

Highways and Transport Committee

Date of Meeting:	21 July 2022
Report Title:	On-Street Electric Vehicle Charging
Report of:	Tom Moody, Director of Highways & Infrastructure
Report Reference No:	HT59/22-23
Ward(s) Affected:	Alsager, Congleton West, Crewe Central, Crewe East, Crewe South, Knutsford, Macclesfield Central, Macclesfield East, Middlewich, Nantwich North and West, Sandbach Town, Wilmslow West and Chorley

1. Purpose of Report

- 1.1.** The purpose of this report is to seek approval for delivery of electric vehicle charging points that support residents who do not have the ability to charge their vehicle at home.
- 1.2.** This report presents plans to deliver charge points through the Government's On-Street Residential Charging (ORCS) Fund with match funding provided by the Council.
- 1.3.** In July 2021 the Highways and Transport Committee approved the Council's draft Electric Vehicles Infrastructure Strategy as a basis for conducting engagement and developing a procurement exercise to enable delivery of charge points. Since then, the Council has identified a budget of £100,000 as part of the Capital Programme in financial year 2022-23, which will provide a local funding contribution where match-funding is needed as a condition of Government funding.
- 1.4.** Through the ORCS bid, external funding of £157,580 is being sought from the Government's Office of Zero Emission Vehicles, as presented in this report.
- 1.5.** This report contributes to the following priority outcomes identified in the Corporate Plan:

- 1.5.1. GREEN – through proposals that would improve EV charging provision in the Borough, the Council will encourage the early adoption of electric vehicles which will positively contribute both to our response to the climate emergency and to reducing the incidence of air quality problems, especially in urban areas.
- 1.5.2. FAIR – the proposals are intended to create greater consistency and availability of access to EV charging, removing some of the long-standing barriers to purchase and use of electric vehicles within the Borough. This is particularly the case for residents who do not have off-street parking at their residence, and therefore are not able to conveniently charge an electric vehicle.

2. Executive Summary

- 2.1. The Council's draft Electric Vehicles Infrastructure Strategy includes a key action to support residents in the Borough who do not have off-street parking. An opportunity has been identified to secure external funding from the Government's Office of Zero Emission Vehicles for the delivery of charge points that support these residents. A funding bid has been developed and submitted to Government to secure a portion of the funding available. In total the Council has requested £157,580 from the Government's Office of Zero Emission Vehicles, as presented in this report, with £55,300 match funding to be provided by the Council.
- 2.2. As part of the Council's draft Electric Vehicles Infrastructure Strategy, a review of baseline data identified a range of locations in which there are concentrations of residential properties that do not have the ability to install a home charge point. This exercise was refreshed in March 2022 as part of preparing the funding bid. From this a long list of potential on-street and car park locations were identified in towns across the Borough.
- 2.3. A technical assessment was then conducted on the long list of potential locations to identify feasible sites that meet the Government's criteria for receiving funding through the On-Street Residential Charging Fund. Through this assessment a short list of sites was identified to include within the funding bid. Key criteria in this assessment included:
- Ability to serve a significant number of residential properties that do not have off-street parking
 - Ability to connect into the electricity network cost effectively
 - Avoiding conflicts with wider highway users to ensure footways remain a sufficient width
 - Ensuring the continued safe operation of the wider highway

- Ability to deliver the site by Spring 2023 (including implementation of appropriate Traffic Regulation Orders to ensure the spaces are ringfenced for electric vehicles)

2.4. Proposed sites for the installation of charge points are a mixture of on-street locations and car parks that are conveniently located near to residential properties that do not have off-street parking. 7kWh charge points are planned at each location in line with Government guidance, as these enable users to conveniently charge their vehicle for longer periods of time near to their residence.

2.5. The proposed locations for installation of charge points as part of this phase of delivery are detailed in the table below and Appendix A includes a more detailed pack of information for each location.

Sites	Area	Postcode	Location Type
Fairview Car Park	Alsager	ST7 2AE	Off-street
Antrobus Street Car Park	Congleton	CW12 1HB	Off-street
Wrexham Terrace Car Park	Crewe	CW1 2ND	Off-street
Bulkeley Street	Crewe	CW1 6ET	On-street
Edleston Road Car Park	Crewe	CW2 7DG	Off-street
Hope Street Car Park	Crewe	CW2 7DR	Off-street
King Street Car Park	Knutsford	WA16 6DX	Off-street
Tatton Street Car Park	Knutsford	WA16 6AG	Off-street
Brook Street	Macclesfield	SK11 7AW	On-street
Churchill Way Car Park	Macclesfield	SK11 6AY	Off-street
Whalley Hayes Car Park	Macclesfield	SK10 1BS	Off-street
Southway Car Park	Middlewich	CW10 9BL	Off-street
Snow Hill Car Park	Nantwich	CW5 5LS	Off-street
Chapel Street Car Park	Sandbach	CW11 1DH	Off-street
The Carrs Car Park	Wilmslow	SK9 4AA	Off-street

- 2.6.** The funding application was submitted to Government in March 2022 and has received an initial positive response, pending further detailed assessment of the application. Subject to the application being formally approved by Government, work will then proceed to engage local stakeholders, develop detailed designs, procure a supplier, and install the charge points by Spring 2023.
- 2.7.** It should be noted that the sites proposed in this report are the next phase of delivery, and in parallel a wider programme of electric vehicle charge point delivery is being developed through a strategic procurement exercise. This parallel work is positioning the Council to apply for the Government's newly announced Local Electric Vehicle Infrastructure (LEVI) fund and will consider further locations for the delivery of charge points. The LEVI fund is anticipated to include the flexibility to install further charge points for residents who do not have off-street parking and also other types of charge points in town centres to fill key gaps in the network. This wider programme is also linking with other work streams across the Council including decarbonisation of the Council's fleet vehicles and plans to establish a car club. The balance of funding for EV Infrastructure in the Council's current capital programme (£44,700) is intended to be used to prepare bids to the LEVI fund, including procurement of specialist suppliers, on a borough-wide basis.

3. Recommendations

- 3.1.** The Highways and Transport Committee is recommended to:
- 3.1.1.** Approve delivery of the next phase of charge point locations noted in this report to support residents who do not have off street parking, subject to formal approval of the application by Government.
- 3.1.2.** Note the next steps for the development and delivery of the wider electric vehicles infrastructure programme as set out in paragraph 2.7, and that further reports will be submitted to committee to seek necessary approvals.

4. Reasons for Recommendations

- 4.1.** Enabling the transition to electric vehicles is anticipated to make a significant contribution to meeting the Council's commitments to the environment. In particular, the Council's draft Electric Vehicles Infrastructure Strategy includes a key action to support residents in the borough who do not have off-street parking.
- 4.2.** The provision of electric vehicle charging infrastructure will directly support delivery of the 'a council which empowers and cares about people' and 'a thriving and sustainable place' priorities identified in the Council's Corporate Plan 2021-2025.

5. Other Options Considered

- 5.1. Alternative options are noted below in the table alongside information on why this has not been pursued.

Option	Impact	Risk
Do nothing – there is the option of not progressing or approving the plans.	This would lead to the Council not receiving external funding from government in 2022 and a delay to the installation of charge points.	High risk this would delay the transition to electric vehicles in the borough.
Alternative sites – a number of other sites were considered in various areas of the borough for the installation of charge points as part of this phase of delivery.	The impact of including sites that were assessed to be challenging to deliver or did not meet the Government’s funding criteria risks the funding application being unsuccessful.	High risk this would lead to a delay to receiving funding and therefore delaying the transition to electric vehicles in the borough.

6. Background

- 6.1. In May 2019 the Council committed to being carbon neutral by 2025 and work to encourage all businesses, residents, and organisations in Cheshire East to reduce their carbon footprint. The Environment Strategy 2020-2024 outlines the Council’s plans for becoming carbon neutral by 2025.
- 6.2. Additionally, the Council is committed to improving air quality, as outlined in the Air Quality Action Plan 2020 – 2025, with action GN 18/2020 committing to promoting and increasing the installation of EV charge points. Enabling a wider and more rapid transition to electric vehicles is expected to make a significant contribution to this outcome.
- 6.3. The Council has already invested in providing a number of electric vehicle charge points however there are gaps in current provision within Cheshire East. Notably, there is a lack of provision in the Macclesfield area and in areas of other towns where houses do not have off-street parking. In areas of the borough that do have EV charge points, current provision may be insufficient to support a more rapid uptake of electric vehicles in future years.
- 6.4. In July 2021 the Highways and Transport Committee approved the Council’s draft Electric Vehicles Infrastructure Strategy as a basis for conducting engagement and developing a procurement exercise. The following objectives have been identified as priority outcomes from the production of the draft Electric Vehicles Charging Strategy:

- To contribute towards improved air quality and reduced carbon emissions from transport
- To support the uptake of electric vehicles by individuals, business and organisations within Cheshire East
- To guide the provision of infrastructure that is safe, easy to use and represents good value for money both on installation and throughout its life
- To seek to overcome inequalities in infrastructure provision, enabling our communities to transition to electric vehicles in a timely way
- To help ensure infrastructure makes a positive contribution to the streetscape through sensitive placement and appearance, avoiding negative impacts on other road users, particularly pedestrians
- Supporting electric vehicles in the context of a wider transport system that encourages mileage reduction, active travel and public transport.

7. Consultation and Engagement

- 7.1.** The draft Electric Vehicles Infrastructure Strategy was approved by the Highways and Transport Committee in July 2021 as a basis for further technical work and conducting a procurement exercise. The proposed locations and work programme outlined in this report draws on the analysis and recommendations made in the draft strategy.
- 7.2.** Subject to formal approval of the funding application by Government, engagement will commence with local ward members and other key stakeholders. This engagement will inform development of more detailed plans for the delivery of charge points at the proposed locations.

8. Implications

8.1. Legal

- 8.1.1.** In developing and implementing electric vehicle charging infrastructure, the Council must have regard to the transport needs of disabled persons and of persons who are elderly or have mobility problems. Development of plans will need to be in accordance with statutory and legal requirements for Community Engagement and Equalities Impact Assessment.
- 8.1.2.** Members must be fully aware of the equalities implications of the decisions they are taking. This will ensure that there is proper appreciation of any potential impact of any decision on the Council's statutory obligations under the Public Sector Equality Duty. As a minimum, this requires decision makers to carefully consider the content of any Equality Impact Assessments produced by officers.
- 8.1.3.** There is no statutory duty to consult on proposals to change the way in which a local authority carries out its duties but there is an expectation enshrined in case law that any local authority making decisions affecting

the public will do so fairly and in a way that cannot be said to be an abuse of power.

8.1.4. Legally enforceable Traffic Regulation Orders will be required for enacting parking restrictions for bays at which charging infrastructure is installed. Advice from CEC Parking Services is that the 'Consolidated Off Street Parking Order 2015' (as varied) accommodates for the implementation of EV only bays in off-street car parks. New or amended legally enforceable Traffic Regulation Orders will be required for enacting parking restrictions for on-street bays at which charging infrastructure is installed.

8.1.5. Should the funding application be successful, delivery of the programme will need to be conducted in accordance with CEC's procurement rules and public subsidy control regulations.

8.2. Finance

8.2.1. The financial elements of the funding bid are as follows:

- £157,580 capital funding sought from the Office of Zero Emission Vehicles
- £55,300 to be provided by CEC as match funding

8.2.2. Provision for the capital match funding contribution has been made in the 2022-2023 Highways Capital Programme as part of the Local Transport Plan capital allocation.

8.3. Policy

8.3.1. Development of the On-Street Residential Charging Fund proposals set out in this report has been undertaken to ensure there is a consistent policy-fit with all relevant adopted and emerging local policies including: the Local Transport Plan, Corporate Plan 2021 – 2025; Local Transport Development Plans, regeneration masterplans for Crewe and Macclesfield; Town Vitality Plans; and Car Parking Strategy.

8.4. Equality

8.4.1. An Equality Impact Assessment has been developed for the electric vehicles infrastructure programme to ensure that the needs and impacts on residents are understood, especially individuals or groups with identified protected characteristics. Key aspects such as ensuring the useability of footways and achieving a geographical balance of investment have been considered in developing the proposed locations.

8.5. Human Resources

8.5.1. There are no direct implications for Human Resources as the project will be delivered by the Council's existing Strategic Infrastructure team.

8.6. Risk Management

8.6.1. This project will report to the Electric Vehicle Infrastructure Project Board chaired by the Head of Strategic Transport and Parking. Officers from procurement, finance, estates, public health and highways will be invited to attend to ensure appropriate project governance and strategic direction. A project risk register will be maintained detailing mitigation measures.

8.7. Rural Communities

8.7.1. Electric vehicle charge points delivered in public car parks in principal towns and key service centres will provide charging hubs for surrounding areas. Further locations including rural areas will be considered for the delivery of charging infrastructure as part of the wider programme.

8.8. Children and Young People/Cared for Children

8.8.1. No direct implications for children and young people have been identified.

8.9. Public Health

8.9.1. This work has been aligned with the Council's stated policies and action plans relating to Air Quality management. This considers the impact of transport on issues affecting public health, most notably air quality and the contribution that electric vehicles can make to reducing tailpipe air pollutants.

8.10. Climate Change

8.10.1. The Council has committed to becoming carbon neutral by 2025 and to encourage all businesses, residents and organisations in Cheshire East to reduce their carbon footprint. This investment aims to support the transition away from internal combustion engines that burn fossil fuels. This coupled with decarbonisation of energy generation is anticipated to play a major role in meeting the UK's targets for reducing greenhouse gases.

Access to Information	
Contact Officer:	Richard Hibbert, Head of Strategic Transport Richard.hibbert@cheshireeast.gov.uk 07866 157324
Appendices:	Appendix 1: Site Information Pack
Background Papers:	Draft Cheshire East Electric Vehicles Charging Infrastructure Strategy (https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s87585/DRAFT%20CEC%20EV%20Strategy%20Report%20-%20CLT%20Version.pdf) and Committee Paper (https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s87584/Highways%20Committee%20Report%20-

	%20EV%20Strategy%20-%20July%202021%20draft%20for%20CLT.pdf)
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