP Chargemaster
Warren Hill Crematorium, Kettering	4	March 2021	OZEV Funded	BP Chargemaster
Multi-Storey Car Park, Wellingborough	4	February 2021	OZEV Funded	BP Chargemaster
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4.6 Across North Northamptonshire, in the private sector there are approximately 45 publicly usable sites with charging points, largely in retail parks, garage forecourts and car dealerships and concentrated in the main towns, with very few in rural areas. Four of these are classed as slow chargers, eight are rapids (the quickest to charge) and the remaining are faster chargers.

4.7 Table 2 below details the scale of the vehicle fleet in the area, the number of ultra-low emission vehicles (i.e. plug-in electric vehicles, rather than hybrids) and the provision of publically available electric vehicle charging points (EVCPs). As this sources data from the Department for Transport (DfT), it is the most comprehensive data available. It is also useful for comparison and monitoring trends.

Table 2: Vehicle registration statistics from the Department for Transport (VEH0105 and VEH0132A DfT source document references):

FORMER LOCAL AUTHORITY AREA	ALL VEHICLES (2020) VEH0105	ULEV VEHICLES (Q3 2020) VEH0132A	PUBLIC EVCPs (Q3 2020)	EVCP:ULEV RATIO*
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¹ The figures include EVCPs to be installed through the VPACH2 project, but not yet operational. EVCPs will be installed by November 2021.

Wellingborough	52,100	234	6	1:39
Kettering	71,400	1,141	12	1:95
Corby	41,000	190	35	1:5
East Northamptonshire	66,000	331	19	1:17
Total	230,500	1,896	72	1:26

- 4.8 In 2020, there were 230,500 registered vehicles in North Northamptonshire, of which 1,896 (0.8%) were ULEVs. Currently, there is one public electric vehicle charging point for every 26 ULEVs. This compares with the overall UK ratio of 1:19.
- 4.9 Looking towards 2030 and beyond, there is no accepted or agreed 'ideal ratio' for the number of charge points for a given number of ULEVs, although the UK Climate Change Committee (CCC) modelled 1:50 and the International Council on Clean Transport (ICCT) modelled 1:15; the difference between the two bodies is the assumption of more rapid chargers by the CCC.
- 4.10 Assuming the vehicle fleet size of 230,500 remained constant (and all electric) we would require a network of about 4,610 publically available EVCPs to comply with the CCC ratio of 1:50. This compares to the current provision of approximately 100 (by end of 2021). It is acknowledged, however, that the situation is more complex than this and various factors will influence future provision and demand. These include:
- The rate of growth in EVs and their use, including the impact of future housing growth – EV ownership grew by 28% in the area between 2019 and 2020
 - The attractiveness of other forms of transport, including shared modes, and their ability to provide alternatives to car use
 - Advances in technology, making it possible to charge more quickly and/or increase battery range
 - Alternative forms of charging, such as induction charging
 - Alternative energy sources, such as hydrogen, and their impact
 - The ability to 'home charge', therefore providing an alternative to use of public EVCPs
 - The EVCP marketplace, capacity and competition
 - Capacity of the local network operated by the District Network Operator (DNO) which is Western Power
 - New policies, financial incentives or other measures introduced by Government or locally

5. Issues and Choices

- 5.1 It is clear that additional activities are required to deliver the commitments set out in the Government's 'Road to Zero Strategy', including the provision of a more extensive EVCP network. Some of the main options and opportunities currently available are outlined in this section.

- Planning policy – NNC is responsible for setting planning policy for the area. This means that it can make it a requirement for new development to include provision for EVCPs. These could be either within the development (publically or privately), or through another means, such as off-site provision. As this approach would target new development, it may have a limited immediate impact, however, in the longer-term, it could make a significant contribution to the provision of an extensive EVCP network in the area because of the scale and relatively dispersed nature of development (in 2019/20 some 1,757 dwellings were completed in the area). A caveat is that the majority of provision through new development is likely to be for home charging and, therefore, not publically available. There is also the opportunity to ensure the provision of EVCPs in other new development, including commercial schemes.
- The Council Estate and Fleet – NNC has an extensive estate. This includes car parks at leisure and community centres, at Council office sites and close to local shopping centres. It also includes land in and around council-owned housing and at sheltered housing schemes and country parks. Some of these locations, especially public car parks, have already been a focus in previous activity, however, it is clear that there may be further scope to utilise sites in Council ownership. The map below shows the distribution of car parks within Council control. The Council also has the opportunity to look at its own fleet and making a shift to EVs. This could include a car club scheme and the supporting use of other EVs such as buses and vans. There is also the ability for the Council to review its policy for staff travel and encouraging the use of EVs.

Map 2 – Car Parks in Council ownership or control



- Collaborating with other bodies – The Council could work with other bodies, such as town or parish councils (and/or village hall management

bodies), the health authority, housing associations and others, to support additional sites coming forward for EVCPs, including on land in their control. This could include sign-posting on advice and support, and/or potential financial support.

- Use of Highways assets, regulations and policy restrictions – Some local authorities, especially in London, have explored and introduced EVCPs via lamp-posts. This can be an option, but not all columns are kerb-side. It would also need agreement from Balfour Beatty plc because of the Street Lighting Private Finance Initiative. This means that implementation is unlikely to be straightforward. Other councils have looked at taxi licensing as a way of encouraging the use of EVs, dedicated EV parking spaces and/or introduced Clean Air Zones or similar measures.
- Leveraging the VPACH2 project – Due to the impact of Covid-19, the VPACH2 project has been extended to March 2022, but, EVCPs must be installed by December 2021. Despite the tight window, this provides the opportunity to potentially add to the seven locations which have already been identified. The scope of the project means that any sites must be 'on-street' in areas with limited or no access to off-street parking. Work on this has started with Liberty Charge. The locations of potential sites will be shared with the local NNC councillors and the relevant town or parish council for comments. Sites which are considered suitable will go forward for further technical work and assessment. There will also be a formal Traffic Regulation Order consultation process for any sites which are chosen to progress. The number of potential additional sites which could be taken forward is likely to be limited by the time and other constraints, including commercial viability for the operator Liberty Charge. The goal is to take forward a further 10-20 locations (with each site having four EVCPs), dependent on these factors and the outcome of related consultations.
- Undertaking a procurement process, or utilising a framework or existing agreement, to deploy EVCPs working with a Charge Point Operator and the private sector.

5.2 The Office for Zero Emission Vehicles (OZEV) offers grants to local authorities for installation of charge points on-street and, subject to some conditions, in car parks, up to a maximum of £13,000 per charge point, although it expects that £7,500 would be its normal upper grant rate. Grants will represent up to 75% of the cost of an installation. Under the current scheme, EVCPs must be installed by March 2023 and normally within 6-12 months of a grant award. In car parks, the scheme requires that car park must be free to users in the evening and available for at least four hours between 6pm and 8am.

5.3 OZEV also offer grants of £350 per socket for installations to:

- Homeowners
- Vehicle dealerships
- Employers, for use by their employees, up to a limit of £14,000 (40 sockets); this includes Council staff car parks.

- 5.4 With EVCPs a 'hot topic', it is expected that further schemes and funding will be announced by Government to help stimulate the growth of public EVCP networks.
- 5.5 A consideration for the Council will be the operating model they wish to pursue. Some councils prefer to own the EVCPs. An example is the Corby BP Chagemaster approach. This often involves providing funding to a Charge Point Operator (CPO) to install, operate and maintain the EVCPs, but the EVCP remains in public ownership. This option can expose a council to more risks if take up is low and for costs of maintenance, repairs and replacement of the EVCPs, but, it can also provide a revenue stream. An alternative to this is an enabling role. An example here is the council does not own or operate the EVCPs, but, facilitates their installation and operation, on either their land or the highway, via an agreement and/or licence. This latter route can avoid the need for the council to take any ongoing financial risk relating to the maintenance or operation of the EVCPs, or take-up and related revenues. Take-up is an important consideration as the commercial market outside London is currently weak. This means public subsidy is important. The VPACH2 project involves the Council acting as an enabler. The Council can also take a more passive role, where it sign-posts to advice and support and/or proactively encourages others to take-up opportunities, but, does not get involved in any formal delivery arrangements.
- 5.6 There are clearly variations of these three models. The option that works best is likely to be determined by a number of factors including:
- Local demand
 - Political and policy drivers
 - Appetite for risk
 - Approach to innovation and enterprise
 - Funding availability
 - Availability of assets
 - In-house capacity, experience and expertise
 - Maturity of local EVCP market and availability
 - Commercial interest from CPOs
 - Interest from key local stakeholders
- 5.7 Whichever route the Council takes, it will be important for it to work closely with other stakeholders, including CPOs, energy networks and the wider private sector, and understand the commercial marketplace for EVCPs. This could include further involvement in projects such as VPACH2. The goal should be to encourage commercial investment where possible, through creating a clear strategy, the right conditions and an attractive offer and focus more direct efforts and funding, where there is likely to be unmet demand and the market will not invest without public support.

6. Implications (including financial implications)

6.1 Resources and Financial

6.1.1 The provision of EVCPs to support the take-up and use of electric vehicles is still new for many councils. Current involvement in the VPACH2 project is led by West Northamptonshire Council through the hosting arrangement for highways. The project provides funding for a dedicated fixed-term project post. It has also supported associated management, legal and other costs. This has provided capacity to support the project and drive activities. Funding for the dedicated post will end with the project. Whichever route the Council follows will have resourcing considerations.

6.2 Legal

6.2.1 Any role the Council takes involving the use of assets which are in its ownership or responsibility will have legal implications. This is also likely to involve procurement considerations should the Council decide to take a more direct role in the provision of EVCPs, including through the use of a framework or other mechanism.

6.3 Risk

Risk	Impact/Mitigation	RAG
NNC lacks capacity to take forward EVCP work beyond VPACH2	(I)-Undermines ability to support delivery of EVCPs (M)-Prioritisation of resource, creating the right structure, and working in collaboration with others. Currently amber as no dedicated capacity outside VPACH2 project.	Amber
Lack of suitable sites for EVCPs	(I)-May result in gaps in provision (M)-Map current public EVCPs and Council assets to understand opportunities to use this to support future provision where unlikely to be met through other routes. Currently amber as gaps in provision.	Amber
Liabilities for the Council from ownership of EVCPs	(I)-Could result in ongoing costs relating to maintenance, repairs etc. if insufficient income to cover (M)-Carefully assess business model to determine whether EVCP ownership or another route is best option.	Green

6.4 Consultation

6.4.1 The provision of public EVCPs normally involves consultation with local communities and residents. This has been the case for the seven sites which have been progressed through the VPACH2 project. It also includes the statutory Traffic Regulation order (TRO) process linked to introducing parking restrictions. There is also an online resource to enable local residents and businesses to register interest for a EVCP, and propose potential sites [Register](#)

[your interest in on-street electric vehicle charging - Introduction - Online form \(achieveservice.com\)](#). Sites nominated through this route are being assessed as part of the VPACH2 process to gauge their suitability.

6.5 Consideration by Executive Advisory Panel

6.5.1 The Executive Advisory Panel is requested to consider the options presented. This is not a Key Decision and is not subject to the 'call-in' process.

6.6 Climate Impact

6.6.1 Transport is one of the major influencers of climate change. It also impacts on local air quality. The Government's 'Road to Zero Strategy' and the recent publication of its 'Decarbonising Transport' plan, sets out an ambitious agenda for tackling the negative impacts of transport. One of the key priorities is supporting the increased take-up and use of electric vehicles. The Council has an important role to play.

6.7 Community Impact

6.7.1 The provision of EVCPs is crucial to enabling local communities the opportunity to take-up and use electric vehicles, especially if they do not have access to off-street parking. This is a key issue in many towns and rural villages where there is not the ability to 'home-charge'.

7. Background Papers

UK Government 'Road to Zero Strategy'

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf

UK Government Decarbonising Transport Plan

[Transport decarbonisation plan - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf)