

# **WAVERLEY BOROUGH COUNCIL**

## **EXECUTIVE**

**30 MARCH 2021**

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**Title:**

**Electric Vehicle Strategy**

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**Portfolio Holder:** Cllr S Williams, Portfolio Holder for Environment and Sustainability

**Head of Service:** Richard Homewood, Head of Environment and Regulatory Services

**Key decision:** Yes

**Access:** Public

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### **1. Purpose and summary**

1.1 This report seeks the Executive's adoption of the Electric Vehicle Strategy.

### **2. Recommendation**

2.1 That the Executive adopt the attached Electric Vehicle Strategy.

### **3. Reason for the recommendation**

3.1 To contribute to the Councils Carbon Neutrality Action Plan by encouraging the use of Electric Vehicles and working with partners to provide a network of charging points across the borough.

### **4. Background**

4.1 In September 2019, Waverley Borough Council (WBC) declared a climate emergency and committed to addressing the carbon emissions within the borough. Transport accounted for 40% of emissions in 2015. In the Carbon Neutrality Action Plan adopted in December 2020, Waverley committed to facilitating the switch to electric vehicles.

4.2 This report presents the Electric Vehicle Strategy (Annexe 1) which provides a framework on how WBC can facilitate that switch

4.3 This strategy aims to provide a borough wide approach to encourage the transition from petrol and diesel vehicles to electric vehicles as part of a sustainable transport system.

4.4 There will be a phased roll out of EV chargers across the borough. Phase 1 is near completion and required that a rapid charger be installed in one car park in

each of our main hubs. Currently Stocklund Square in Cranleigh, High Street in Haslemere, Crown Court in Godalming each have rapid chargers and Riverside 3 in Farnham will be installed shortly. These are destination chargers and aimed at shoppers. We currently have a contract for these chargers with EV installers Engie and are installed at no cost to the Council. We receive 10% of the net profit from these chargers.

- 4.5 In the next phase fast chargers aimed at commuters and businesses will be rolled out in long stay car parks, followed by EV chargers in our popular parks and countryside car parks and working with Places Leisure in suitable Leisure Centre car parks. These chargers will be installed at a cost to the Council under our contract with Engie but will have the potential for a return on investment increasing as the demand for EV charging increases
- 4.6 EV Chargers will be installed by Housing and Environmental Services as refurbishment of car parks are completed and on our new housing developments to conform to planning requirements. Those being installed by Environmental Services will be by Engie under the same terms as phase 1 and those by Housing with Joju under the Hampshire Framework.
- 4.7 Concurrently WBC will continue its commitment to a pilot scheme with Surrey County Council, Woking, Guildford and Spelthorne Borough Councils to roll out on-street chargers across the borough. These are being installed by EV installer Joju and this is partly funded by Surrey's local enterprise partnerships and each of the four borough councils.
- 4.8 The opportunity to transition the WBC pool cars to electric will be assessed when vehicles need to be replaced and when suitable vehicles are available. The transition to electric vehicles by our staff for essential business, contractors and taxi drivers will be considered when relevant policies are updated or contracts reviewed and where suitable vehicles are available
- 4.9 Progress against targets will be reviewed yearly and any changes in technology and demand for EV chargers or vehicles and will be incorporated.

## 5. **Costs**

5.1 The approximate capital cost of installing an EV charger are as follows

Type of Charger	Single (charges 1 car)	Double (charges 2 cars at same time)	SSEN Connection Charges <sup>1</sup>
Fast (7kW-22kW)	£4,000 - £5,000	£5,000 - £6,000	£1,250 - £2,400
Rapid (50kW)	£35,000 -£40,000	£38,000 - £42,000	£1,250 - £2,400

<sup>1</sup> <https://www.ssen.co.uk> > Evguide

- 5.2 Rapid EV chargers are currently installed free of charge under our current car park contract with Engie EV Solutions. Installations outside of this contract would result in higher installation and connection costs. Many other factors can influence the cost including capacity on the grid and distance to the nearest substation.
- 5.3 Installing and maintaining charge points and switching pool vehicles to electric may create an additional cost to the council, at a time when funding is constrained. Opportunities for external funding will be pursued when they are available. Future project proposals will be supported by a business case and submitted for appropriate approval.
- 5.4 Additional annual revenue costs include the back office subscription charges which are of the region of £90 -£225 depending on size of charger and any maintenance contract taken up.
- 5.5 Revenue from Waverley's EV charges is received by the charger operator and once electricity cost is deducted, Waverley is awarded 10% of the net profit. For all other EV chargers payment processing and electricity costs are deducted before forwarding to Waverley. The value of this will be determined once sufficient data has been accrued.
- 5.6 The cost to use one of the rapid chargers in Waverley car parks is £1.00 for connection and 30p per kWh used. The cost to use a fast charger is 50p for connection and 25p per kWh used.

## **6. Relationship to the Corporate Strategy and Service Plan**

- 6.1 Facilitating the switch to electric vehicles is an action in the Carbon Neutrality Action Plan, which is a top priority in the Corporate Strategy.

## **7. Implications of decision**

### **7.1 Resource (Finance, procurement, staffing, IT)**

Implementing the EV Strategy will have financial impacts depending on the type of charger being installed. Each case will be bid for with a supporting business case to ensure the full financial picture is assessed for each site.

To date, the fast chargers installed in car parks have been installed at no cost to the council. 10% of profits on these chargers is shared with the Council, providing a potential positive revenue impact.

A capital bid to support installation of further chargers has been submitted for the draft budget for 2021/22. Officers in consultation with portfolio holders will further assess these with a business case before the projects can commence.

### **7.2 Risk management**

A successful transition to electric vehicles requires confidence amongst the public that they will be able to charge their car if needed. Not leading by example or providing those chargers will hinder the uptake of electric vehicles

and therefore impact on our commitment to reduce carbon emissions, nitrogen oxides and particulate matter.

### **7.3 Legal**

The legal agreements governing the installation of EV chargers within our car parks noted within this report have been prepared and completed with the oversight of the Legal Services team. In the same way, any further documentation required that flows from the Strategy will be prepared in conjunction with Legal Services.

### **7.4 Equality, diversity and inclusion**

There are no direct equality, diversity or inclusion implications in this report.

### **7.5 Climate emergency declaration**

This strategy directly relates to the Council' climate emergency declaration by providing direction for the council that will facilitate the reduction of carbon emissions, harmful nitrogen oxide and particulate matter from transport which are contributing factors in climate change.

## **8. Consultation and engagement**

8.1 External consultation and engagement has been carried out with Surrey County Council to ensure alignment with their EV Strategy and with Energy Savings Trust who are experienced in the production of EV strategies.

8.2 The strategy was considered by the Environment Overview and Scrutiny Committee at its meeting on 15 March 2021. There was general support for the principles of the strategy from the majority of the Committee.

## **9. Other options considered**

9.1 None at this stage

## **10. Governance journey**

- 26<sup>th</sup> January – Management Board
- 16<sup>th</sup> February – Executive Briefing
- 15<sup>th</sup> March – Environment O&S meeting
- 30<sup>th</sup> March - Executive meeting

## **Annexe:**

Annexe 1 – Electric Vehicle Strategy 2021-2026

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## **Background Papers**

There are no background papers, as defined by Section 100D(5) of the Local Government Act 1972).

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Agreed and signed off by:

Legal Services: date

Head of Finance: date

Strategic Director: date

Portfolio Holder: date