



**CABINET:**  
**12<sup>th</sup> January 2020**

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**Report of: Corporate Director of Place & Community**

**Relevant Portfolio Holder: Councillor J. Wilkie and Councillor D. Evans**

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**SUBJECT: Electric Vehicle Charge Point Provisions**

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Wards affected: Derby ward and Skelmersdale South

## **1.0 PURPOSE OF THE REPORT**

1.1 To seek approval to deliver 32 new electric vehicle charge points (EVCPs) in Ormskirk and Skelmersdale, utilising funding from the Office for Low Emission Vehicles (OLEV) and working in partnership with an electric vehicle charge point provider, BP Chargemaster Ltd.

## **2.0 RECOMMENDATIONS TO CABINET**

2.1 That a bid to the On-Street Residential Charge Point Scheme (ORCS) is submitted to OLEV, to secure funding for Electric Vehicle Charge Point (EVCP) provisions in West Lancashire.

2.2 That, if successful in our OLEV application, the Council work in partnership with BP Chargemaster Ltd to install 16 dual charge points at four selected sites, prior to the 31<sup>st</sup> March 2021 deadline.

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## **3.0 BACKGROUND**

3.1 The decarbonisation of transport and the move to electric vehicles is now starting to move at pace. A recent announcement from Government is set to ban the sale of new diesel and petrol cars by 2030, which revises their original target by 10 years and is part of a wider plan to make the UK carbon neutral by 2050.

3.2 Whilst the demand for electric vehicle charging is currently not significant, we must recognise that the charging network needs to be delivered first, to instil confidence in reliability. The presence of prominent charge points in easily

accessible locations will encourage residents to consider an electric vehicle as a reliable and efficient mode of sustainable transport.

- 3.3 When it comes to plug-in electric vehicles, charging usually occurs off-street, in garages or driveways. However in many parts of the UK, especially more urban areas, off-street parking is unavailable to many residents. The ORCS fund is a £20million grant which has been made available from OLEV for 2020/21 to help provide charge points in locations with nearby residential properties without the convenience of off-street parking.
- 3.4 Local authorities are invited to submit applications that seek up to 75% funding contribution of the capital costs relating to the procurement and installation of on-street charge points in residential areas, up to a maximum of £100,000 per Local Authority.

#### **4.0 CURRENT POSITION**

- 4.1 The Council have been approached by BP Chargemaster Ltd, a leading provider of electric vehicle charge points, with an offer to contribute the additional 25% funding required for the project, making this an attractive, nil-cost project.
- 4.2 Desktop audits and site surveys of Council owned car parks have been undertaken by BP Chargemaster, at their cost. Working together with the Strategic Planning, Regeneration and Implementation Manager and the Parking Officer, four sites have been selected that fulfil the OLEV funding eligibility criteria and aren't considered to have a negative impact on parking provisions.
- 4.3 Each site would be installed with four dual outlet EVCPs, capable of charging two cars at the same time, totalling 32 new charging points in West Lancashire. This will utilise eight parking bays at each site at full capacity, however it is recognised that demand for such provisions is low at present and only two of these bays are initially required to be designated for electric vehicle charging only. Further bays can then be added once demand increases.
- 4.4 The selected EVCP locations are listed below:
- Hants Lane, Burcough Street, Ormskirk
  - The Stiles, Derby Street West, Ormskirk
  - Sandy Lane Centre, Skelmersdale
  - Wheatsheaf, Leyland Way, Ormskirk
- 4.5 The charge points would be fully compliant with technical specifications from OLEV and will provide a quick charge solution, achieving a full charge in around four hours or quick top-ups for those on longer journeys. Once installed and commissioned, the charge points would be registered on a National Charge Point Registry (NCR) and promoted as nationally accessible charge points.

#### **5.0 ELECTRIC VEHICLE CHARGE POINT HOSTING AGREEMENT**

- 5.1 The Council would be required to enter into a Hosting Agreement with BP Chargemaster, initially for a period of three years but with a view to extending if both parties agree.

- 5.2 The Council would be required to grant BP Chargemaster a licence to install, own, operate and maintain the charging points on our sites and BP Chargemaster shall occupy the sites as a licensee only.
- 5.3 BP Chargemaster would invest the additional 25% funding towards the capital costs for installation of the EVCPs and be fully responsible thereafter for all operational costs. This includes all maintenance, repair and replace, insurance, electricity costs, customer service delivery and provision of usage data to the Council, OLEV and National Charge Point Register.
- 5.4 BP Chargemaster will be responsible for the charging costs to users, which will be set at a competitive rate. In the event that, in BP Chargemasters reasonable opinion, the operation of any charging point becomes economically unviable at any time after 3 years from the commissioning date, BP Chargemaster shall, at its own cost, be entitled to decommission and remove the charging point and make good any damage caused.
- 5.5 The Council would be required to agree that the licence granted to BP Chargemaster is an exclusive licence and we shall not appoint any third party service provider of EV charging solutions to install, operate or maintain EV charging solutions at the sites during the term of the three year agreement.

## **6.0 SUSTAINABILITY IMPLICATIONS**

- 6.1 The Councils recently adopted Climate Change Strategy and Action Plan 2030 informs us that 34% of greenhouse gas emissions in West Lancashire originate from road travel. Along with Central Government action, Local Authorities have a responsibility to work to reduce emissions from this sector and aid the decarbonisation of road transport. The Councils new vision and priority for a Greener West Lancashire looks to support the development of green transport. The Climate Change Strategy and Action Plan also identifies reducing emissions from travel as a key priority and this project helps to deliver on these objectives.
- 6.2 Electric vehicles use energy far more efficiently than standard combustion engines. There are no vehicle exhaust or carbon emissions at the point of use, helping to tackle climate change and improve local air quality. This initiative will help to promote low carbon travel choices and encourage the uptake of electric vehicles.

## **7.0 FINANCIAL AND RESOURCE IMPLICATIONS**

- 7.1 The ORCS grant will provide up to £6,500 per charge point installation, up to a maximum funding value of £100,000, however applications up to £7,500 per charge point will be reviewed on a case by case basis. This will provide 75% of the capital costs of procuring and installing the charge points and associated dedicated parking bays. Working in partnership with BP Chargemaster, who will contribute the other 25%, makes this a nil cost project for the Council.
- 7.2 The installation at Wheatsheaf car park is over the £6,500, taking the project just over the £100,000 mark so OLEV would review this site on an individual basis and may reject its inclusion. Should this be the case, we could include Lunsdale

car park in its place, which does come in under budget but was removed from the list as it's a relatively small car park and could impact parking provisions. Alternatively we could progress with three sites.

- 7.3 There are no ongoing running costs or maintenance costs for the Council. All pay and display parking charges will remain in place for users of the charge points, however the project will result in the loss of at least 8 parking bays initially for diesel and petrol car drivers. This could have an impact on income from those spaces but this loss is difficult to quantify as it would depend on usage and length of stay i.e. a bay could have a new vehicle in it every 30 minutes or the same vehicle all day. Based on £3 per day, 6 days a week, 52 weeks a year, this could result in the loss of £936 per bay, per year, however given the parking capacity of the sites chosen it is thought most people will still find a space on the car parks with ease and the financial impact will be small.
- 7.4 BP Chargemaster will be fully responsible for all installation and operation so there is little resource implications for the Council. The project will be procured by direct award through the ESPO framework, again reducing the work involved with delivery. The terms and conditions of the license agreement with BP Chargemaster will need to be approved by the Legal team.

## **8.0 RISK ASSESSMENT**

- 8.1 This is a low risk project that delivers additional electric vehicle charging provisions in West Lancashire at no cost to the Council.
- 8.2 It is recognised that there are many other sites across the Borough that would benefit from EVCPs however these sites have been selected as they target our larger car parks, so as to not significantly impact on parking provisions, and meet the grant funding installation criteria. Criticism could come from the majority of sites being located in Ormskirk, with the exception of the Sandy Lane site in Skelmersdale. This site also already benefits from an EVCP installation. However, this is an opportunity to expand EVCP provisions in West Lancs, at nil cost to the Council, so it is recommended that we utilise the funds whilst they are available.
- 8.3 There is a concern around the issuing of Penalty Notices for misuse of the bays designated for EV charging only, especially as some will initially be mixed use. The bays will be clearly marked with signage and floor markings but some element of confusion and challenge could be encountered.

## **9.0 HEALTH AND WELLBEING IMPLICATIONS**

- 9.1 The move away from petrol and diesel vehicles to electric will also deliver considerable air quality benefits. Three of the proposed locations for EVCPs are located in close proximity to the Ormskirk air quality management area and will provide local residents with access to convenient charging, making the move to an electric vehicle a more accessible option. Improved air quality has significant health benefits, especially with regards to respiratory and cardiovascular diseases.
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### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

### **Equality Impact Assessment**

There is no a direct impact on members of the public, employees, elected members and / or stakeholders, therefore an Equality Impact Assessment is not required.

### **Appendices**

Appendix A: Sites selected for Electric Vehicle Charging Points

## Appendix A – Sites Selected for Electric Vehicle Charging Points

Car Park	Proposal	No. of Existing Bays	Project Total (Ex VAT)	OLEV Grant Funding (75%)	BP Chargemaster (25%)
Hants Lane, Burscough Street, Ormskirk, L39 1PX	4 x 7kW dual outlet fast chargers – 8 outlets	93	£34,660.61	£25,995.46	£8,665.15
The Stiles, Derby Street West, Ormskirk, L39 3NH	4 x 7kW dual outlet fast chargers – 8 outlets	137	£33,048.34	£24,786.26	£8,262.09
Sandy Lane, Skelmersdale, WN8 8LH	4 x 7kW dual outlet fast chargers – 8 outlets	60	£31,419.37	£23,564.53	£7,854.84
Wheatsheaf, Leyland Way, Ormskirk, L39 2XA*	4 x 7kW dual outlet fast chargers – 8 outlets	149	£38,659.01	£28,994.26*	£9,664.75
<b>Total Costs</b>	<b>32 electric vehicle charging points</b>		<b>£137,787.33</b>	<b>£103,340.51</b>	<b>£34,446.83</b>

\*The costs for this installation are over the £6,500 per charge point, but under the £7,500 maximum so this site would need to be reviewed on a case by case basis.