

## **Report to Communities, Highways and Environment Scrutiny Committee**

**23 January 2023**

### **Electric Vehicle Strategy – Delivery Update**

#### **Report by Assistant Director Environment and Public Protection**

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#### **Summary**

The report updates the Committee on key workstreams to deliver the Electric Vehicle Strategy and, in particular, the progress of the contract to deliver the West Sussex Chargepoint Network and the transition to EV for parts of the County Council fleet.

#### **Focus for Scrutiny**

The Committee is in particular asked to consider how the County Council is progressing with the following:

1. Delivery of the aims and actions outlined in the EV Strategy to support residents within West Sussex transition to electric vehicles
2. The West Sussex Chargepoint Network and whether there is more that can be done to engage with residents and gain greater support for the programme
3. The transition to EV within its own fleet.

#### **1 Background and Context**

- 1.1 On 7 November 2019, the Communities, Highways and Environment Scrutiny Committee [reviewed the Draft Electric Vehicle Strategy](#) and associated report which set out the policy impacts and context, and how it will contribute to the aims within the West Sussex Plan. The key aims of the [Electric Vehicle Strategy](#) are summarised in Appendix 1.
- 1.2 It was resolved that the Committee:
  - Supports the Strategy.
  - Would like more information to be publicised on the government grants available for cars and for charging points, using West Sussex Connections and other communication methods.
  - Would like a progress report on the commercial/private sector situation.
- 1.3 Following on from the EV Strategy, [Connected Kerb](#) were appointed as the chargepoint operator to deliver the West Sussex Chargepoint Network. This

followed a Key Decision Report in August 2021, following a successful open tender process. This report covers the progress of this contract to-date.

## **2 EV Strategy Progress Update**

- 2.1 Since the EV Strategy was published in December 2019, the County Council and the West Sussex District and Borough Councils (D&B) are now in a leading position when it comes to the rollout of EV charging infrastructure for electric vehicles.
- 2.2 As recommended by the Strategy, a concession contract with a third-party supplier first went to tender in June 2020. Unfortunately, there were very few eligible tender responses, but a supplier was awarded the contract. After initial discussions, it became clear that the supplier would not be able to deliver what was required under the terms of the contract, and the contract had to be abandoned.
- 2.3 The abandoned procurement gave the officer team an opportunity to revisit and amend the specification and contract to make the offering more attractive to the market. The review involved significant engagement with chargepoint operators, primarily through a Request for Information (RFI) to fully understand what the market needs would be to deliver a 100% concession contract. (This is where an operator is free to own and operate the EV infrastructure on a commercial basis, on behalf of the commissioning body.)
- 2.4 In June 2021, the County Council and the Key Delivery Authorities (6 of the 7 D&B Councils) went to tender with revised documents and a revised contract length of 15 + 5 years. As a result of the revisions, there were a significant number of eligible tender responses and, after evaluation and moderation, [Connected Kerb](#) were awarded the contract to deliver chargepoints across West Sussex. More information on the Chargepoint Network is covered in Section 3 of this paper.
- 2.5 In addition to forming a partnership with Connected Kerb, the County Council has also acted on the other actions covered in the EV Strategy:
  - 2.5.1 Since June 2020, Low Emission Vehicles now receive a 25% discount on residential permits across West Sussex. The definition of a Low Emission Vehicle in this instance refers to a vehicle with emissions of less than 50g/km and travel at least 70 miles without any tailpipe emissions
  - 2.5.2 Fleet Transition – see section 4 below.
  - 2.5.3 In September 2020, the County Council Guidance on Parking at New Developments was [published](#). This stated that a minimum of 20% of all parking spaces should be active chargepoints with additional ducting provided to other spaces.
  - 2.5.4 Following this, in June 2022, the Building Regulations were amended to require new home and existing homes undergoing large renovations to have facilities for charging electric vehicles at home.
  - 2.5.5 An Asset list was collated for WSCC and all of the Key Delivery Authorities that was shared as part of the tender process, to enable chargepoint operators to start to assess the feasibility of installing chargepoints in the various sites across West Sussex, predominantly car parks.

- 2.5.6 As part of the tender requirements, the chargepoint operator for the West Sussex Chargepoint Network must procure renewable energy through their energy tariff.

### **3 West Sussex Chargepoint Network**

- 3.1 The West Sussex Chargepoint Network is the UK's largest council-led EV charging project, with the ambition of delivering thousands of public chargepoints across West Sussex.
- 3.2 The County Council with Arun District Council, Adur and Worthing Councils, Crawley Borough Council, Mid Sussex District Council and Horsham District Council, have partnered with Connected Kerb to plan and install chargepoints across car parks and on-highway. In October 2022, Chichester District Council joined the contract as a Collaborating Organisation.
- 3.3 To-date, 68 7kW chargepoints have been delivered in 12 car parks across the Mid Sussex and Horsham districts and two rapid 50kW chargepoints in two car parks.
- 3.4 The next phase of chargepoint deployment involves deploying up to 450 on-street chargepoints and 100 car park chargepoints. A large Office for Zero Emission Vehicles (OZEV) funding bid has recently been approved, providing up to £1.8million of government support for the capital costs of installing these chargepoints. The OZEV grant will not substitute for the private sector investment but will enable the programme to be accelerated and support installations in locations that might otherwise be more marginal economically. Installations of 18 on-street sites, correlating to over 100 dedicated spaces / chargepoint sockets, started on 9 January 2023. Additional on-street sites which received objections are subject to the TRO approval process.
- 3.5 This phase of chargepoint deployment is still subject to TRO consultation approvals where required. It is anticipated that there may be some sites dropped following the TRO consultation, as some residents see EV chargepoint bays as reducing their parking options on their street, which may already be congested. While proposals for several streets have been met with a large number of objections, most have led to fewer or no objections. All comments and objections are being gathered before presenting to the Cabinet Member for Highways and Transport, for a decision on how many sites should proceed to installation.
- 3.6 Throughout the project to-date, we have communicated with stakeholders through Member's briefings, webinars, a webpage hosted by Connected Kerb, which shows where chargepoints are being proposed and regular newsletters. In addition to this, residents and other stakeholders can submit requests for chargepoints at suggested locations via an online form. These resident requests are then used when planning the next stages of the EV chargepoint rollout.

### **4 WSCC Fleet Transition to Electric Vehicles**

- 4.1 An EV Transition Programme (Officer) Board, chaired by the Assistant Director (Environment and Public Protection), has been established to support the fleet transition and understand options for charging the fleet vehicles across the WSCC depots, home charging and public charging options.

- 4.2 It has been agreed that the fleet renewal of circa 45 vehicles (predominantly small vans and with some 4x4 Vehicles) for Local Highway Operations will progress with the intention of procuring electric vehicles where possible.
- 4.3 Lead times for vehicle delivery are currently 9-12 months, so Autumn 2023 is the earliest realistic date for these electric vans to be operational within the Highways teams.
- 4.4 To ensure there will be sufficient chargepoints for the electric vans to charge at, the County Council are utilising the chargepoint contract with Connected Kerb to determine the feasibility of Connected Kerb installing chargepoints at depots as part of the contract with West Sussex County Council.
- 4.5 Following Connected Kerb's feasibility of 22kW chargepoints for our Highways depots, it was deemed that Connected Kerb could not fully fund the chargepoints in these locations, primarily due to the additional cost of the 22kW chargepoint hardware, compared to the slower 7kW units. We are now awaiting full costings to see how much the County Council would need to contribute towards the installation costs to get these installed at the depots.
- 4.6 The EV Transition Programme Board is also looking into the feasibility and implications of providing chargepoints at the homes of Highways Operations employees who currently keep County Council vehicles at home overnight – this approach has been pioneered by other councils and would reduce the need for central charging and the associated downtime. There are a number of potential hurdles with this approach and, if it does progress, it is likely to initially be on a voluntary trial basis.

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### **Background Papers**

None

### **Appendices**

Appendix 1 – Current EV Update and Chargepoint Provision in Southeast England

Appendix 2 – Key Aims of the Electric Vehicle Strategy