



Report of the Cabinet Member for Homes & Energy

External Funding Panel – 2 October 2019

Office for Low Emissions Vehicles On-Street Residential Chargepoint Scheme Bid 2019/20

Purpose:	To provide details of the funding application for the Office for Low Emission Vehicles On-Street Residential Chargepoint Scheme Fund 2019/20
Policy Framework:	Joint Transport Plan for South West Wales (2015 – 2020)
Consultation:	Access to Services, Finance, Legal.
Recommendation(s):	It is recommended that: 1) External Funding Panel note the submission of the Office for Low Emission Vehicles On-Street Residential Chargepoint Scheme Fund 2019/20 application.
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1. Introduction

- 1.1 A funding bid for the On-Street Residential Chargepoint Scheme (ORCS) was submitted to the Office for Low Emission Vehicles (OLEV) on 10th September 2019 in accordance with guidance from the Office for Low Emission.
- 1.2 The guidance stated that there was a total funding pot of £5 million for the On-Street Residential Chargepoint Fund (ORCS) in 2019/20. This funding is available to all UK Local Authorities, administered on a first come, first served basis. The UK Government elected to set a maximum value for each application of £100k, and suggested that bids in excess of this would

be considered only in exceptional circumstances. Match funding is a requirement of the funding bid, with a 25% match fund required in order to submit a bid.

- 1.3 The guidance discusses some of the barriers to the uptake of EV's and then states that funding is currently available to those with off-street parking to install an EV chargepoint. As many areas across the UK, including large parts of cities, have residential areas where off-street parking is not an option, this presents a barrier for EV adoption. As a result, ORCS has been established to provide funding for chargepoints targeting those without access to off-street parking.
- 1.4 The ORCS scheme is primarily focused on on-street locations, however OLEV recognises the potential pressures local authorities may face in allocating parking spaces for EV's on residential streets. Therefore, OLEV will consider applications for the installation of chargepoints in local authority owned car parks, that are open 24 hours a day, 7 days a week, that are suitably located in or near to a residential area without access to off-street parking. Car parks must be accessible to local residents during the day and night, although they will also be available for the general public at all times.
- 1.5 This report seeks to provide details of this funding bid to the External Funding Panel.
- 1.6 It was not possible to seek approval from the External Funding Panel prior to the submission of the bid due to the first come, first served nature of the OLEV ORCS fund; it was considered essential that the bid be submitted as soon as possible in order to maximise the chances of submitting a bid whilst funding remained available from OLEV. Approval from the Cabinet Member for Homes & Energy was however sought and granted prior to the completion of the bids.

2. Submitted Bid

- 2.1. The City & County of Swansea submitted one bid totalling £100k and is awaits a grant decision letter from OLEV as to whether the scheme will be awarded funding in whole or in part. The scheme and bid amount is shown in the table below:

Table One – Summary of ORCS Bid 2019/20

Scheme	Total ORCS (£k)	Match Funding (£k)	Total Project Costs (£k)
OLEV – ORCS – EV Charging	100	33	133
Total	100	33	133

3. Details of Proposed Scheme – ORCS

- 3.1. On-Street Residential Chargepoint Scheme - EV Charging Infrastructure (Phase 1A): With very few EV chargepoints in Swansea, the Council is seeking funding from OLEV to achieve a first phase of residential, community focused chargepoints.
- 3.2. The provision of publicly available charge points within the City and County of Swansea is vital in ensuring that Electric Vehicle (EV) charging provision is available and reliable to enable those who live, work, visit and travel through the area. This provision will also ensure that the public can increasingly have the confidence to purchase and use an EV knowing that a supporting network is in place to facilitate everyday journeys.
- 3.3. This bid aims to fulfil a first phase of delivery by proposing the installation of 13 charging posts, serving 26 charging bays in 13 Local Authority car parks. It is anticipated that the authority will install dual headed 7kW 'fast' EV charge points which are capable of delivering approximately 30 miles of range for each hour that an EV is actively charging.
- 3.4. The proposed EV charge points will form an initial network across the county, focusing on a charging provision that will benefit local residents without off-street parking.
- 3.5. In order to benefit the maximum amount of people per chargepoint, Council car parks have been selected based on their proximity to residential areas, which characteristically do not have access to off-street parking. In order to maximise the appeal and use of these chargepoints, sites have been selected in areas central to local services and functions. In taking this approach, it is anticipated that each chargepoint will benefit from use by local residents without access to off-street parking, and therefore an inability to charge an EV at their home address, whilst also catering for those who live in the same community, and would face the same barrier to owning an EV.
- 3.6. Locating chargepoints in the heart of the community will allow for local residents to use 'opportunity' charging, whilst undertaking their daily activities, as well as overnight charging, when needed.
- 3.7. Swansea Council has been awarded £89k for the provision of EV chargepoints in parking interchanges (WG LTF) for financial year 2019/20. WG has agreed to vary this funding to allow for £33k to be used as match funding for this OLEV funding application, to expand the number of EV chargepoints to be installed in Swansea within 2019/20.
- 3.8. Combining the two grants is anticipated to allow the Council to install EV chargepoints in 15 car parks, as opposed to the 3 car parks funded solely from WG LTF.

4. Deliverability

- 4.1. The 25% grant funding (required as match funding) has been secured, and subject to this funding, the project will be procured and contracted to a third party who will have responsibility for installing and commissioning the units.
- 4.2. A programme for delivery has been submitted as part of the OLEV bid, and has concluded that, whilst challenging, the scheme above is able to be delivered within the prescribed programme.
- 4.3. The Panel should note that the absolute outputs from this project will only be known following an open tender process. This is expected to commence in October 2019.

5. Equality and Engagement Implications

- 5.1. The Council is subject to the Public Sector Equality Duty (Wales) and must, in the exercise of their functions, have due regard to the need to:
 - Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
 - Our Equality Impact Assessment process ensures that we have paid due regard to the above.
- 5.2. If approved, the projects will consider their equality impacts more fully at the appropriate design stages when they will be screened in their own right. These transport infrastructure projects will all serve to improve public amenity, connectivity and access and will be the subject of consultation as appropriate. Close consultation with local disability and access groups will be undertaken to ensure accessibility for all.

6. Financial Implications

- 6.1. The scheme described in this report, relies upon the Office for Low Emission Vehicles On-Street Residential Chargepoint Fund and the Welsh Government's Local Transport Fund (already secured) to provide grant funding to secure its delivery.
- 6.2. The scheme is 100% reliant upon grant funding to secure its delivery and the 25% match fund element has already been secured which will be required to achieve full grant spend. The match funding offer is set out below.

Table Two – Swansea ORCS EV Charging Spend Profile (Proposed)

	2019/20 (£k)	Total (£k)
Welsh Government – Local Transport Fund	33	33
Office for Low Emission Vehicles – On-Street Residential Chargepoint Fund	100	100
	Grand Total	133

- 6.3. The Office for Low Emission Vehicles On-Street Residential Chargepoint Scheme funding grants will require that all spend is done in accordance with the Council's Contract Procedure Rules.
- 6.4. If this funding bid is successful, OLEV will require the funding to be fully spent and claimed by the end of March 2020.

7. Legal Implications

- 7.1. When delivering Transport Schemes, compliance will be required with the relevant Highways and Transport Act measure and guidelines.
- 7.2. It will be necessary to ensure that all terms and conditions attached to external grant funding are complied with and that the Council's Financial Procedure Rules Regarding Grant Applications and Acceptances are followed.
- 7.3. From the 1st April 2019, the installation, alteration or replacement of outlets and upstands for recharging electric vehicles within an area lawfully used for off-street parking is permitted development under the General Permitted Development Order Regulations 1995 (as amended).
- 7.4. Separate legal advice will need to be sought regarding any contract and procurement issues relevant to the schemes.

Background Papers: Office for Low Emission Vehicles On-Street Residential Chargepoint Fund Bid Documents

Appendices:

Appendix A – Equality Impact Assessment Screening