

WATLINGTON PARISH COUNCIL
Project Business Case / Approval

PROJECT C3 – EV Charging
Outline: Phase 1 of a project to make Electric Vehicle Charge points available to all residents of Watlington in order to remove barriers to EV ownership.
Proposed by: Ian Hill, Terry Jackson and Steve Bolingbroke
Date / Version: 17 th February 2022. Proposal for Phase 1 for approval
Links to NP or other strategy: CO3.a Climate Change (<i>WPC intend ...to act to reduce its own impacts and encourage others in the parish to do the same.</i>). Agreed as priority action (3.a) in the Climate Action Plan December 2021.
Current Status: The project was “shortlisted” in September 2021. Since then an EV Project Board has met with OCC, independent advisors, suppliers and residents to develop the strategy (attached). An application for a grant has been made w/c 21 st February to the Off Road Charging Scheme (ORCS)
COSTS
Capital Cost: £56,350 of which £24,100 will be funded by WPC. See attached financial model. Some figures are still estimates and will be revised before presenting to Full Council).
Contingency: 15% Costs are based on initial estimates from suppliers and will be confirmed by competitive tender. There are multiple suppliers so best value can be achieved. One major item, the cost of connection to the electricity grid has not been confirmed by the grid operator and is an upper bound estimate from a charge point operator. This is a new technology which we have no experience of and there may be hidden costs.
Annual Running Cost: £0 Pricing for use of the chargers will be set to achieve break-even on operations. As a worst case, where there is no usage WPC may be liable for £2k of operating costs. It may be possible for WPC to operate these at a surplus to repay the capital investment. This could be recycled to add additional ev charge points in the Town. This is subject to confirmation by NALC.
Sinking Fund: Technology in this area is likely to change rapidly and, by end of life, the system is likely to need complete replacement. The whole market will be mature by then so it is impossible to estimate demand or costs.
BENEFITS
Financial: None
Other: Carbon Emissions: If all residents switch from petrol/diesel cars to BEVs, our carbon footprint will be reduced by 17%. Each vehicle switching saves 1.1 tCO ₂ e pa. Phase 1 of

the project is targeted at 20 vehicles delivering a potential saving of 20 tCO₂e pa. Publicity around the scheme will encourage others in the town to switch to EVs with commensurate savings.

Environmental: Encouraging switching to EVs will reduce car-based pollution in the town contributing to air quality improvement.

Economic: The option of providing a Rapid charger will attract visitors to the town who will use local services while waiting for their car to charge. The economic benefit has not been estimated and this option will only be taken up if it can be delivered at zero, or marginal cost.

RISKS

Legal

It is unclear whether WPC have the necessary powers to operate an ev charging scheme. The relevant legislation has been checked and sent to NALC for advice. Other Parish Councils who have received ORCS grants have been contacted and all have confirmed that they either have GPC or believe they have the powers anyway. Given the Government (and local councils) ambition for ev roll-out, the risk of refusal or legal action seems small.

The Car Park is owned by SODC and control was passed to WPC with caveats. We have not been able to get a clear response from SODC on whether they are concerned about this project. Again, their public commitment to ev roll out means this is unlikely to be a problem.

Usage

EV ownership may not take off at the rate that is expected. We are in a “chicken-and-egg” situation at the moment and providing EV charge points is a necessary, if not sufficient, condition for the expansion of ownership.

EV owners may choose domestic charging over WPC charge points. The owners we are targeting do not have the option of a domestic charging solution. WPC is not allowed to profit from the scheme so the price to users will be dictated by the price of electricity we can purchase and the CPO fees. It is unlikely to be a lot more expensive than a domestic charge point or any other commercial offer in town. We are surveying market charging fees to confirm this.

The service may not breakeven. If it is not used at all, there is still a fixed operational cost.

Operational

Charge points not working. The commercial model selected will put responsibility for maintenance and support on to the CPO.

Too few spaces. The scheme can be expanded if successful.

Too many spaces. Spaces set aside for ev charging can be signposted for “normal” parking if this is a problem.

FUNDING STREAMS

Community Infrastructure Levy: SODC have confirmed that the scheme is eligible as “infrastructure” : £18,100

Existing Budget Allocation: Car Park Sinking Fund for CCTV/ANPR solution and signage and: £6,000 (These improvements will benefit all car park users).

Other: ORCS Grant for 75% of Fast charge solution : £32,250

Sponsorship: Local businesses may be interested in sponsoring the project to boost customer visits. This has not been explored yet but will reduce the WPC contribution.

GOVERNANCE

Customer: EV owners. This project will provide ev charging capability for around 350 vehicle owners with few other options. Two ev owners are on the Project Board.

We have spoken to ev owners who would use the service or have decided to sell their ev due to the lack of charge points.

Project Manager: Steve Bolingbroke

Project Board: EV Project Board reporting to Strategy Committee

Next Review / Approval:

We are seeking full approval for the project.

If costs rise above the contingency level, there is any significant increase in risk or changes in specification, the project will be brought back to Full Council for re-approval.

If any of the legal risks mean that this project is not viable a revised approach will be brought back to Full Council

Approval of Phase 1 does not commit WPC to approval of future phases.

ALTERNATIVES

Don't do it: This is a significant plank in our Climate Action Plan. Not doing it would indicate a reluctance to take climate action seriously and limits the ability of our residents to make their own contribution to Net-0.

Rely on private provision: Watlington Club has 20 secure parking spaces which can be equipped with EV charge points on request.

Implement a smaller scheme: We could choose to install fewer charge points but the bulk of the costs are for mobilising the supplier and installing the electricity supply. Reducing the number of points makes little difference to the cost (as they are largely paid for by the ORCS grant).

Add a Rapid charger to the scheme: This would increase the cost to WPC by ~£70k as Rapid chargers are expensive and do not receive an ORCS grant. We will look at options for our preferred supplier to fund a Rapid Charger as part of the project.

EV charging for other categories of residents: The strategy document explains how this is one element in a comprehensive solution.

APPROVAL	Approved by & date	Budget approved
For Phase 1 project		£