

# Gloucester City Council

<b>Meeting:</b>	<b>Cabinet</b>	<b>Date:</b>	<b>6 March 2024</b>
<b>Subject:</b>	<b>Electric Vehicle Charging in Gloucester</b>		
<b>Report Of:</b>	<b>Leader of the Council and Cabinet Member for Environment</b>		
<b>Wards Affected:</b>	<b>All</b>		
<b>Key Decision:</b>	<b>No</b>	<b>Budget/Policy Framework:</b>	<b>No</b>
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<b>Appendices:</b>	<b>None</b>		

## FOR GENERAL RELEASE

### 1.0 Purpose of Report

- 1.1 To review and update the feasibility of installing EV charging points in Gloucester City Council owned assets.
- 1.2 To investigate the finance and contractual options available to the authority.

### 2.0 Recommendations

- 2.1 Cabinet is asked to **RESOLVE** that:

- (1) Council officers continue to work closely with County Council officers on current and future phases of the County Council's on-street electric vehicle charge point programme.
- (2) Council officers proceed to identify options for installation for of electric vehicle charge points to be located within Council-owned car parks on the basis set out within this report.
- (3) Authority be delegated to the Head of Finance and resources, in consultation with the Leader of the Council, the Cabinet Member for Performance and Resources, One Legal, and the Climate Change and Decarbonisation Lead officer to progress with the most suitable option.

### 3.0 Background and Key Issues

- 3.1 In 2019, against the backdrop of growing concern about the climate crisis, Gloucester City Council (GCC) declared a climate emergency. In doing so the council committed to reaching net zero emissions across its own functions by 2030 and, subsequently, to working towards net zero emissions across the wider district by 2045.
- 3.2 The UK Climate Change Committee (CCC) states that cars and vans, battery-electric vehicles are now widely available and are likely to become cost-saving by the late-2020s. For HGVs options include battery-electric vehicles, hydrogen fuel-cells and electric road systems. Electric vehicle (EV) technology is developing quickly and the

CCC expects uptake of Battery electric vehicles (BEVs) to grow to between 90-100% of new sales by 2030, although this may be subject to change given the Government's recent change of deadline for phasing out the production of new, wholly combustion engine vehicles from 2030 to 2035.

- 3.3 Achieving Gloucester District and GCC net zero targets requires a wholesale shift to transport with zero tailpipe emissions including private vehicles, public transport, and freight operations. Gloucestershire County Council is committed to the rollout and encouragement of electric vehicles in Gloucestershire, with the rollout of 1,000 electric vehicle (EV) charging points in Gloucestershire, including sites in Gloucester. This will provide on-street EV charging for those without access to increase EV uptake.
- 3.4 Following Highways Authority (Gloucestershire County Council) consultation with residents and Members in relevant wards, on-street electric vehicle charge points have recently been delivered in Gloucester – on Stroud Road and Churchill Rd – as part of Phase I of the programme. Charge points are operational and can be used by the public but await installation of signage and lane markings.
- 3.5 Electric vehicle charge points are planned for delivery at Massey Rd, Sybil Rd, and Worcester St in early 2024, as Part of Phase II of the County Council's on-street EV charging programme.
- 3.6 To supplement the programme being undertaken by the County Council, City Council officers are pursuing collaborative approach, focusing on the car parking resources at the Council's disposal, which is most likely to yield both an increase in charge points and raise revenue for the Council.
- 3.7 With this in mind, Council officers have spent several months undertaking a 'soft market testing' exercise with providers of EV charging units in order to gain insights into the feasibility and revenue generating potential of electric vehicle charge points on Council-owned land; specifically, car parks.
- 3.8 The soft market testing indicated that, having modelled the viability of EV charge points, the following sites are most appropriate for the delivery of this infrastructure:

Site Description	Address / Site Name	Postcode	Area
Westgate Street Coach & Car Park	Westgate Street	GL1 2TU	Gloucester
Southgate Street Car Park	Southgate Street	GL1 2DB	Gloucester
Saint Michael's Square Car Park	Saint Michael's Square	GL1 1HX	Gloucester
Station Road Car Park	Station Road	GL1 1QD	Gloucester
North Warehouse Car Park	Commercial Road	GL1 9EP	Gloucester
Ladybellegate Street Car Park	Ladybellegate Street	GL1 2HN	Gloucester
Hare Lane Car Park South	Hare Lane	GL1 2DA	Gloucester
Hare Lane Car Park North	Hare Lane	GL1 2DF	Gloucester
Hampden Way Car Park	Hampden Way	GL1 1SX	Gloucester
Great Western Road Car Park	Great Western Road	GL1 3NF	Gloucester
GL1 Leisure Centre car park	Bruton Way	GL1 1DT	Gloucester
Castlemeads Car Park	Castle Meads Way	GL1 2NH	Gloucester

- 3.9 On the advice of Asset Management colleagues, Longsmith, Kings Walk, and Eastgate car parks were removed from the soft market testing exercise, as multi-storey car parks require a separate approach to the installation of electric vehicle charge points. And the Council has recently appointed Q-Parks to deliver and manage the new car park at the Forum, in part because of that company's excellent record in provision and management of EV charging facilities.
- 3.10 Potential unit numbers vary between site and may be subject to change following any future procurement process. However, the 12 sites listed would be expected to accommodate 50-60 units in the first instance. However, this would be subject to infrastructure and site operational constraints.
- 3.11 Other assets may be suitable depending on their management arrangements such as multi storey car parks, managed properties, community centres etc. Negotiations will be entered into with these third parties that occupy our assets.
- 3.12 The soft market test has also indicated that to minimise financial and operational risk, the following broad stipulations should guide any procurement process:
- No capital investment from the council other than that achieved through an Office for Zero Emission Vehicles (OZEV) grant for On-Street Residential Chargepoint Scheme (ORCS) funding.
  - The Council should seek a profit-sharing arrangement approach commensurate with this no capital investment scenario.
  - Installations that maximise District Network Operator connection at the site.
  - Delivery of charging infrastructure with specifications that maximise the likelihood of grant funding for the project.
  - Ensuring enough charge points to support demand and reliability of achieving a charge.
  - Continuity of service guarantees.
  - Infrastructure upgrade guarantees.
  - Consumer safeguards against a charge point monopoly scenario at Gloucester City Council car parks.
  - How the contract will deliver social value.
  - Modelled lifetime CO2 equivalent (CO2e) savings arising from the project.
- 3.13 It is therefore recommended that officers commence a procurement for the delivery of electric vehicle charge points at the sites listed in 3.8 and on the basis set out above.

#### **4.0 Social Value Considerations**

- 4.1 By adhering the Council's Social Value Themes, Outcomes and Measures (TOMs) framework as part of any future procurement process, officers will be able to extract significant direct social value from any future installation, operation, and maintenance of electric vehicle charge points across the Council's car parking assets. This includes training and employment opportunities for Gloucester residents in the installation, testing, and maintenance of electric vehicle charging infrastructure; supply chain opportunities for Gloucester business; environmental education opportunities for the district's school children; and commercial opportunities in local automotive retail.

#### **5.0 Environmental Implications**

- 5.1 A significant proportion of the Climate Change Committee's 6<sup>th</sup> Carbon Budget modelled emissions reductions for surface transport relies on the rapid uptake of zero tailpipe emission vehicles, which the deployment of electric vehicle charging infrastructure will help to catalyse.
- 5.2 As electric vehicles tend to be heavier than internal combustion engine vehicles (due to the weight of the battery), they have the potential to generate higher levels of localised air pollution via increased road and tyre wear; a secondary effect of which is increased degradation of road surfaces. Consideration should be therefore be given to the deployment of electric vehicle charging infrastructure that does not actively encourage uptake of larger electric vehicles.

## **6.0 Alternative Options Considered**

- 6.1 The City Council could choose to take no action and to allow the County Council and the market to lead on the rollout of electric vehicle charge points in the district.
- 6.2 It is the view of officers that a collaborative approach in which the Council uses the resources at its disposal – in this case car parks – to supplement the work of the County Council is most likely to yield both an increase in charge points, support the Council's net zero emissions reduction target and raise revenue for the Council.

## **7.0 Reasons for Recommendations**

- 7.1 To ensure the timely and orderly rollout of electric vehicle charge points across the City Council's car parking assets.

## **8.0 Future Work and Conclusions**

- 8.1 Subject to Cabinet, officers will draft and issue an Invitation to Tender in February 2024 and would expect to make a decision to award a contract by March/April 2024.

## **9.0 Financial Implications**

- 9.1 The proposal is for a profit share agreement, as per the body of the report, no financial commitment is sought from the Council, subject to grant funding.

## **10.0 Legal Implications**

- 10.1 Officers will work with Procurement and One Legal to ensure that the services are procured in accordance with internal contract rules and The Public Contracts Regulations 2015. Advice will also be sought from One Legal in relation to any amendments that may be required to current parking orders.

## **11.0 Risk & Opportunity Management Implications**

- 11.1 As noted in sections 3.12 and 6.3, appropriate consideration has been given to management of financial risk and opportunities associated with the deployment of electric vehicle charging infrastructure across the Council's car parking assets.

## **12.0 People Impact Assessment (PIA) and Safeguarding:**

12.1 Supplied. Although there is some potential risk of disadvantage for disabled drivers and for those with visual impairments, this can be largely mitigated through procurement specifications and reasonable operational decisions.

### **13.0 Community Safety Implications**

13.1 None.

### **14.0 Staffing & Trade Union Implications**

14.1 None.

**Background Documents:** None