

REPORT TITLE: OPTIONS APPRAISAL FOR DELIVERY OF ELECTRIC VEHICLE CHARGING NETWORK

12 FEBRUARY 2020

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WARD(S): ALL

PURPOSE

CAB3120 paper from the Cabinet meeting on 23rd January 2019, recommended a detailed options appraisal for the delivery and operation of an electric vehicle charging network be completed for consideration at a future Cabinet meeting.

This report considers the options available for the delivery of the Council's electric vehicle charging strategy and seeks to inform Cabinet on its recommendation.

RECOMMENDATIONS:

It is recommended that Cabinet:

1. Approve capital expenditure of £120,000 utilising the capital budget allocated in the Capital Programme (CAB3209) for the installation of an electric vehicle charging network in accordance with option 3.
2. Delegate to the Service Lead: Legal authority to award and enter into a contract with JoJu Charging, a subsidiary of JoJu Ltd, using the Hampshire County Council (HCC) 'Framework Agreement for the Provision of Electric Vehicle Charging Points' and associated legal agreements such as a lease.
3. Support proposals to extend the network of electric vehicle charging points to serve the Park and Ride sites, the new leisure centre, tenants living in the Council's own property portfolio over the next year (subject to financial appraisal), and to work with Hampshire County Council in delivering an on street charging infrastructure by 2021/22 as part of the Winchester Movement Strategy.

IMPLICATIONS:1 COUNCIL PLAN OUTCOME

- 1.1 The Electric Vehicle Charging Strategy was adopted by Cabinet in January 2019 (CAB3120) after it was identified as a commitment in the Air Quality Action Plan (AQAP) adopted in the spring of 2017. Whilst the Air Quality Strategy's main objective is to ensure compliance with Nitrogen Dioxide levels for reason of public health, it also shares synergies with the council's carbon reduction 'Climate Emergency' aspirations.

2 FINANCIAL IMPLICATIONS

- 2.1 The electric vehicle (EV) charging strategy by Horizon Power and Energy estimated that the proposed EV charging network would cost in the region of £250k, which included a 10% project management cost. Since the strategy was adopted, two feasibility studies have been undertaken by JoJu Charging (JoJu) and these estimate the EV network installation costs, if fully funded by Winchester City Council, as being £348,150. However this report is not considering some of the originally proposed sites i.e. the Park and Ride, Leisure Centre and on street EVCPs, leaving a net installation cost of £288,653 for the Council to fully fund the remaining sites.
- 2.2 Each EV charging location has been categorised by JoJu dependant on their estimation of its financial viability (given the cost of installation and the expected revenue generated from it). The three categories refer to the funding options that can be adopted. In broad terms these are:
- For the Council to fully fund the entire EVCP infrastructure (36 EVCPs across 19 sites).
 - For the Council and JoJu to co-fund the infrastructure (proposed for 32 EVCPs, 15 sites).
 - To allow JoJu to fund the 'fully fundable' sites only (14 EVCPs, 8 sites).
- 2.3 The full cost and risk implications of each option are set out later in this report; however the recommended co-funded option (excepting the rapid chargers which are proportionately more expensive and therefore present a higher cost benefit risk) and including the 'unfunded' site in Denmead, requires an expected capital investment of £118k .
- 2.4 The recommended option (3), is estimated to generate income in year 1 of £4,000, increasing to £25,000 by year 5. This is against an annual cost of capital of £10,000 so the net cost to the Council is estimated at £6,000 in year 1 rising to a surplus of £15,000 in year 5. Over the 15 year life, there is an estimated net surplus of just over £160,000.
- 2.5 Further detail is provided in the financial appraisal shown in Appendix A.
- 2.6 Members should be aware that there are significant assumptions around the future take up of electric vehicles and projected income may be less than

forecast. Sensitivity analysis on the income generation assumptions shows that if income was 50% of the forecast then the Council would break even over the 15 year term of the agreement.

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 Central government has set out commitments within its 'Road to Zero' Strategy to support the transition to zero emission road transport and reduce emissions from conventional vehicles. The strategy sets out a long term scope and is currently not translated into statutory legal requirements for Local Authorities to deliver an EV charging network within their jurisdictions.
- 3.2 JoJu Charging, a subsidiary of JoJu Ltd, is the sole provider identified through the 'Framework Agreement for the Provision of Electric Vehicle Charging Points' with Hampshire County Council (HCC) dated 6 April 2018. This 'Framework Agreement' allows access to public sector bodies located within Hampshire, Sussex, Surrey, Berkshire, Oxfordshire, Wiltshire, Dorset and Devon.
- 3.3 All of the sites identified within the City Council's adopted EV Charging Strategy, are owned by Winchester City Council, with the exception of the Southern and Barfield Park and Ride Sites and the pilot 'on street' charging locations, which are owned by or are the responsibility of Hampshire County Council as the Highways Authority.
- 3.4 This report recommends initial implementation of the EV Charging Points only on sites that are under the full ownership of the Winchester City Council. Notwithstanding the City Council remains committed to working with HCC to deliver additional EV charging infrastructure within the Park and Ride and 'on street' sites as within the adopted EV Charging Strategy.
- 3.5 EV Charging Points (EVCPs) are identified as 'Permitted Development' under Part 12A(b) of the General Permitted Development Order 2015 and do not therefore require planning permission.
- 3.6 The EV charging infrastructure will be subject to a lease agreement which has been subject to legal scrutiny. The Council is currently in dialogue with JoJu and Vattenfall, the company that supplies and operates the infrastructure, to ensure all any outstanding legal matters are resolved within the lease, to the satisfaction of the Council.
- 3.7 In the event that the recommendations in this report are agreed then the proposed arrangement is to enter into leases with JoJu to enable installation of the EV Charging Points on the City Council land.

4 WORKFORCE IMPLICATIONS

- 4.1 All the options as set out in this report will be project managed and delivered through JoJu, including the back office and maintenance costs. These costs are factored into the costings as set out later in this report. Without prejudice

and subsequent to Cabinet making their decision, instruction will be given to JoJu, who will then deliver the project at no additional charge to the Council or with significant officer time required, aside from that of a position of overseeing the project.

- 4.2 City Council resources will be minimal. However a budget of £30k was set aside from the 2019/20 Parking General Fund to assist in the delivery of this project which is as yet unspent, and which has been carried over to 2020/21 to ensure its delivery.

5 PROPERTY AND ASSET IMPLICATIONS

- 5.1 The EV infrastructure will be entirely located on Council car parking assets and will necessitate some invasive subterranean cabling and reparation work.
- 5.2 At the conclusion of 'the term' the EVCP assets will transfer to Winchester City Council. The 'term' has been identified as being the period in which there is a profit return of six times the return on investment (ROI), or over 15 years, whichever ever is sooner.

6 CONSULTATION AND COMMUNICATION

- 6.1 The EV Charging Strategy has formed the basis of discussion with several internal and external stakeholders, which have made up an Electric Vehicle Working Group (EV Working Group). Stakeholders include:
- Cabinet Members
 - Parking
 - Estates
 - Sustainability Officer
 - Finance
 - Legal Services
 - Hampshire County Council Highways
- 6.2 This EV Working Group has met on several occasions to assess the 2 feasibility studies prepared by JoJu and the various associated funding options.
- 6.3 A presentation was also delivered to the Health and Environment Policy Committee on 13 January 2020, at which these options were presented, discussed and for which there was broad support and agreement with recommendation to adopt Option 3.

7 ENVIRONMENTAL CONSIDERATIONS

- 7.1 The implementation of an EV infrastructure in the Council's estate, whilst providing negligible improvements to air quality, is nevertheless in support of the Council's leadership role in reducing the district's carbon emissions and by extension the Council's climate emergency aspirations. It is also a key initiative in encouraging behavioural change by Winchester residents and

visitors who are motivated to embrace EV technology. Adopting such an EV infrastructure will also ensure that the Council will be one of the leading Local Authorities in delivering an EV infrastructure in the region.

8 EQUALITY IMPACT ASSESSEMENT

- 8.1 In sighting EV charging points in their car parks, the Council will ensure that JoJu gives full consideration as to how these points will be accessible to disabled users who may otherwise struggle to gain access.

9 DATA PROTECTION IMPACT ASSESSMENT

- 9.1 The framework agreement, under which the delivery contract is governed, contains freedom of information and confidentiality clauses, which require JoJu to assist the contracting authority in the event that they receive requests for information under freedom of information and environmental information legislation. The framework agreement also requires JoJu to comply with data protection legislation, including the Data Protection Act 1998 and the General Data Protection Regulation 2018.
- 9.2 Notwithstanding, users accessing and paying for electricity in the proposed network will need to register their billing information with the funder, Vattenfall's 'InCharge' back office system, which is subject to their data protection and privacy policy.

10 RISK MANAGEMENT

- 10.1 The table below sets out the intended approach to manage risk, mitigation, and opportunities.

| Risk | Mitigation | Opportunities |
|--|---|--|
| <p>Property The EV Strategy is focused on the Council's 'off street' parking estate and as such is within its direct control.</p> | <p>Council can directly manage any risks.</p> | <p>Council can increase the infrastructure in the future, should there be a case to do so.</p> |
| <p>Community Support It is expected that the majority of the community, even if they will not be taking up EV's, will nevertheless support the installation of an EV Charging network. However there may be an element of the community which remains sceptical and will question the expenditure on this</p> | <p>The Strategy predicates on an evidence based approach which is intended to meet and not significantly exceed customer demand.</p> <p>It is phased so that the initial infrastructure can be expanded relatively easily and inexpensively to meet demand as it increases,</p> | <p>In being at the forefront of EV infrastructure in Hampshire, WCC can justifiably claim to be a 'cleaner' environmentally aware district which underpins its reputation as a place to live, work and visit, both regionally and nationally.</p> <p>Increased community</p> |

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| network. | which will in of itself be self justifying. | support and engagement can lead to greater investment in sustainable transport opportunities and behavioural change projects. |
| <p>Timescales</p> <p>That the project isn't delivered within a time frame expected by Cabinet and the community.</p> | <p>Without prejudice to Cabinet reaching its recommendation, JoJu, the contractor being commissioned under the Framework, has committed to delivering the strategic recommendation within as short a time frame as is practicable. Officers will work with JoJu and relevant stakeholders to ensure that agreed EV network is introduced within time.</p> | |
| <p>Project capacity</p> <p>Once the recommendation has been agreed by Cabinet, JoJu have committed to leading on its delivery. This will enable the limited officer resource to adopt a facilitative project management role.</p> | <p>Project support secured until April 2020 – this will be subject to review in the new year.</p> <p>The plan draws upon the input of existing officer resource across the Council (focused in Public Protection) but drawing on services like Parking and Estates.</p> <p>Keep under review resources to ensure measures can be delivered.</p> | <p>Continue resourcing and delivery within the EV Working Group, which will continue to work to roll out further delivery of EV networks to sere the need of local residents.</p> |
| <p>Financial / VfM</p> <p>Forecast net income may be less than initial estimates</p> | <p>Estimated income is based on feasibility studies undertaken by JoJu and the cost of capital is based on a</p> | <p>Delivering an 'EV' network will assist in delivering on Carbon reduction aspirations.</p> |

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| | prudent estimates | <p>Positive image for the Council.</p> <p>By installing the infrastructure through this agreement the Council is opening a potentially long term source of income.</p> |
| <p>Legal</p> <p>There are no legal duties on the Council to deliver an EV network, so by extension there are no penalties for not doing so. However the Council proposes to deliver its network to encourage quicker behavioural change within the regions community. However should such a duty be placed upon Local Authorities, then Winchester will already be well placed to meet this challenge.</p> | Not applicable | <p>In delivering an EV network, Winchester City Council is already demonstrating its support for central government's 'Road to Zero' strategy.</p> |
| <p>Innovation</p> <p>In not seeking to meet the challenge of the 'EV revolution' the Council will find itself much less informed on EV technology and could overlook opportunities to adopt innovative ways of tackling air quality and ensuring that the city centre remains fit for purpose and an attractive place to live, work and visit, well into the 21st Century.</p> | <p>Winchester City Council is working with HCC on the delivery of EV 'on street' and in the Park and Ride sites serving the city.</p> | <p>Providing leadership by delivering its own, EV charging infrastructure will encourage the 'environmental business' sector to approach Winchester as a city open to environmental excellence. This will encourage that sector to market their offer to the Council on innovative solutions engineered to help improve the environment and tackle climate change.</p> |
| <p>Reputation</p> <p>Should the City Council fail to deliver an EV charging network, this may bring into sharp focus the</p> | <p>Continue to prioritise the delivery of the EV strategy.</p> | <p>In ensuring that Winchester providing an EV infrastructure the city can capitalise on this</p> |

| | | |
|--|---|--|
| City's commitment towards its own Climate Emergency declaration and making real environmental change, which will inevitably cause reputational damage. | The City Council continues engages with partners like HCC on this project and further work with local partners such as Winchester BID for further role out of EVCP's on employer estate. Furthermore, the City Council adopts marketing plan to encourage the uptake and use of the EV charging network. | status as a better place to access, live, work and visit, sustainably. |
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11 SUPPORTING INFORMATION:

The Council's EV Charging Strategy

- 11.1 The City Council declared its city centre as an Air Quality Management Area in 2003 and in 2006 adopted its first 'Air Quality Action Plan' (AQAP). This updated AQAP ([CAB2906](#)), set out 9 core and 9 complimentary measures. One of the complimentary measures was to 'Seek to commit to introduce more electric vehicle charging points within car parks'.
- 11.2 In the summer of 2018 an environmental consultant, Horizon Power and Energy, was commissioned to write an electric vehicle charging strategy for the district. The brief was to focus on delivering an EVCP infrastructure in the Council's off street car parks (and a pilot study for 'on street' EVCPs), with the expectation of meeting but not exceeding customer demand over a term of 5 and 10 years.
- 11.3 The Electric Vehicle Charging Strategy was subsequently adopted by Cabinet in January of 2019 and which recommended that the City Council install 46 publically accessible EVCPs. Note that the charge ratings are:

| kWh Rating | Charge | Predicted charge time* |
|---------------|--------|------------------------|
| Up to 3kWh | Slow | 8 Hours |
| 7kWh to 22kWh | Fast | 4 to 6 hrs |
| Above 50kWh | Rapid | 30 to 60 minutes |

*Depends on the size and condition of the car battery receiving the charge

Options Appraisal

- 11.4 Once adopted, officers commenced delivering on the second recommendations in CAB3120, which was for a detailed options appraisal for the delivery and operation of an electric vehicle charging network to be completed for consideration of a future Cabinet meeting.
- 11.5 Hampshire County Council had undertaken a thorough framework tender process and in April 2018 brokered a Framework Agreement with JoJu as the sole provider. This framework has been made available to all public bodies located within Hampshire, Sussex, Surrey, Berkshire, Oxfordshire, Wiltshire, Dorset and Devon.
- 11.6 Winchester City Council signed up to this framework in May 2018, when under the terms of the Framework at a cost of £1, the Council commissioned JoJu to undertake a study to assess the feasibility of delivering on its own EVCP Strategy.
- 11.7 JoJu undertook this work as requested but also undertook their own feasibility study, albeit based on the recommended sites set down in the Council's EVCP Strategy. Although JoJu have recognised that Winchester's own Strategy had identified different parking behaviour profiles for different sites from which they have recommended EVCPs with different charging ratings, they have nevertheless taken a longer term view. Instead they have recommended an EVCP network based on higher charge speed 22kWh chargers rather than a combination of 7kWh and 11kWh chargers.
- 11.8 The relative cost of adding EVCPs is small compared to the associated ground works required for the subterranean cabling. In recommending a network of 22kWh chargers, the primary cost arises from the new supply and onto which additional EVCPs can be subsequently added to meet increased demand over the medium term. Installing the 22kWh chargers future-proofs the Council's network of EV chargers; allowing the possible roll-out of further charge points in these location if usage is high enough to justify it.
- 11.9 The EVCP Working Group has considered both feasibility studies and agreed to recommend JoJu's proposal, as an initial phase of delivery and to consider installing future additional EVCPs, as demand dictates.
- 11.10 It was also agreed by the EVCP Working Group that certain sites identified by the EVCP Strategy would not be considered by this Paper for the following reasons:
- South Winchester and St Catherine's Park and Ride Sites are both subject to a 'Tenancy at Will' agreement with Hampshire County Council, which allows for either party to terminate the lease in the short term and does not therefore currently provide the certainty required for realise the required 'term' of installation. Similarly Pitt Park and Ride is leased from

the developer Bovis Homes and under the terms of that lease, approval must be sought before commencement;

- The new Leisure Centre already has EVCPs included in the site's overall project development costs and therefore need not be considered under this paper;
- The 'On Street' sites are the responsibility of Hampshire County Council and are being considered by them through an alternative funding stream.

11.11 In not considering these sites at this time this leaves 36 EVCP's for Cabinet to consider under this initial phase of delivery. The City Council nevertheless remains committed to working with HCC in relation to the provision of charging points at all P&R sites and on-street.

11.12 In this regards, it is also worth noting that the EV Working group has also recognised that the Park and Ride sites need to be considered as part of a second phase once new leases are in place. Further additional EVCPs will also need to be considered on the existing sites as well as other sites across the district, including parking areas on the City Council's housing estate. Both these sets of sites will need to be considered in future Cabinet papers.

Individual Site Assessments

11.13 JoJu's feasibility studies assess the economic viability of each of the proposed EVCP's sites, based upon:

- District Network Operator (DNO) connection costs;
- EV hardware capital installation costs;
- Repair, maintenance and replacement costs;
- Income from forecasted charging sessions (assuming specific electricity rates and EVCP tariffs in £ per kWh)

The 'Term' upon which the delivery framework is based, is the shorter of 15 years or the period after which JoJu have achieved the equivalent of six times the return on their investment.

11.14 From these broad assumptions JoJu have assessed each EVCP site within the feasibility study as being either:

- a) 'Fully fundable' by JoJu, with the option for the Council to 'co- fund' at 65% resulting in a 60% profit share to the Council.
- b) 'Co fundable' only, at a rate of 50% profit share to the Council (for sites that JoJu will only invest in when match-funded by the Council).
- c) 'Non fundable' by JoJu and therefore can only be fully funded by WCC.

11.15 The agreed profit share for the period of the term affects the initial capital expenditure the Council is required to invest toward infrastructure.

11.16 Based on these considerations the sites have been assessed as follows, where:

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|---|
| Green indicates sites which are assessed as 'fully fundable' by JoJu or 'Co fundable' with the Council at a profit share of 60% to the Council. |
| Yellow indicates sites which are assessed as 'Co fundable' only with the Council at a profit share of 50% to the Council'. |
| Red is indicates sites which are assessed as 'Non fundable' by JoJu and can therefore only be fully funded by the Council. |
| Blue indicates the site 'may' be suitable for funding |

| Area | Car Park Site | Rating | No's EVCPs |
|--------------------|-------------------|--------|------------|
| Winchester | Coach Park | 50kWh | 1 |
| Winchester | Guildhall Area | 50kWh | 1 |
| Winchester | St Peters | 22kWh | 2 |
| Winchester | Chesil | 22kWh | 2 |
| Winchester | Colebrook Street | 22kWh | 2 |
| Winchester | Tower Street | 22kWh | 2 |
| Winchester | Middle Brook | 22kWh | 2 |
| Winchester | The Brooks | 22kWh | 2 |
| Winchester | Friarsgate | 22kWh | 2 |
| Winchester | Worthy Lane | 22kWh | 2 |
| Bishops Waltham | Basingwell Street | 22kWh | 2 |
| Bishops Waltham | Lower Lane | 22kWh | 2 |
| Denmead | Kidmore Lane | 22kWh | 2 |
| Wickham | Wickham Square | 22kWh | 2 |
| Wickham | Wickham Station | 22kWh | 2 |
| Alresford | Arlebury Park | 22kWh | 2 |
| Alresford | Alresford Station | 22kWh | 2 |
| Alresford | Perins School | 22kWh | 2 |
| Harestock | Priors Dean Road | 22kWh | 2 |
| Total EVCPs | | | 36 |

11.17 Aside from the two 50kWh rapid chargers, each charging location will allow two cars to be charged concurrently, whilst retaining its charging rate over time. If additional EVCPs are then added to the same location network, then the EVCPs will automatically load balance to ensure the most efficient delivery of charge for the customer. This will ensure that customer confidence is maintained.

11.18 Option Summaries

| Option | Funding proportions | Charging Points | Capital cost | Risks and Disadvantages | Advantages |
|---|--|-----------------|--------------|--|---|
| Option 1 - the Council fully funds the entire network | 100% WCC | 36 | £290k | <ul style="list-style-type: none"> The Council would pay all installation costs The Council would be liable for all operating and maintenance costs across the term of the agreement. The Council would carry 100% of the risk that uptake is lower than predicted. | <ul style="list-style-type: none"> Council retains all the net profit. |
| Option 2a – The Council opts to co-fund all the 'fully-fundable' sites and also the 'co-fundable' sites for 60% and 50% profit shares respectively. | Fully funded 65:35 WCC/JoJu Co-funded 50:50 WCC/JoJu | 32 | £160k | <ul style="list-style-type: none"> The Council would have to co-fund the more expensive rapid chargers that have less certain up-take assumptions and a longer payback period. | <ul style="list-style-type: none"> Council finances less initial capital Includes all back office and maintenance costs Council derives between 60% and 50% of the profit Council shares the risk with JoJu/Vattenfall |
| Option 2b – co-funding as per option 2a but without the rapid chargers (these would be provided by JoJu without Council funding or profit share). | Fully funded 65:35 WCC/JoJu Co-funded 50:50 WCC/JoJu | 30 | £106k | <ul style="list-style-type: none"> A share of the risk of up-take being less than expected is retained by the Council | <ul style="list-style-type: none"> Excludes the two Rapid Sites and their associated risks Council finances less initial capital Includes all back office and maintenance costs Council derives between 60% and 50% of the profit Council shares the risk with JoJu/Vattenfall |
| Option 3 – co-funding as per option 2b but the Council also fully-funds the Denmead site considered 'non-fundable' by JoJu. | Fully funded 65:35 WCC/JoJu Co-funded 50:50 WCC/JoJu Non-funded 100% WCC | 32 | £120k | <ul style="list-style-type: none"> The Council would be liable for all operating and maintenance costs for the Denmead site across the term of the agreement and would carry 100% of the risk that uptake is lower than predicted. | <ul style="list-style-type: none"> As 2b; but also Provides a 2 EVCPs in Denmead which would otherwise not be served by the network. |
| Option 4 – JoJu funds the fully-fundable' sites only. | 100% JoJu | 14 | £0.00 | <ul style="list-style-type: none"> This option would only deliver 14 EVCPs across the district. Income stream is reduced to just 10% rebate on the costs of Electricity usage at the sites. | <ul style="list-style-type: none"> WCC takes on zero financial risk but still gains a 10% share of the profits. |

- 11.19 The EVCP Working Group agreed that the recommended option for the initial phase of the EV charger programme is option 2b + the site at Kidmore Lane, Denmead i.e. **Option 3**.
- 11.20 This option is recommended because the working group believes that it strikes the correct balance in providing a range of charging options across the district, when considering capital costs, predicted income and associated risk. This option was supported by the Health and Environment Policy Committee at its meeting on 13th January.

Estimated income over the 'Term'

- 11.21 The estimated income over the 'term' is calculated individually for each of the sites but is presented as an overall income across the EVCP network that is being recommended, based on broad assumptions as to the predicted level of usage. JoJu assumes that after the first year there will be a year on year usage increase of 50% for years 2 and 3; 33% for years 4 and 5; and then 25% for year 6 whereupon 20 weekly charges are expected thereafter.
- 11.22 It should be clearly noted that this position, and by extension the recommendations in this report, are based on very broad assumptions in the absence of any available long term EV usage data, and must be considered in this context when trying to forecast the future uptake and use of EVs in the next 5 to 10 years.
- 11.23 Given their own estimated income over the term based upon these broad predictions its is likely that the term will be near to if not exceeding the 15 year period, after which the infrastructure will be passed over to Winchester City Council at no additional cost.
- 11.24 Appendix A details the estimated financial impact of option 3.

Possible future expansion and considerations

- 11.25 Cabinet should be aware that this paper is presenting the initial roll out proposals for EVCPs across the district. Further work will need to be conducted to ensure delivery of infrastructure in the Park and Ride sites, the new leisure centre, as well as work on Council housing estates where high rise accommodation benefits from shared parking areas, for which there are government grant funding opportunities.
- 11.26 Further work needs to be undertaken to resolve extant leasing issues on the park and ride sites and to identify additional sites which would benefit from an EV infrastructure including working with County colleagues to work on 'on street' EVCPs.
- 11.27 Such work will include exploring government grant funding opportunities through the Office of Low Emission Vehicles (OLEV), which will fund on street charging in areas lacking on off street parking and limited off street parking where on street charging is considered impracticable.

11.28 In addition, in recognition of the significant number of private employer parking spaces in the city, officers will continue to work with local business to encourage a private business EVCP infrastructure in the city, and to access government grant funding opportunities.

12 OTHER OPTIONS CONSIDERED AND REJECTED

Option 1 The Council fully funds the entire EVCP Infrastructure as proposed by JoJu.

The costs cited for this option are the capital expenditure and management costs for year 1 only. From Year 2 onwards the Council would have to fully fund the year on year electricity, infrastructural and maintenance costs going forward.

Option 2a The Council Co funds all the 'fully fundable' and the 'co fundable only' sites to a achieve a 60% and 50% profit share;

The costs cited for this option, are the equivalent of 65% of the installation costs for a 60% profit share. The reason for this is because this contribution includes all the ongoing maintenance costs which are otherwise covered by JoJu/Vattenfall during the whole of the 'Term'.

Option 2b The Council Co funds all the sites as per Option 2a, with the exception of the 2 rapid charger sites.

The two rapid chargers have significantly higher capital investment and year on year maintenance costs and therefore present a much higher risk and longer ROI period. Both these rapid chargers have been assessed as being 'fully fundable' by JoJu/Vattenfall and it is proposed that they and not the Council fully fund these two sites. Option 3 Recommended option as stated in 11.8.

Option 4 That JoJu/Vattenfall fully funds the delivery of the 14 'fully fundable' sites at zero cost to the Council. This option takes into account that the Council will receive a 10% rebate on the electricity costs used at each EVCP during the Term.

However this option would only deliver 16 EVCPs compared to the 30 EVCPs to be delivered in the previous option.

BACKGROUND DOCUMENTS:-

Previous Committee Reports:-

[CAB2906](#) Adoption of Winchester Air Quality Action Plan 2017 - 2023
[CAB3120](#) Electric Vehicle Charging Strategy

Other Background Documents:- [Reducing emissions from road transport road to zero strategy](#)

APPENDICES: Appendix A – financial appraisal