

Report To: Charity Committee

Date of Meeting: 16 March 2020

Report Title: Pelham Place Car Park EV Charge Points

Report By: Mike Hepworth

Key Decision: N/A

Classification: Open

Urgency provisions were utilised for this report and agreed earlier due to the requirement for works to be commissioned at the same time as the works commissioned by the council. There was no other meeting scheduled of the charity committee within April 2020 to facilitate normal report timescales.

Purpose of Report

To request funding of up to £15000 from the Hastings and ST Leonards charitable foreshore trust to purchase and install new electric vehicle (EV) charge points for Pelham Place Car Park.

Recommendation(s)

That the Charity Committee agrees

- 1. To allocate up to £15,000 for the purchase and install 3 EV charge points in Pelham Place Car park.**
 - 2. That the Charity committee approves that Hannington and Gilbert are selected to supply, install and maintain new EV charge points at Pelham Place Car Park.**
 - 3. That delegated authority is given to Assistant Director Regeneration and Culture in consultation with the Chief Finance officer and the chair of the charity to identify the appropriate charging rates for energy usage and parking, in line with other EV charge points in council owned car parks**
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Reasons for Recommendations

There is only 1 EV point in the car park at the moment and this has been vandalised to the point where it is unusable. Originally this was maintained by Charge Your Car but this company have been acquired by BP Charge Master.

There is an urgent need to not only provide working local EV charge points but also to increase our current number of chargers as we work towards meeting the UK's target of achieving net zero carbon emissions by 2050 and the councils own vision to make Hastings carbon neutral by 2030

Hannington and Gilbert are a local company who are also an approved installer for the EO Charging Network. Hannington and Gilbert would also provide full maintenance of the units.

Introduction

1. There are currently two EV charge points in council operated car parks. One in Pelham Place Car Park and one in Marina Car Park. The one in Pelham is a 7kw fast charger and the one in Marina is a 50kw rapid charger. Both are now on the BP Chargemaster Network, after BP acquired the Charge Your Car network.
2. Both EV units are out of warranty and not working. The one in Pelham Car Park has been vandalised and needs replacing. The one in Marina requires to be reset every day but even then only one of the connections ever seem to work.
3. The Department for Transport have written to the council to highlight that meeting the UK's target of achieving net zero carbon emissions by 2050 is a priority for this Government. The letter also reports that there are over 100 local authorities with fewer than 10 public charging devices per 100,000 population. Hastings is recorded as having 8 public devices although two of these are faulty (which are the only 2 operated by the council).
4. Most of the current government funding is only available for on-street schemes. The Office of Low Emission Vehicles (OLEV) currently provide funding to increase the availability of on-street charging points in residential areas where off street parking is not available/ possible. The funding available is for 75% of the capital costs of procuring and installing the charge point and an associated dedicated parking bay. As the Highways authority ESCC are eligible to apply for this grant funding not HBC.
5. Officers from the council are working with other Local Authorities in East Sussex to develop a county wide approach but it is recognised that we also need to be able provide something relatively quickly.

Tender Exercise to Replace the Existing Infrastructure.

6. An invitation to quote was sent to a range of potential EV charger contractors, for the supply, installation & maintenance of up to 6 fast EV charge points. This would mean increasing the number of EV charge points from 1 to 3 at both Pelham Place Car Park and Marina Car Park.
7. Three quotes have been received. None of the solutions being offered are the same, reflecting the range of different technologies available and the technology each supplier can offer.
8. Each supplier provides a different 'back office' solution, which enables an EV driver to connect to the EV charger; all are offering a RFID or App based approach to charge.

Pelham Place Car Park Supply

9. The existing installation at Pelham Place consist of 1x single phase dual 32A charging station, supplied from a feeder pillar adjacent to the entrance to the car park. The feeder pillar has its own 100A incoming supply and therefore could sustain 3x 32A single phase charging stations without the need for load management.
10. During the tender process it became apparent that not all of the invitees had done a thorough survey of the electrical supply. After some checking and rechecking it became clear that it

could not support the 22kw devices that we would originally prefer. It is only possible to provide up to a maximum of 3 x 7kw charge points at this location.

11. Currently in Pelham Place Car Park there is a dual headed 7kw device which can charge two cars at the same time. A 7kw device provides an 80% to 100% charge in around 4 to 5 hours. A one hour charge would provide about 30 miles of driving. It is possible to increase the amount of chargers with this supply to 6 but if all are being used at the same time it would result in only a very slow trickle charge of the car. With the existing supply at this car park it is only possible to increase the capacity to charge 3 cars successfully at 7kw. On our other site, Marina Car Park the proposal is to increase the capacity to enable 6 cars to charge.

Outcome of the Tender

12. We asked for quotes from JoJu Solar, Pod Point and Hannington and Gilbert on behalf of EO Network.
13. Our recommendation is to award the contract to Hannington and Gilbert for the installation of 3x EO Genius 32A/7KW single phase charging stations at Pelham Place Car Park. These stations are not leased but would be owned outright.
14. The EO Genius charging system consist of a charging station(s) with a socket, this is connected to the Genius Hub via a serial bus data connection, the Hub communicates with a cloud based management system (EO Cloud) allowing different levels of user to perform different actions.
15. EO offer two types of charge station either 'app' pay only, members of the public can download the 'EO App,' scan a unique QR code on the side of the charging station and be charged accordingly at a rate set by the council. The second option is registered users have an RFID tag that is unique to them (they will have to register and set up an account with HBC) they can use to begin a charging session and their account/card charged accordingly.
16. We are recommending that the easiest method for the public would be to set up with the EO app. One difficulty with all of this procurement at the moment is that there are so many different operators but it is assumed an EV user is likely to have a smart phone so down loading an app is a simple process without the need to purchase a RFID smart type card. One of the longer term aims of this EV process is to work with other authorities to improve the interoperability of the EV charging networks.
17. Hannington and Gilbert are our recommendation because they have offered a very competitive price; they carried out a very thorough assessment of the sites. They are also a local company known to the council and will also be providing the on-going maintenance.
18. All of the quotes received included three years of back office and service of the units. Once this three year period has ended we should be in a better position to potentially link these units into the wider network which may be finalised with ESCC or other Local Authorities.
19. The cost to supply and install App Pay only 3x EO Genius 32A/7KW single phase charging stations, mounted on 2x square stainless steel EO mounting posts at Pelham Place Car Park is £8410.18 + VAT.
20. This includes electrical work on the feeder pillar, electrical ducting, galvanised steel protector posts and granite setting and paving.

21. This does not include any signage and or bay marking that will be needed. This will cost in the region of £2000.

Fees and Income

22. Currently there has been a policy to not charge the public for using the EV points. In Pelham customers are expected to pay to park, not to park for more than 5 hours but there have been no costs for the actual charging.
23. It is recognised that there is a need to cover costs although in the short term at least this is unlikely to be a substantial income stream.
24. A 7kw EV charge point will provide enough energy to drive about 30 miles after one hours charge. At Pelham the charges for the electricity are either 10p per KW hour (at night) or 15p per KW hour (daytime) so a 1 hour charge would cost between 70p or 105p. A discussion needs to be carried out to confirm if we wish to only cover our electricity costs or to add something to try to recoup some of the costs of these points.
25. Costs of public charging networks vary greatly and we also have to consider the cost of parking. In Pelham Place Car Park the cost to park for 5 hours is £6.60. It makes sense to limit the parking to a maximum for 5 hours which can be enforced by existing regulations. A discussion needs to be held to consider what we feel the relevant charge may be across both sites to try to cover parking and electricity. One option could be to charge 30p per KW hour which would equate to £2.10 an hour. Which would mean:

| | Charge at 30p KW | Electricity Cost | Parking Cost |
|---------|------------------|------------------|--------------|
| 1 hour | 2.10 | 1.05 | 1.80 |
| 2 hours | 4.20 | 2.10 | 3.30 |
| 3 hours | 6.30 | 3.15 | 4.40 |
| 5 hours | 10.50 | 5.25 | 6.60 |

Overall at this rate you can see that although the electricity costs are well covered the parking costs a little discounted on the normal rate. It needs to be noted that that a 5 hour charge is essentially a full tank of fuel for a vehicle.

Public Exemption

26. This report is not confidential.

Policy Implications

27. The following policy implications are relevant to this review:

Environmental Issues & Climate Change

28. There is a direct link to our key activity of Minimising environment and climate harm in all that we do'. There is also the UK's target of achieving net zero carbon emissions by 2050. The department for transport also publish information which shows the numbers of charge points per local authority across the UK.

Local People's Views

29. We are regularly receiving complaints about our lack of EV charge points especially as they are not working. As the uptake of EV vehicles increases this will only become more relevant.

Legal

30. There will need to be an agreement / contract with EO that will require work from our legal team.

Timetable of Next Steps

31. The following proposed schedule takes account of meeting dates that are currently in the corporate programme:-

| Action | Key milestone | Due date (provisional) | Responsible |
|--|--|------------------------|---|
| Charity Committee Meeting | present report and seek funding | 16 March 2020 | Assistant Director Regeneration and Culture |
| Confirm HBC funding for the Marina Car Park Site | | 17 March 2020 | Assistant Director Environment and Place |
| Instruct Hannington and Gilbert to begin work | Complete installation work of EV charge points | Complete by 8 May 2020 | Enforcement Manager |
| Complete contract with EO network for back office function | Contract signed | Complete by 8 May 2020 | Enforcement Manager |

Wards Affected

(All Wards);

Policy Implications

Please identify if this report contains any implications for the following:

| | |
|---------------------------------------|---|
| Equalities and Community Cohesiveness | N |
| Crime and Fear of Crime (Section 17) | N |
| Risk Management | N |
| Environmental Issues & Climate Change | Y |
| Economic/Financial Implications | Y |
| Human Rights Act | N |
| Organisational Consequences | Y |
| Local People's Views | Y |
| Anti-Poverty | N |
| Legal | Y |

Additional Information

N/A

Officer to Contact

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