

Didcot Town Council

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## **Civic Hall Management Committee**

### **27th January 2021**



Report author: Guy Langton

## **Installation of Electric Vehicle (EV) charging points on Didcot Town Council land**

### **Introduction**

1. Following the declaration of Climate Emergency in June 2019 and to support other Councils in providing a network of EV charging points across the county and country.

### **Recommendation**

2. The Committee review the options presented in the report and consider the best option for the installation of EV charging points on Town Council owned land at the location(s) indicated.
3. That the Committee resolve to pursue the research further, inviting providers to meet with Officers and undertake site surveys.

### **Background**

4. As noted at the Full Council meeting on the 24<sup>th</sup> June 2019, Didcot Town Council is well placed to take action meeting the challenge of climate change in its role in advising the district council on the many planning applications being submitted in the growing town, its management of outdoor spaces, the management of its own buildings, and its support for community groups within the town.
5. The government is legally bound to reduce CO2 emissions in 2050 by 80% compared with levels in 1990 and reducing vehicle emissions is seen as a critical part of this.

6. As part of its clean air strategy, the government has pledged to end the sale of all new conventional petrol and diesel cars and vans by 2040. The UK official climate watchdog, the Committee on Climate Change emphasised a need for an early consultation on phasing out petrol and diesel cars by 2030 rather than 2040.
7. On the 18<sup>th</sup> November 2020, the Government announced the phase-out date for the sale of new petrol and diesel cars and vans was to be brought forward to 2030, with all new cars and vans to be fully zero emission at the tailpipe from 2035.
8. The Transport Research Laboratory conducted research that found only 1 in 4 people would consider buying a fully electric car in the next 5 years. The research cited the vehicle's range and the availability of charging infrastructure so as factors affecting people's choices.
9. Researching the availability of EV charging points across the town, the Officer found that there are points at Milton Park and a small number in the Didcot itself. All these are sited at retail centres, at the Orchard Centre and Tesco on Hadden Hill. The Officer believes that there are fewer than 10 points across these two locations.
  - a. The points at the Orchard Centre are not well used, in local people's experience. The four points there do charge for the electricity.
  - b. There are also four points at the Tesco Supermarket on Hadden Hill. These are better used (anecdotally) but make only a nominal or zero charge.
10. Much of the land between is residential and is private housing in nature and it is assumed that private EV charging points exist.
11. There is a lack of EV charging points close to local cultural amenities (the Civic Hall, Library and Register Office).
12. There are no EV charging points at the leisure and recreation spaces provided by the Town Council that have parking facilities (Civic Hall, Edmonds Park, Loyd Recreation Ground, Ladygrove Park).

### **Detail**

13. There are two ways forward for the Council:
  - a. The Council can purchase the EV charger units (part-funded by a grant if applicable).
  - b. Work with a supply partner to install EV charge points at agreed locations at the supplier's expense.

### **Financial Implications**

14. Should the route of purchase and installation be taken, then:

- a. The installation of EV charging points available to the public is covered by the Office for Low Emission Vehicle (OLEV) 'On-street Residential Chargepoint Scheme'. The Office for Low Emission Vehicles (OLEV) has allocated £20m of funding for 2020/21 for on-street residential projects. The funding available is for 75% of the capital costs of procuring and installing the chargepoint and an associated dedicated parking bay (where applicable).
- b. A feasibility study would have to be undertaken for the site.
- c. One provider, as an example, has provided the below indicative fees.

Installation Type	Installation	CityLine 100	Installation Materials	Bollard	Signage	Project Management Fee	Opex Per Annum	Total (Year 1)
Scenario 1 - Column Mounted	£408.24	£1,302.75	£110.63	£0.00	£135.00	£540.00	£291.00	£2,787.62
Scenario 2 - In-Column Mounted	£408.24	£1,302.75	£290.25	£0.00	£135.00	£540.00	£291.00	£2,967.24
Scenario 3 - Bollard Mounted	£1,835.61	£1,302.75	£614.25	£614.25	£135.00	£540.00	£291.00	£5,528.61

- d. As an example, margin revenue could be as indicated in the table below. The highlighted line shows the common charging kWh usage per session.

Number of charging sessions per day/socket (assume 4 sockets)

	1	2	3	4	5	6
10	-£6,010.00	£3,480.00	£12,970.00	£22,460.00	£31,950.00	£41,440.00
15	-£1,265.00	£12,970.00	£27,205.00	£41,440.00	£55,675.00	£69,910.00
20	£3,480.00	£22,460.00	£41,440.00	£60,420.00	£79,400.00	£98,380.00
25	£8,225.00	£31,950.00	£55,675.00	£79,400.00	£103,125.00	£126,850.00
30	£12,970.00	£41,440.00	£69,910.00	£98,380.00	£126,850.00	£155,320.00

Indicative margin generated over 5 years with 4 sockets less asset cost.

15. Should the route of partnership with a supplier be taken, then:

- a. All feasibility studies and planning would be undertaken by the partner.
- b. No other charge points may be on the site. The Council could operate a different system at its other sites though.
- c. The electricity used could be taken from the Council, on a sub-metered cable, with the Council being reimbursed for the electricity purchased. Or it could be through a unique supply installed at the partner's expense.
- d. There would be no upfront cost to the Council. The supplier would fully fund the supply, installation, and operation of the EV charging points, on an up to 20-year lease/licence. Buy-out provisions would be applicable.

- e. The supplier undertakes the ongoing maintenance of the units (on a concession basis).
- f. The charge points would need to be accessible to the public on a 24/7 basis.
- g. The Council could expect a small (e.g. 5%) share of the gross revenue, though this would be a point of negotiation.

Guy Langton  
Planning & Environment Officer.