

Report Originator: Kimberley Rowley	Head of Service/Sponsor: Alison Scott	Date Originated: April 2024	
Lead Member Name:	Area of Responsibility: Economic Development/Transport		
CMT Date:	11 June 2024		
JLT Date (if applicable):	Thursday 9 May (preliminary report) and 1 July 2024		
REASON FOR REPORT			
Reason	JLT/CMT Feedback for Officer and further instructions		Recommendation to JLT/CMT:
Consultees consulted	Finance Yes Date:	Legal Yes Date: 03/06/24	Head of Service/Sponsor Alison Scott
Consultees to be consulted following CMT before report publication	Chief Executive	Shared Director of Finance	
PROPOSED ROUTE FOR FURTHER APPROVAL			
		Date	
Committee		GPSCSI Committee – 23 July 2024	
Council (if required)			

**GENERAL PUBLIC SERVICES AND ECONOMIC DEVELOPMENT COMMITTEE  
23 JULY 2024**

**PART I**

**DRAFT ELECTRIC VEHICLE CHARGING STRATEGY (2024) – DRAFT FOR CONSULTATION (DoF)**

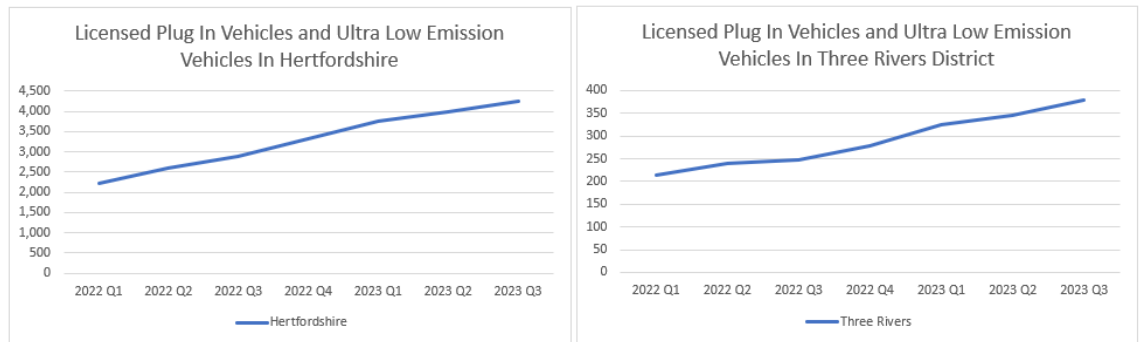
**1 Summary**

- 1.1 Officers have been exploring opportunities to install Electric Vehicle Charge Points (EVCP) in council owned car parks using external government grants and/or Community Infrastructure Levy (CIL) funding and a decision was made at the General Public Services and Economic Development Committee in March 2024 to progress a scheme. This draft Electric Vehicle Charging Strategy sits alongside and develops these proposals further for the provision of a publicly available electric vehicle charging network and details the Council's future rollout of EV charging infrastructure.

## 2 Details

TRDC wants to continue to ensure the District provides an environment in which people want to live, work and play. As the take up of electric vehicles grows, TRDC want to provide electric charging infrastructure, initially in car parks, to support residents and encourage shoppers and other visitors to local facilities and businesses.

- 2.1 The total number of Ultra Low Emissions Vehicles (ULEVs) and Plug In Vehicles (PiVs) in Hertfordshire at the end of Q3 2022 was 4,261 according to Government data. The charts below show the number of licenced ULEV's and PiVs is increasing every year. <sup>1</sup>



- 2.2 Hertfordshire County Council forecasting estimates that by 2030 there will be 240,800 electric vehicles registered in Hertfordshire. It is estimated that this would generate the need for 6,800 publicly available charging sockets (or just over 3,000 charge points assuming a double socket arrangement) which is a six-fold increase.<sup>2</sup>
- 2.3 Currently TRDC has 43 public charge points installed by commercial companies but no public charge points installed on its own land.
- 2.4 In 2015 Three Rivers DC initially considered EVCP provision and this culminated in a decision in June 2019 to introduce publicly accessible 'Rapid' electric vehicle charging points in car parks around the District.<sup>3</sup> These were to be delivered under the Retail Parades Enhancement programme to improve the attractiveness of local retail centres for business users and visitors, as well as providing an opportunity for local residents (and potentially taxi firms) who have no private opportunity to charge their cars. Vehicle charging would be provided at a cost to the user and would be located at the main retail centres in the District.
- 2.5 The original proposals were aimed at two pilot schemes for Rapid chargers (in Rickmansworth and Abbots Langley car parks). No external funding was available for Rapid charging points at this time and Council funding (from existing budgets) was to be utilised.
- 2.6 The pandemic, with its resulting new priorities, subsequently led to the delay in progressing the EVCP programme.
- 2.7 In September 2022 a successful CIL application for £460k to support the implementation of EV infrastructure was submitted and Officers drafted a tender document to initiate a procurement exercise.
- 2.8 However, by this time, it was increasingly becoming apparent that the context of pursuing EVCP had progressed, and it was clear there was demand for a more

<sup>1</sup> <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

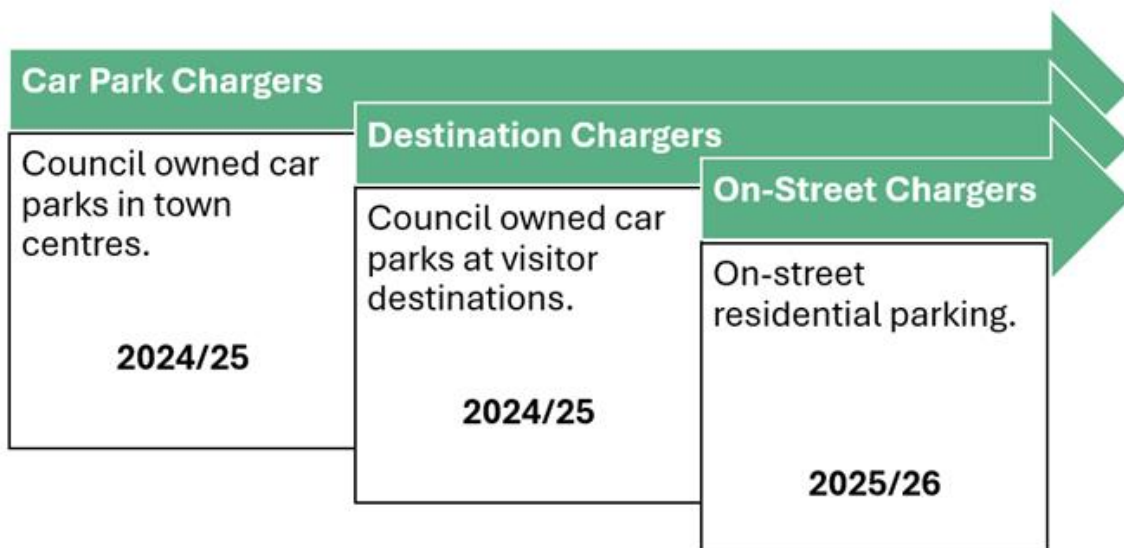
<sup>2</sup> <https://www.hertfordshire.gov.uk/doc/roads/ev-strategy-summary.pdf>

<sup>3</sup> <https://api.threerivers.gov.uk/files/1fe0f0a0-cd70-11ed-a53d-3ffe96670007/19-06-25-i-ihed-electric-vehicles.pdf>

expansive programme of delivery. It was also apparent new external funding was to become available (LEVI funding) to Tier 1 Authorities (i.e. Hertfordshire County Council) to support District and Borough Council's to deliver EV infrastructure across the County.

- 2.9 The 2023 the TRDC Climate Emergency and Sustainability Strategy also highlighted the role of sustainable modes of travel in contributing to meeting sustainability objectives with the reduction on the reliance on carbon-fuelled transport and improving local air quality. One of the key objectives was to continue to expand and encourage electric vehicle charging infrastructure in the District.
- 2.10 In view of the changing context Officers started to reconsider the EV strategy and methods of delivery available to take full advantage of any external funding available. A new project to provide EV charging is currently underway (as agreed by GPSED Committee March 2024).
- 2.11 Officers have now drafted a Three Rivers Electric Charging Strategy (Appendix 1) for consideration and agreement to progress to public consultation. This Strategy covers the period 2024-2034, aligning to government policy to phase out the sale of new petrol/diesel vans and cars in 2035. While this is a 10-year strategy, it is accompanied by a 3-year action plan (2024-2027). Combining a long-term strategy with a short-term action plan enables us to work towards a strategic vision, but be agile to changing circumstances (e.g., demand for chargers, advancements in charging technology).
- 2.12 The document sets out how the Council will roll-out a public electric vehicle charging network across council owned car parks and on-street residential parking in the district. At the core of the strategy is the EV charger location hierarchy and indicative timeline, as shown in Figure 1.

**Figure 1:** EV Charger Location Hierarchy & Indicative Timeline



- 2.13 Initial focus will be on Council owned car parks and visitor destinations prior to considering on street locations. This approach will be phased as new funding becomes available and as details of demand/usage of EVCP emerges. However, the cost of the Strategy implementation will initially be within existing budgets or through bidding for and use of CIL monies, with reliance on external Government funding (initially through Office for Zero Emissions Vehicles (OZEV) funding). In April 2024, the council was awarded an £101,250 OZEV grant to enable EV chargers to be installed in town-centre car parks in 2024/25.
- 2.14 On-street residential parking EV chargers will be installed in partnership with Hertfordshire County Council (HCC) using Local Electric Vehicle Infrastructure (LEVI)

funding they are administering on behalf of district and boroughs. Officers are currently working with HCC to identify charger locations, which potentially includes Parish owned car parks. HCC currently predict that installations will start in late 2025 or early 2026.

- 2.15 The Strategy proposes to establish a series of charging units across the District. HCC now have demand based mapping tools available in addition to a TRDC EV request list. These tools will assist in determining EV demand and potential future locations.
- 2.16 The TRDC strategy will be to provide a mix EV charging speeds which will help cater to different requirements for different groups and meet the projected demand as residents, visitors and those who work in TRDC transition to EVs. The Council seeks a solution using a model that offers the best route to safeguard against tariff hikes and offers fair and equitable charging to those who will depend on public access to charging with an initial focus on its main retail centres followed by secondary centres and leisure sites.
- 2.17 TRDC has assessed this requirement and understands that the following charging units are most appropriate (but can amend based on the outcome of any procurement processes for specific sites).

These units are:

Fast 7.1 - 22kW (which are most common in car parks/destinations)

And/Or

Rapid 22 - 50kW (en-route/ destination charging)

- 2.18 Rapid chargers (charging in 1-2 hours) will be considered in appropriate locations as part of a wider portfolio of EVCPs.
- 2.19 TRDC recognise that some car parks may not have the electrical capacity to allow Rapid EVCPs to be installed. In the event that there is not the capacity to provide the supply to the Rapid units, then TRDC would consider installing only Fast charge units.
- 2.20 The Council is seeking a uniformity of design as a standard for installation within its car parks. It is proposed that once installed, TRDC will be the owner of the infrastructure from the District Network Operator (DNO) to the charging unit (underground) and the Charge Point Operator (CPO) will be the owner of the charger unit (above ground).
- 2.21 All Electric Vehicle charging points will be compliant with the latest OZEV and OCPP standards and will have regard to the accessibility standards detailed in PAS 1899:2022.
- 2.22 It is envisaged any CPO is fully responsible for the design and installation of the charging unit as well as the maintenance and operation. This includes all software and appropriate applications to enable a successful charge. Officers are currently working to appoint a CPO using the Kent County EV Framework.
- 2.23 Typically, users will charge on visiting the car parks or visitor destinations and charging is available to users for out of hours (overnight in residential areas – such as Rickmansworth) when a car park remains open. The charging points must be publicly accessible with the core users being residents, shoppers, visitors and business employees including residents that have no access to private charging options. All chargers should be publicly available 24/7 unless this is shown non-viable such as in visitor destinations that close to the public overnight.
- 2.24 It is proposed that a 6 week consultation exercise on the draft EV Strategy is undertaken, with any responses and a final document brought back to Policy and Resources Committee for adoption later this year.
- 2.25 Concurrently, EV charging is also being considered as part of a Community Energy England funded (£40k) feasibility study of car park solar canopies. Grand Union Community Energy (GUCE), who we have partnered with on this project, has appointed

both a legal and technical consultant to support delivery of the study. The grant money is expected to be released in May. Work is expected to kick-off in May and be completed in Q4 2024.

### **3 Options and Reasons for Recommendations**

- 3.1 To consider the draft Strategy and approve its release for consultation prior to formal adoption. The Strategy will contribute to the promotion net-zero carbon and sustainable development of the Council.

### **4 Policy/Budget Reference and Implications**

- 4.1 The recommendations in this report are within the Council's agreed policy and budgets. CIL monies and external Government funding have been identified for the initial phase of the EV project.

### **5 Community Safety, Public Health, Customer Services Centre and Health & Safety Implications**

- 5.1 None specific.

### **6 Financial Implications**

- 6.1 The cost of the Strategy implementation will initially be within existing budgets or through bidding for and use of CIL monies, with reliance on external Government funding (initially through OZEV funding). Full reporting will be through Budget Monitoring.
- 6.2 On-street residential parking EV chargers will be installed in partnership with Hertfordshire County Council (HCC) using Local Electric Vehicle Infrastructure (LEVI) funding they are administering on behalf of district and boroughs.

### **7 Legal Implications**

- 7.1 All elements of the Strategy will need to be considered alongside the Council's legal duties and powers.
- 7.2 Projects involved in the delivery of the Strategy will require contract preparation and approval in accordance with the Council's Contracts Procedure Rules.

### **8 Staffing Implications**

- 8.1 Currently employing an external consultant to delivery and implementation of the Strategy and associated projects until summer 2024.
- 8.2 Continued vacancy in the team (and specialism) will continue to limit future delivery after May 2024. Recruitment is being progressed.

### **9 Communications & Website**

- 9.1 A Communications Strategy for the public consultation will be developed that includes the consultation being promoted on the Council’s website and our various social media channels. A press release will be drafted to release to the public when the consultation opens.
- 9.2 Once adopted, the new strategy will be uploaded to the Council’s website.

**10 Environmental Implications**

- 10.1 The TRDC Climate Emergency and Sustainability Strategy highlights the role of sustainable modes of travel in contributing to meeting sustainability objectives with the reduction on the reliance on carbon-fuelled transport and improving local air quality. One of the key objectives is to continue to expand and encourage electric vehicle charging infrastructure in the District.

**11 Equal Opportunities Implications**

- 11.1 An Equal Opportunities Impact Assessment has been completed and is attached as an Appendix to this report.

**12 Climate Change and Sustainability Implications**

- 12.1 A sustainability impact assessment has been undertaken resulting in a score of:

<b>Climate and Sustainability Impact Assessment Summary</b>	
Homes, buildings, infrastructure, equipment and energy	3.60
Travel	4.00
Goods and Consumption	4.00
Ecology	4.00
Adaptation	3.00
Engagement and Influence	4.00
<b>Total Overall Average Score</b>	<b>3.8</b>

**13 Communications and Website Implications**

- 13.1 As the project evolves updates will be provided for the website and in future press releases. A new ‘request for EV charging points’ page is to be added to the Council’s website so Officers can collate requests and understand demand.

**14 Risk and Health & Safety Implications**

- 14.1 The Council has agreed its risk management strategy which can be found on the website at <http://www.threerivers.gov.uk>. In addition, the risks of the proposals in the report have also been assessed against the Council’s duties under Health and Safety legislation relating to

employees, visitors and persons affected by our operations. The risk management implications of this report are detailed below.

14.2 The subject of this report is covered by the Regulatory Services Service Plan. Any risks resulting from this report will be included in the risk register and, if necessary, managed within this/these plan(s).

Nature of Risk	Consequence	Suggested Control Measures	Response <i>(tolerate, treat, terminate, transfer)</i>	Risk Rating <i>(combination of likelihood and impact)</i>
The Council fails to develop and adopt an EV Strategy	The Council will fail to deliver improvements to address climate change within the District; the Council will fail to deliver EV opportunities for its residents, businesses and visitors.	Continue to progress with individual EV projects, for the Committee to approve the draft Strategy	Tolerate	4-6

14.3 The above risks are scored using the matrix below. The Council has determined its aversion to risk and is prepared to tolerate risks where the combination of impact and likelihood scores 6 or less.

<b>Very Likely</b> ----- <b>Likelihood</b> ----- ▼ <b>Remote</b>	<b>Low</b>	<b>High</b>	<b>Very High</b>	<b>Very High</b>
	4	8	12	16
	<b>Low</b>	<b>Medium</b>	<b>High</b>	<b>Very High</b>
	3	6	9	12
	<b>Low</b>	<b>Low</b>	<b>Medium</b>	<b>High</b>
	2	4	6	8
	<b>Low</b>	<b>Low</b>	<b>Low</b>	<b>Low</b>
	1	2	3	4
	<b>Impact</b>			
	Low	-----▶ <b>Unacceptable</b>		



<b>Impact Score</b>	<b>Likelihood Score</b>
4 (Catastrophic)	4 (Very Likely (≥80%))
3 (Critical)	3 (Likely (21-79%))
2 (Significant)	2 (Unlikely (6-20%))
1 (Marginal)	1 (Remote (≤5%))

14.4 In the officers' opinion none of the new risks above, were they to come about, would seriously prejudice the achievement of the Strategic Plan and are therefore operational risks. The effectiveness of the management of operational risks is reviewed by the Audit Committee annually.

The remainder are therefore operational risks. Progress against the treatment plans for strategic risks is reported to the Policy and Resources Committee quarterly. The effectiveness of all treatment plans are reviewed by the Audit Committee annually.

## 15 Recommendation

15.1 That Members agree to:

- i) Approve the draft EV strategy for a 6-week period of public consultation
- ii) For the final strategy to be presented to a future GPSSCI Committee and subsequent P&R Committee for consideration and adoption.

Report prepared by: Kimberley Rowley, Head of Regulatory Services

### Data Quality

Data sources:

Data checked by: Kimberley Rowley, Head of Regulatory Services

Data rating:

<b>1</b>	<b>Poor</b>	
<b>2</b>	<b>Sufficient</b>	
<b>3</b>	<b>High</b>	<b>X</b>

## APPENDICES / ATTACHMENTS

Appendix 1: Draft Three Rivers Electric Vehicle Charging Strategy

Appendix 2: Short Equality Impact and Outcome Assessment

Appendix 3: Climate and Sustainability Impact Assessment

**Background Papers:** GPSED Committee March 2024 (Off Street Car Parks) EV Committee report: [PROPOSALS FOR OFF-STREET CAR PARKS ELECTRIC VEHICLE CHARGING POINTS IMPLEMENTATION.pdf \(threerivers.gov.uk\)](#)