

**Agenda Item No.5 (b)**

**DERBYSHIRE COUNTY COUNCIL**

**MEETING OF CABINET MEMBER - ECONOMIC DEVELOPMENT AND  
REGENERATION**

**7 November 2019**

Report of the Executive Director Economy, Transport and Environment

**OFFICE FOR LOW EMISSION VEHICLES – ON-STREET RESIDENTIAL  
CHARGEPOINT SCHEME**

(1) **Purpose of Report** To seek the Cabinet Member's approval to accept grant funding from the Office For Low Emission Vehicles (OLEV), with regards to its On-Street Residential Chargepoint Scheme and to approve the use of the D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Concession Delivery Agreement should the application to OLEV be successful.

(2) **Information and Analysis**

**Background**

Following a discussion at the Environmental Sustainability Group (ESG) meeting on 13 June 2019, Derbyshire County Council has submitted an application to OLEV for grant funding (75%), - to be matched (25%) by the Concessionaire, BP Chargemaster - to install 24 dual, fast EV chargepoints in the Derbyshire Dales District Council (DDDC) and High Peak Borough Council (HPBC) local authority areas. The 24 units will be located in seven car parks owned by the district authorities, situated in close proximity to residential areas which lack off-street car parking. These locations are detailed below:

**High Peak Borough Council**

1. South Street, Buxton
2. Edward Street, Glossop
3. Parking on Victoria Park Road (adj shops), Buxton
4. Anchor Fold, Chapel-en-le-Frith

**Derbyshire Dales District Council**

5. Shawcroft car park, Ashbourne
6. Station Yard, Matlock Bath (near Railway station)
7. Edgefold Road, Matlock.

### **Benefits**

Primary benefits include providing electric vehicle charging provision for residents in these localities who do not have access to off-street car parking. This could enable residents to make the switch to electric vehicles, benefitting both themselves through cost savings (fuel, maintenance, road tax, etc) and contributing to improved local, regional and national air quality standards.

If successful, the project will contribute to reduced CO2 emissions. This is fully in line with the Council's ambition to achieve net zero CO2 emissions by 2050, as part of its Climate Change and Carbon Reduction Manifesto which was launched earlier this year. It also forms part of the Council's Low Emission Vehicle Infrastructure Strategy which feeds into the overarching Environment and Climate Change Framework.

### **Timescales and Governance**

The proposed car parks detailed have been identified as suitable for development of LEV infrastructure through active discussion with both HPBC and DDDC. Comprehensive assessments have been undertaken by the Concessionaire, BP Chargemaster, to confirm suitability, in particular with regards connectivity to the appropriate networks controlled by the District Network Operators (DNO's), Western Power and Electricity North West.

A first draft application was submitted to the Energy Savings Trust (EST) on 3 October 2019 for comment and feedback. The EST is overseeing applications on behalf of OLEV. Once the EST confirms its approval of the application it will be presented to the OLEV by the end of October 2019, with results of whether the application has been successful or not expected in November 2019. If successful, the Council will then look to use the D2N2 Concession Delivery Agreement and engage with BP Chargemaster from November/December 2019 onwards.

Full installation of the electric vehicle charge points is to be completed by end of March 2020 and on-going management of the project, if successful, will be by the ESG.

### **Risks**

It is anticipated that successful local authorities will receive payment within approximately 25 working days on completion of the project. The Concessionaire, BP Chargemaster, has agreed to request 100% payment only on completion and commissioning of all installations, with payment terms of 30 days. There is, therefore, a risk that the Council will not have received payment in full from OLEV before it will be required to pay the Concessionaire.

The Council is also required to make appropriate arrangements with the Concessionaire to collect and submit data from each installation on a quarterly basis and in arrears. Failure to comply with this requirement may result in

OLEV reserving the right to require repayment of grant funding. The risk for this is considered to be extremely low.

Appropriate host license agreements signed between the Concessionaire, BP Chargemaster, and HPBC and DDDC, will be entered into, should the application be successful. These agreements will remove any risk or liability on Derbyshire County Council in terms of damage to land, cost over-run, etc.

(3) **Financial Considerations** There are no costs associated with using the D2N2 Concession Delivery Agreement. All costs will be met from the successful grant funding bid from OLEV and the 25% contribution from BP Chargemaster.

The grant funding application is to be capped at £100,000, although there is some flexibility in this for larger county councils such as Derbyshire. It is therefore expected this application will be above this amount, although full, accurate costings are not yet available and are unlikely to be ready for the actual submission. Therefore, best estimate based on costings from similar installations from Nottingham City, will be used in the first instance.

Based on best estimate average costings, it is considered the total value of the application will be approximately £241,500 - less BP Chargemaster's 25% contribution of £63,500. This will mean an application to OLEV for approx. £183,000. Accurate costings will be available once full assessments and discussions with both DNOs have been finalised. These are expected by the end of October 2019.

All revenues received from these installations will be collected and held by the Concessionaire. On this occasion, given this is the first time a joint approach of the nature has been undertaken, the Council and its partners agree to waive any claim to revenue in return for the 25% match funding provision, as detailed earlier in this report. This approach may be reviewed/ amended if similar opportunities present themselves at a future date.

(4) **Legal Considerations** Should the application be successful, the Director of Legal Services will advise in relation to the agreements between the Concessionaire, BP Chargemaster, HPPC, DDDC and the County Council.

(5) **Human Resources Considerations** Should the application be successful, grant funding will be administered by Derbyshire County Council via the Sustainable Travel Team, who will also project manage the whole process.

## **Other Considerations**

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, environmental, health, property, social value and transport considerations.

(6) **Key Decision** No.

(7) **Call-in** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(8) **Background Papers** Held on file within the Economy, Transport and Environment Department.

(9) **OFFICER'S RECOMMENDATIONS** That the Cabinet Member approves:

9.1 Acceptance of this grant from the Office for Low Emission Vehicles as detailed in the report, should the application be successful.

9.2 The use of the D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Concession Delivery Agreement.

**Mike Ashworth**  
**Executive Director - Economy, Transport and Environment**