

Agenda Item No: 7
Report To: Cabinet
Date of Meeting: 11 May 2017
Report Title: Review of Electric Vehicle Charging Points
Report Author & Job Title: Chris Miller – Parking Team Leader
Portfolio Holder Cllr. Brad Bradford
Portfolio Holder for: Highways, Wellbeing and Safety



Summary: The purpose of the report is to address the future of the electric vehicle charging points across the borough.

Key Decision: NO

Significantly Affected Wards: Victoria, North Willesborough, Tenterden South, Tenterden North

Recommendations: **The Cabinet is recommended to:-**

- I. To continue to provide electric vehicle charging points**
- II. To make no additional charge to users for the electricity consumed**
- III. To agree the review of charging arrangements relevant to the use of electric vehicle charging points every three years in line with the overall review of parking charges**
- IV. To agree for officers to explore controls relevant to parking periods/vehicle charging times in order to encourage regular turnover and fair usage.**

Policy Overview: Carbon Management Plan and Energy Efficiency Strategy

Financial Implications: Maintenance cost £2,285 p.a. Annual cost of supplying electricity £2,000. If any of the units break and are beyond economical repair the council would face a charge of up to £7,500 to replace and install. Outside of the maintenance agreement the only extra costs incurred by the council in the last three years was less than £300.

Legal Implications With the provision of charging points there is the requirement for a Maintenance contract. The current agreement expires in August 2017. There may in addition

be a need to amend associated off street traffic orders.

Equalities Impact Assessment

Yes – There are no identified groups that this proposal will negatively affect.

Other Material Implications:

None

Exempt from Publication:

No

Background Papers:

None

Contact:

Chris Miller – 01233 330571

Report Title: Review of Electric Vehicle Charging Points

Introduction and Background

1. At the beginning of 2013, it was announced that the Department for Transport and the Department for Business, Energy and Industrial Strategy's Office for Low Emission Vehicles (OLEV) had developed an initiative to try to increase the take-up of electric cars. Part of their programme was to provide grants to enable local authorities to provide charging points at suitable points within districts/counties.
2. The Leader and the Portfolio Holder for the Environment indicated that this initiative should be explored for the borough, because of the national importance of the scheme and because of this potentially forming part of the carbon reduction measures being considered by the council. It was agreed that the provision of electric vehicle charging points was a key component for the future success of these plans. Although there were only a small number of owners of electric vehicles, statistics and surveys suggest that this would increase over the coming years, provided the necessary infrastructure was in place to run and re-charge the vehicles, hassle free, on a day to day basis.
3. In January 2014 the Cabinet noted (Minute 284/1/14) the installation of five double electric vehicle charging points within the borough. The OLEV funding covered the majority of the capital cost, with Section 106 monies covering the remaining capital cost and the further three year maintenance costs.
4. There is now a decision required on whether we continue with the charging points and what, if any charges the council passes on to the users. There is an option to decommission after three years as this was the only requirement stipulated by the OLEV and Kent County Council (KCC), along with the need for these to be available to all members of the public. If the council decides to retain the units and to continue providing the service then responsibility for the charging points will rest with the borough council.
5. Monthly figures published by the Society of Motor Manufacturers and Traders (SMMT) show that electric car sales in the UK have risen dramatically during the past two years. While only around 500 electric cars were registered per month during the first half of 2014, this has now risen to an average of more than 3,000 per month over the past 12 months. By the end of 2016, more than 35,000 plug-in cars had been registered over the course of the year, the highest number ever. As a percentage of new car registrations, electric cars now represent around 1.3 per cent of the total new car market in the UK. That figure for the first three months of 2017 sits at 1.5 per cent.
6. The cumulative figure also shows sustained and dramatic growth of the electric vehicle car and van market. According to OLEV and SMMT, more than 95,000 claims have been made through the Plug-in Car and Van Grant schemes. The total UK light-duty electric fleet is currently estimated at 100,000 electric vehicles.

7. The government's aspiration is for all new vehicles to be zero emission by 2040, and we await further details in the Modern Transport Bill.
8. The current growth and usage of the electric vehicle charging points across the county is still relatively low. Vicarage Lane, Civic Centre car park and KCC's Sessions House see the highest usage figures of the charging points. The Civic Centre point is largely used by the council's owned pool car and from staff owning electric vehicles. Similarly for Sessions House a number of county owned vehicles use the points.
9. This will increase as ownership of vehicles and availability of electric vehicle charging points increases. The most recent data provided by Charge Your Car indicates that as a borough we have approximately 100 electric vehicle owners using our charge points.
10. Currently Charge Your Car charge people who wish to use the chargers £20 a year for the registration card that identifies the user each time they charge their vehicle.
11. Charge Your Car has recently notified their members that they are introducing a £1 connection fee to their customers each time they connect to one of the charging points. It is understood that this is being charged due to the increase in the use of the chargers and the costs incurred by the company in administering the charging points. This will be administrated directly between Charge Your Car and the customer.

Financial Implications

Maintenance

12. KCC initiated and led the grant application process that provided the initial funding for the installation and managed the installation and maintenance contract for all the electric vehicle charging points installed under the OLEV agreement. The current maintenance agreement covers servicing, accidental damage and minor vandalism.
13. KCC are now coordinating the renewal of the maintenance agreement which expires in August 2017. While it is proposed that the council joins with its county and district partners in a Kent wide agreement, we retain the right to "go it alone" and seek a maintenance agreement that is right for the borough.
14. The current cost to the council for maintenance is £457 per point per annum, a cost of £2,285.
15. Each double charging point costs approximately £7,500 to purchase and install. The grant from OLEV, once split evenly across all double charging points in Kent was equivalent to £5,500 per unit. This left £2,000 per charging point to be funded. After taking into account the fact that KCC agreed to match funding the local authority contributions to the capital costs, the direct capital cost to Ashford Borough Council was £1000 per double charging point. If any of the units break and are beyond economical repair the council would face a charge of approximately £7,500 to replace and install.

16. Outside of the maintenance agreement the only extra costs incurred by the council in the last three years was less than £300.

Electricity costs

17. The following table shows Electric Vehicle Charging Point usage figures for 2015/16

Location	Charges Sessions	KW used	Cost in £'s per annum
Vicarage Lane	734	5,648	751
Julie Rose Stadium	117	835	228
Station Road, Tenterden	236	1,873	352
Civic Centre	620	4,466	595
Leisure Centre, Tenterden	106	546	73
Totals	1813	13,188	1,999

18. The figures for the Civic Centre and the Leisure Centre, Tenterden are estimates as the power supplies linked in to lighting and to other uses. The other points have individual Meter Point Administration Numbers that make an electricity supply unique and so the usage figures can be more accurately recorded.

Review Policy

19. After three years the decision on how the charging points are used becomes the council's to decide. This includes what is offered to the public and any associated cost risk with the way in which the service is provided.
- ***Discontinue the provision of the electric vehicle charging points.*** Given the council's commitment in 2014, its commitment to carbon reduction, its air quality responsibilities, the low cost of continuing to provide these facilities and the reputational risk, this option is not recommended.
 - ***Continued provision of the electric vehicle charging points with customers only charged for use of the parking space.*** Customers pay for the use of the parking space by way of pay and display, permit, season ticket etc., while there is no charge for the electricity used. Charge Your Car are introducing a £1 charge to customers per charge, so customers will see an increase in the cost of using the system from the current offer.
20. ***Review of charge to customer for electric used in line with three yearly parking charges review, (next due in April 2020).*** In June 2016 (Minute 25/6/16), Cabinet agreed to a three yearly review of parking charges. When this came in to effect on 1st April 2017 it was the first parking charge increase in the borough for six years. It is recommend to review market growth of

electric vehicles, alongside consumption of electricity/charge sessions at the same time to identify any trends or need to commence charging for electricity to ensure we remain consistent with current and future strategies

Proposal

21. Officer recommendation is to continue the use of the electric charging points with consumers only charged for the use of the parking space and to review the charge for electric use in line with the three yearly parking charges review. This will allow the council to monitor the market, make informed decisions and make sure our offer is considered in line with the growth in the electric vehicle market and represents best value to both the council and the customer.

County perspective

22. A number of other district councils linked with KCC's bid to OLEV, although not all. Tonbridge and Malling have no electric charging points, while Dartford put in a separate bid and received support for rapid charge points, which can charge a car up to 80% of its full charge in 20 minutes. The installation and capital costs amounted to £50,000 per unit. Dartford Borough Council charge a flat fee of £2.50 per charge, plus 25p a minute. While this does not cover the costs, it does provide a charge for approximately 100 miles and the cost is cheaper than the equivalent fossil fuel cost. Dartford has received approximately £1,200 in income since the units have been active, for an electricity cost of £3,000.
23. Maidstone Borough and Sevenoaks District Council are proposing to continue with their current offer which is to provide free electricity but to charge for parking.

Implications and Risk Assessment

24. The provision of the electric vehicle charging points links to the council's Carbon Management Plan, although the current low consumption does not present a significant impact on the council's overall energy use. It encourages and supports the investment in electric and plug in hybrid vehicles, which typically have a higher purchase price. It contributes towards the council's overall air quality strategy through the reduction of nitrous oxide and other vehicle associated emissions.
25. The council's Carbon Management Plan expired last year, with the council having achieved a carbon dioxide equivalent reduction of 23.7% against a target of 30%.
26. Officers have developed a more widely focused Energy Efficiency Strategy rather than a new Carbon Management Plan, which is on the agenda for the May Cabinet. It will draw together a wide array of work the council is doing to improve energy efficiency and sustainability and reduce greenhouse gas emissions across the authority.

27. The strategy proposes to expand the public network of electric vehicle charging points with the borough to encourage the uptake of ultra-low and zero emission transport options.
28. Grants are available from OLEV for Workplace Charging Schemes. This is a voucher-based scheme that provides support towards the up-front costs of the purchase and installation of electric vehicle charge-points, for eligible businesses, charities and public sector organisations. One option may be to look at providing standard charging (as opposed to fast charging points) for staff, which could possibly be installed and maintained by our in-house electricians.

Equalities Impact Assessment

29. Completed

Consultation Planned or Undertaken

30. None

Other Options Considered

31. Consideration was given to charging for both parking and electric usage. However the income would not be significant and the administration would mean this may deter use of electric vehicles and our charge points

Reasons for Supporting Option Recommended

32. The continuation of providing electric vehicle charging points links with the council's policies and aspirations. Making no additional charge to users for the electricity consumed at this stage is an indication of the council's commitment to green travel and to the environment.

Next Steps in Process

33. Work with KCC on the renewal of the maintenance agreement which expires in August 2017, whilst researching an independent maintenance agreement to ensure the borough gets value for money.

Conclusion

34. A review of the provision of electric vehicle charging points, in line with growth of what is a relatively new industry, assists the council in meeting its plans whilst safeguarding the council's revenue streams through regular appraisal and review.
35. A review of data, usage and growth every three years will provide a clearer indication as to how growth has emerged in the market. It will assist the council in determining if future investment in further points may be required and whether there is a business case to commence charging for use.

Portfolio Holder's Views

36. Supporting the use of electric vehicle charging points is important now but, with sales of new electric vehicles increasing and with a growing political emphasis on health and clean air; this shall become a pressing consideration for the Borough in the future. More importantly we should, as the Borough Council, show our respect and open support for those drivers who seek to fulfil their social responsibility and assist in providing a cleaner, healthier and more sustainable Borough for the future.

Contact and Email

37. Contact – Chris Miller
38. Email - chris.miller@ashford.gov.uk

Equality Impact Assessment

1. An Equality Impact Assessment (EIA) is a document that summarises how the council has had due regard to the public sector equality duty (Equality Act 2010) in its decision-making. Although there is no legal duty to produce an EIA, the Council must have **due regard** to the equality duty and an EIA is recognised as the best method of fulfilling that duty. It can assist the Council in making a judgment as to whether a policy or other decision will have unintended negative consequences for certain people and help maximise the positive impacts of policy change. An EIA can lead to one of four consequences:

- (a) No major change – the policy or other decision is robust with no potential for discrimination or adverse impact. Opportunities to promote equality have been taken;
- (b) Adjust the policy or decision to remove barriers or better promote equality as identified in the EIA;
- (c) Continue the policy – if the EIA identifies potential for adverse impact, set out compelling justification for continuing;
- (d) Stop and remove the policy where actual or potential unlawful discrimination is identified.

Public sector equality duty

2. The Equality Act 2010 places a duty on the council, when exercising public functions, to have due regard to the need to:

- (a) Eliminate discrimination, harassment and victimisation;
- (b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it (ie tackling prejudice and promoting understanding between people from different groups).

3. These are known as the three aims of the general equality duty.

Protected characteristics

4. The Equality Act 2010 sets out nine protected characteristics for the purpose of the equality duty:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership*
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

*For marriage and civil partnership, only the first aim of the duty applies in relation to employment.

Due regard

5. Having 'due regard' is about using good equality information and analysis at the right time as part of decision-making procedures.

6. To 'have due regard' means that in making decisions and in its other day-to-day activities the council must consciously consider the need to do the things set out in the general equality duty: eliminate discrimination, advance equality of opportunity and foster good relations. This can involve:

- removing or minimising disadvantages suffered by people due to their protected characteristics.
- taking steps to meet the needs of people with certain protected characteristics when these are different from the needs of other people.
- encouraging people with certain protected characteristics to participate in public life or in other activities where it is disproportionately low.

7. How much regard is 'due' will depend on the circumstances. The greater the potential impact, the higher the regard required by the duty. Examples of functions and decisions likely to engage the duty include: policy decisions, budget decisions, public appointments, service provision, statutory discretion, decisions on individuals, employing staff and procurement of goods and services.
 8. In terms of timing:
 - Having 'due regard' should be considered at the inception of any decision or proposed policy or service development or change.
 - Due regard should be considered throughout development of a decision. Notes shall be taken and kept on file as to how due regard has been had to the equality duty in research, meetings, project teams, consultations etc.
 - The completion of the EIA is a way of effectively summarising this and it should inform final decision-making.
- The duty is a non-delegable one. The duty will always remain the responsibility of the public authority.
 - The duty is a continuing one so that it needs to be considered not only when a policy, for example, is being developed and agreed but also when it is implemented.
 - It is good practice for those exercising public functions to keep an accurate record showing that they have actually considered the general duty and pondered relevant questions. Proper record keeping encourages transparency and will discipline those carrying out the relevant function to undertake the duty conscientiously.
 - A public authority will need to consider whether it has sufficient information to assess the effects of the policy, or the way a function is being carried out, on the aims set out in the general equality duty.
 - A public authority cannot avoid complying with the duty by claiming that it does not have enough resources to do so.

Case law principles

9. A number of principles have been established by the courts in relation to the equality duty and due regard:
 - Decision-makers in public authorities must be aware of their duty to have 'due regard' to the equality duty and so EIA's must be attached to any relevant committee reports.
 - Due regard is fulfilled before and at the time a particular policy is under consideration as well as at the time a decision is taken. Due regard involves a conscious approach and state of mind.
- A public authority cannot satisfy the duty by justifying a decision after it has been taken.
- The duty must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.

The Equality and Human Rights Commission has produced helpful guidance on "Meeting the Equality Duty in Policy and Decision-Making" (October 2014). It is available on the following link and report authors should read and follow this when developing or reporting on proposals for policy or service development or change and other decisions likely to engage the equality duty. [Equality Duty in decision-making](#)

Lead officer:	Chris Miller
Decision maker:	Cabinet
Decision: <ul style="list-style-type: none"> • Policy, project, service, contract • Review, change, new, stop 	Continued provision of electric vehicle charging points and associated costs and arrangements for use.
Date of decision: The date when the final decision is made. The EIA must be complete before this point and inform the final decision.	11th May 2017
Summary of the proposed decision: <ul style="list-style-type: none"> • Aims and objectives • Key actions • Expected outcomes • Who will be affected and how? • How many people will be affected? 	To ask for member's approval to agree to various recommendations to support the ongoing provision of publically available electric vehicle charging points <ul style="list-style-type: none"> • Continued provision • No additional charges for electricity • Review charges every 3 years in line with growth in market and use • Investigate control mechanism to promote turnover of spaces • With the above recommendations no protected group would be affected in either a negative or positive way. The purpose of the recommendations and desired outcome is that over time, with the growth of the EV market we can offer a suitable proposition to all Electric Vehicle owners. As the market grows and develops consultation with local organisations such as Access Ashford would play a key role in identifying how we move forward to ensure accessibility and fair use for all.
Information and research: <ul style="list-style-type: none"> • Outline the information and research that has informed the decision. • Include sources and key findings. 	The charge points were installed 3 years ago as part of a joint funded project between KCC and ABC with funding provided for a large part of the project by OLEV (Office for Low Emissions Vehicles). The company involved and supplying the points being charge your car. The initial agreement was for three years and it is now the decision of the local authority as to how we progress and charge for the use of these points. Market research indicates that electric vehicle ownership is on the increase though is still far outweighed by the new registration of other vehicle types. Continued monitoring of the market will allow informed decisions to be made by Cabinet in the future and the 3 year review process will ensure we can increase provision of charge points, commence charging for electric and ensure fair use. The options support the proposed energy efficiency strategy which also forms part of the same cabinet agenda.
Consultation: <ul style="list-style-type: none"> • What specific consultation has occurred on this 	All authorities within Kent were contacted to obtain a wider understanding of the way they intend to progress. Both

<p>decision?</p> <ul style="list-style-type: none"> • What were the results of the consultation? • Did the consultation analysis reveal any difference in views across the protected characteristics? • What conclusions can be drawn from the analysis on how the decision will affect people with different protected characteristics? 	<p>Maidstone Borough Council and Sevenoaks District Council intend to continue with offering free electric and charging for Pay and Display parking. The only other response was from Dartford and Erith Council who use a non-comparable type of charger.</p> <p>The proposals will have neither a positive or negative effect on any protected characteristics.</p> <p>The proposals will continue to support other current and upcoming strategies in relation to air quality/efficiency and will offer an option to residents and visitors to the borough when considering current and future transport choices.</p>
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Assess the relevance of the decision to people with different protected characteristics and assess the impact of the decision on people with different protected characteristics.

When assessing relevance and impact, make it clear who the assessment applies to within the protected characteristic category. For example, a decision may have high relevance for young people but low relevance for older people; it may have a positive impact on women but a neutral impact on men.

Protected characteristic	Relevance to Decision High/Medium/Low/None	Impact of Decision Positive (Major/Minor) Negative (Major/Minor) Neutral
<u>AGE</u> Elderly	None	Neutral
Middle age	None	Neutral
Young adult	None	Neutral
Children	None	Neutral
<u>DISABILITY</u> Physical	None	Neutral
Mental	None	Neutral
Sensory	None	Neutral
<u>GENDER RE-ASSIGNMENT</u>	None	Neutral
<u>MARRIAGE/CIVIL PARTNERSHIP</u>	None	Neutral
<u>PREGNANCY/MATERNITY</u>	None	Neutral

<u>RACE</u>	None	Neutral
<u>RELIGION OR BELIEF</u>	None	Neutral
<u>SEX</u> Men	None	Neutral
Women	None	Neutral
<u>SEXUAL ORIENTATION</u>	None	Neutral

Mitigating negative impact: Where any negative impact has been identified, outline the measures taken to mitigate against it.	Nothing to mitigate
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Is the decision relevant to the aims of the equality duty?	
Guidance on the aims can be found in the EHRC's Essential Guide , alongside fuller PSED Technical Guidance .	
Aim	Yes / No / N/A
1) Eliminate discrimination, harassment and victimisation	N/A
2) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it	N/A
3) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it	N/A

Conclusion:	
<ul style="list-style-type: none"> Consider how due regard has been had to the equality duty, from start to finish. There should be no unlawful discrimination arising from the decision (see guidance above). Advice on whether the proposal meets the aims of the equality duty or whether adjustments have been made or need to be made or whether any residual impacts are 	<ul style="list-style-type: none"> Due regard has been considered throughout this proposal to each protected group. No unlawful discrimination will rise from this decision. All protected groups have been considered. The effect on the community will be neutral to all protected characteristics and therefore no adjustments are required or need justification given the proposal.

<p>justified.</p> <ul style="list-style-type: none">• How will monitoring of the policy, procedure or decision and its implementation be undertaken and reported?	<ul style="list-style-type: none">• Recommendation is sought for decision to allow officers to monitor the policy in line with the parking charges on a three year basis. This will be done through usage data and electric consumption figures along with identified, predicted and expected growth provided through recognised data sources.
EIA completion date:	27/03/2017