Redcar & Cleveland Borough Council

Ev Charger Strategy
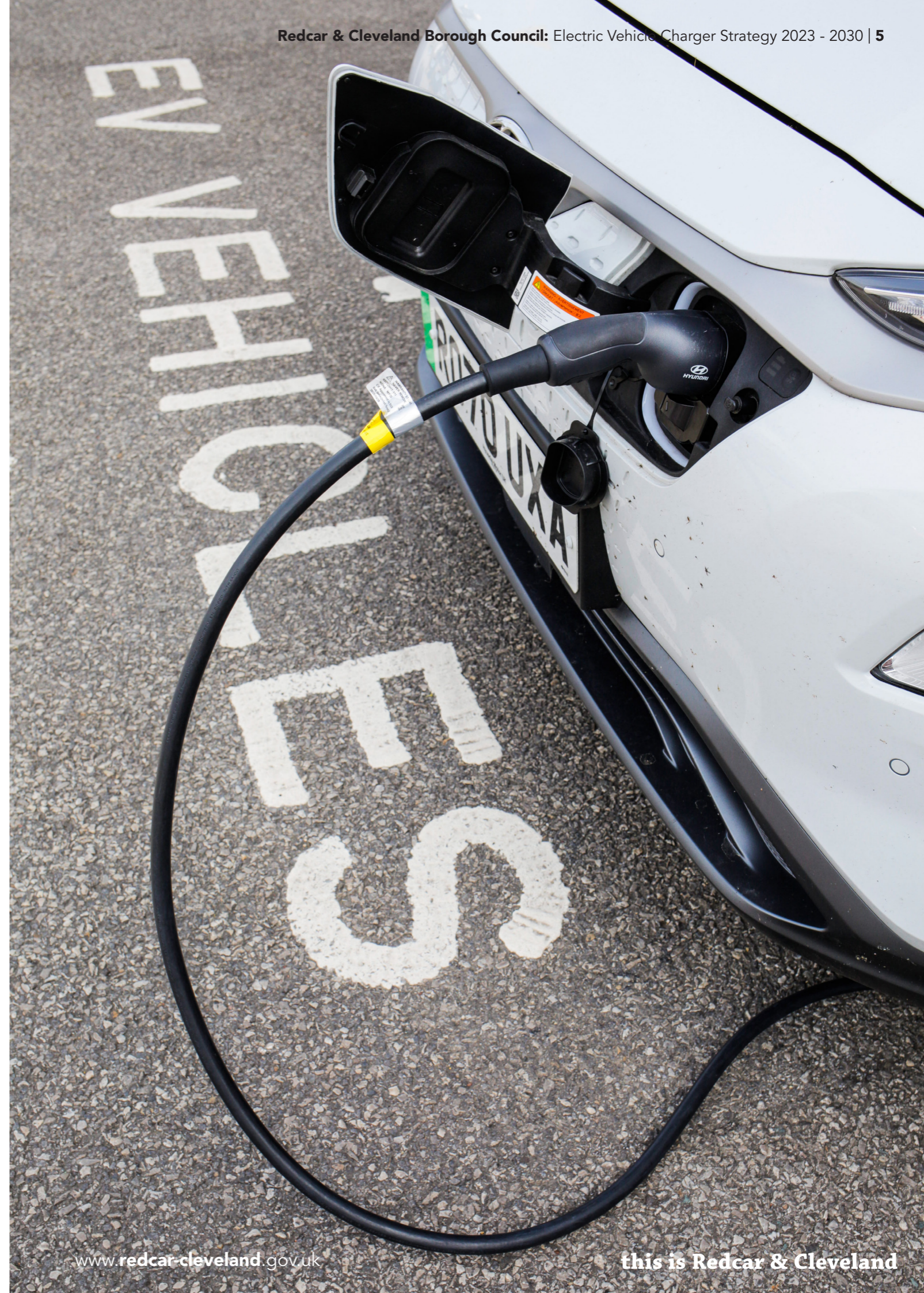# 2023 - 2030

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1 Introduction

Nationally, electric vehicle (EV) registrations continue to rise with 2022 being the best year for new electric car sales so far. There were 267,203 new EV registrations – up from 190,727 in 2021. Electric cars accounted for 16.6% of all new car registrations in 2022.

Whilst the Government has pushed back the timetable on banning the sale of all new fossil fuelled cars to 2035 (BBC News Online, 2023), the Council is committed to work with the original timetable of 2030.

On a more local level, Transport for the North (TfN)'s EV Charger Infrastructure Framework[1] estimated electric vehicle ownership in the Borough in 2020 at 150, rising to 3,700 in 2025 and 18,000 by 2030.

This significant growth anticipates 200 public chargers by 2025 and 450 by 2030 for use by residents only. If we are to cater for tourists with destination charging as well, these figures increase to 245 and 550 respectively.

2 Summary

As a Local Authority, we are involved in 'street alterations and parking' (Gov.uk, 2022)[2], but are not solely responsible for the provision of EV Charging, and support and encouragement is being provided to businesses across the region to assist with this.

There are several challenges facing the EV Charger Rollout in the Borough: grid availability being the main issue. In areas where this is a particular problem, additional grant funding is being investigated to ensure a network of chargers right across Redcar & Cleveland.

National companies, predominately supermarket chains and hotels, are responding to the growing EV market, and complementing EV charger numbers being installed by councils.

Key priorities are:

- replace legacy chargers wherever possible – improving the quality of what we already have
- ensure EV charging is available to residents with on street parking
- provide adequate destination charging to attract tourism
- encouraging business to install EV charging facilities for staff
- lead by example – incorporate EV vehicles into the Council's fleet
- forge strategic partnerships and explore innovative solutions

3 Progress to date

There are existing EV Chargers in several public locations across the Borough which are available for anyone to use. In addition, the Council has installed charging points solely for use by its fleet vehicles at Central Depot in Dormanstown, and Skelton and Grangetown depots to support the existing EV van fleet in the Council.

The warranties on some of these EV Chargers, both public and private, have now expired, or are due to in the next twelve months. Maintenance of these has been poor, with some now constantly out of order, and many functioning intermittently. For that reason, a new supplier has been sought.

In 2021, dual chargepoints were installed in Skelton and Loftus as part of broader place development work. These are in place until 2025 and are currently operating well.

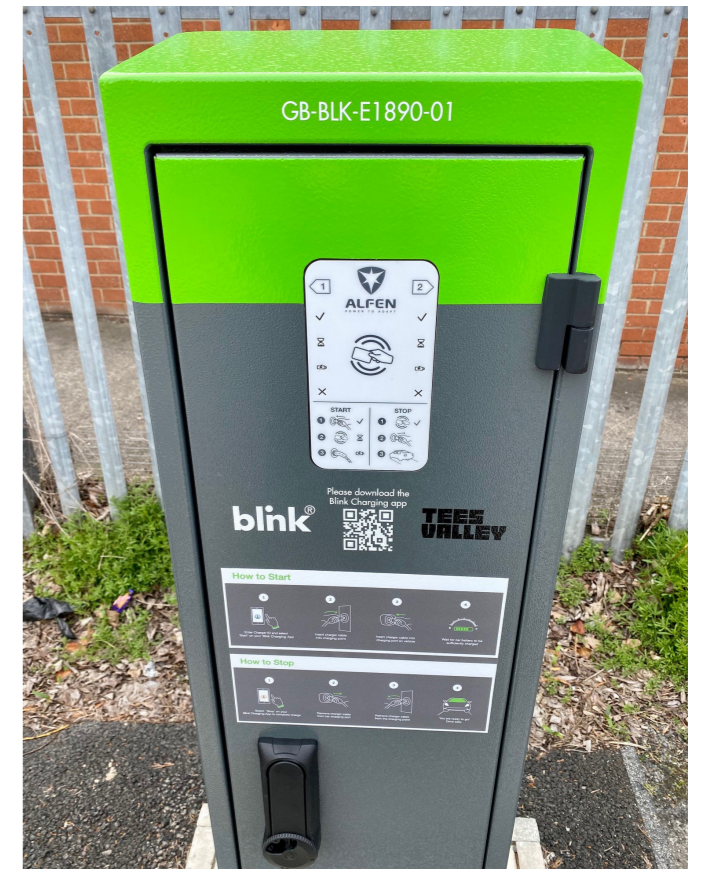In 2022, two major projects in the Borough were launched.

■ TVCA is operating a centrally run project, funded by ORCS (On-Street Residential Chargepoint Scheme), which is currently rolling out EV Chargers in public car parks in Loftus, Redcar and Guisborough.

■ The Council itself is working with a partner to implement 22 kW (fast chargers) in several planned locations. This arrangement would see capital costs for the installations borne by the partner with the Council taking an income from the net profit of the charger, in lieu of a lease. The first installations under this arrangement were at Seafield House car park and the Civic Centre car park in Redcar.

This will provide the model for the vast majority of chargers installed by the Council, however there may be the occasional Council-funded installation which will also require maintenance to be paid, but all profit returned to Redcar & Cleveland.

An EV Charging location map has been added to the website and can be accessed **Redcar and Cleveland EV Charging Points (arcgis. com)**. This is updated as public charge points are added.

4 Key priorities

REPLACEMENT OF LEGACY CHARGERS

The priority for public chargers has been to start a replacement programme of existing chargers wherever possible, located in areas of high use. Those at Seafield House and the Civic Centre car parks were installed in August 2022.

ASSIST RESIDENTS WITH ON STREET PARKING TO CHARGE

The Government have placed emphasis on ensuring EVs are a viable option for all and, to that end, have offered grants to help local authorities place them in areas where there is a high incidence of residents without off street parking or garages. This is known as On-Street Residential Chargepoint Scheme (ORCs). This is being implemented by TVCA with Phase 1 providing public charging in Fisherman's Square, West Dyke Road and Graffenberg Street car parks for those in Redcar, North Road car park in Loftus and Fountain Street long stay car park in Guisborough. Locations for Phase 2 are being proposed and surveyed.

Part funding is also available to RCBC via ORCs and additional locations are being investigated but 40% matched funding will be required to achieve this.

ENCOURAGE BUSINESSES

The Government is offering excellent incentives to businesses currently to move their company car fleets over to electric. Businesses are offered grant of £350 per charger, via the Workplace Charging Scheme[3], towards EV Chargers being installed for use by their staff. Grants are available for up to forty chargers in total, across as many sites as required.

In addition, staff receiving company cars are only being charge Company Car Tax at a rate of 1% in 2022/3, to speed up adoption. This has been particularly beneficial to company owners and their senior staff.

Many businesses are still not aware of these incentives, and it is important to liaise with all businesses in Redcar & Cleveland to share the news and encourage uptake. This is being carried out by the Business Engagement Team.

DESTINATION CHARGING[4]

Consideration will be given to locations where drivers are likely to visit for the day, to ensure there is adequate charging to encourage them to visit. Places like seaside resorts, museums, country parks and stately homes. These are likely to be a mixture of locations where charging will be installed by the Borough or TVCA, as well as private organisations wanting to promote their attraction.

LEAD BY EXAMPLE

The Council has been pro-active in its use of electric vehicles in the fleet, with ten Nissan ENV200 being used by various departments across the Council, as well as an EV for the Mayor's car.

Twenty-five additional EV vans have recently joined the fleet to further increase the Council's EV fleet.

In addition, the car leasing scheme promoted by RCBC has focused on promoting electric vehicles to employees, and work is ongoing to see if there are options for longer leases to enable this offering to be available to employees in the lower salary ranges.

STRATEGIC PARTNERSHIPS

In addition to standard EV charger arrangements, there are companies offering other opportunities such as forecourt charging. These organisations lease land in busy traffic areas and build an off-street rapid charging garage style forecourt with amenities.

Two locations in the Borough have been identified as suitable sites, and these are being advertised to interested parties.

INNOVATIVE PROJECTS

The LEVI (Local Electric Vehicle Infrastructure) Fund has recently started its first round of pilot projects, with the opportunity of a second round of pilot projects in 2023. This second round is being headed by TVCA.

In addition, the funding landscape is constantly reviewed for EV Charging and grid upgrade grant opportunities.

5 Other considerations

GRID AVAILABILITY

Grid availability has been one of the biggest challenges to date. Several promising locations for chargers have had to be shelved as the cost to upgrade the grid has made the location uneconomic. This is a particular issue in Saltburn. Two 7 kW chargers have been installed in Cat Nab car park, as the grid cannot support more.
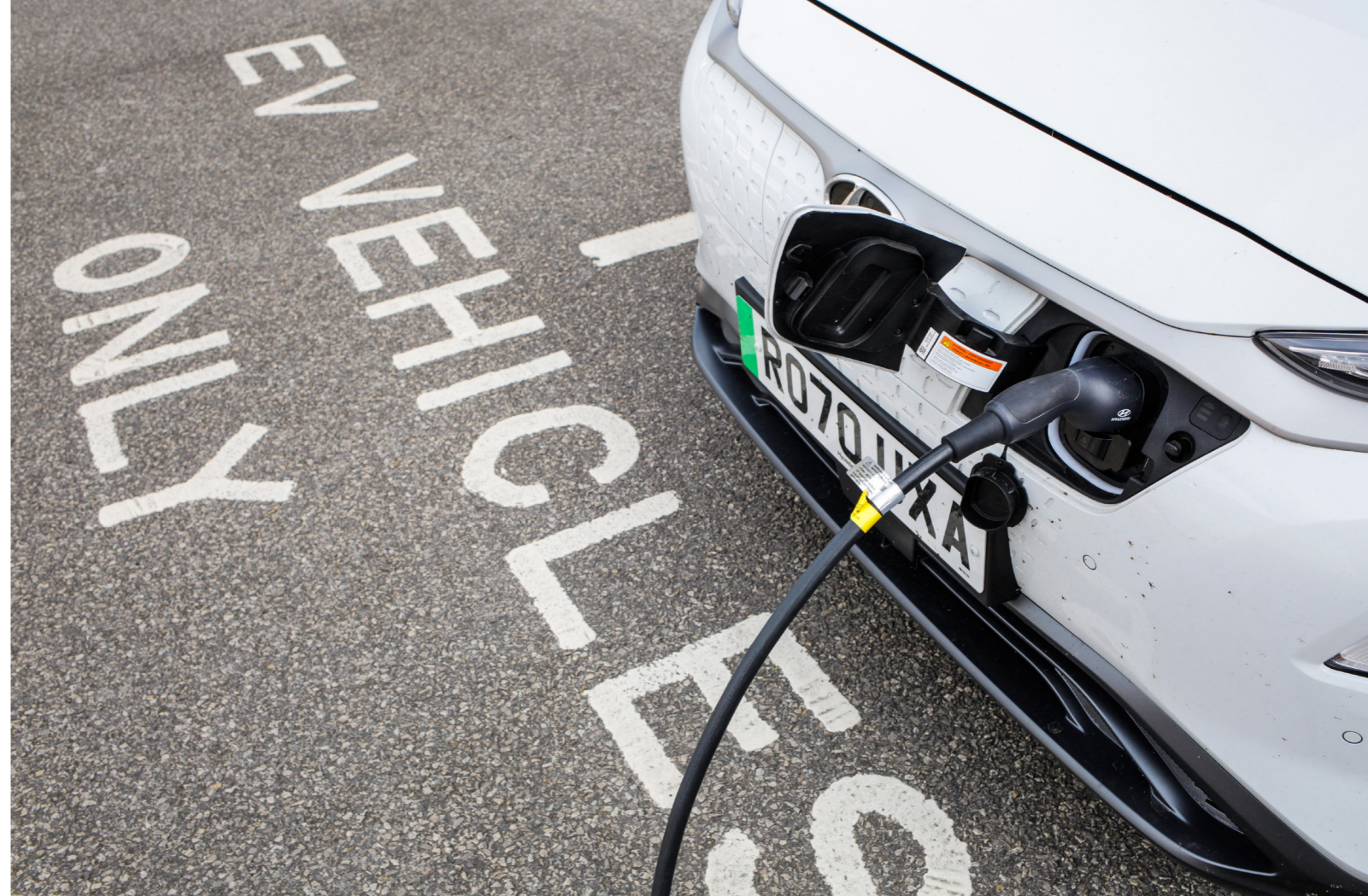
A recent grant bid application for assistance with grid upgrade costs, offered by the North East and Yorkshire Energy Hub failed, but other options are being investigated.

ON STREET CHARGING

This is split into two areas:

- on street charging using street furniture and the Council's electricity supply

- facility to allow residents to charge their vehicles using their own electricity supply.

London, and other cities in the UK, have implemented on street charging using supply from lighting columns or dedicated bollards/ posts. Many lighting columns in Redcar & Cleveland are set back from the edge of the pavements, making this option difficult for us to implement. Adding bollards/posts to the streets does offer a solution but adds to potential obstructions on pavements.

There is a call from residents with on street parking to consider a method to enable them to charge their vehicles using their own electricity supply. The driver for this is to keep their charging costs within their control, rather than paying an uplift to charge via a charging network. There is a reluctance to offer a solution at this time as the legal implications to the Council, in the event of an accident, are still to be determined by English law. More work will be required for dedicated on street charging and there are a number of Innovate UK trials taking place across the country, to determine the best solution.

6 References

1. TfN EV Charging Infrastructure Framework (windows.net)
2. Electric vehicle charging infrastructure: help for local authorities - GOV.UK (www.gov.uk)
3. Workplace Charging Scheme: guidance for applicants - GOV.UK (www.gov.uk)
4. 'Destination charger - is a term coined by Tesla to describe a Supercharger or recharging station that is situated somewhere that is fun, offers amenities, or is otherwise worth visiting aside from simply juicing up the battery'.
5. PAS-1899 | BSI (bsigroup.com)

ACCESSIBILITY

Wherever possible, we are ensuring our EV bays are the same size as disabled bays to provide greater accessibility. A few TVCA EV chargers have been installed with parking stops, but these will be not be implemented in in future. TVCA's supplier is considering bollards which protect the charger but do not block access for wheelchair users. Bollards can prevent those in wheelchairs accessing the charger. Where possible, dropped kerbs will be installed.

The British Standards Institute has recently issued BSI 1899:2022[5] 'a new standard giving designers, procurers, and installers essential specifications on how to provide accessible public chargepoints for electric vehicles'. Future installations in the Borough will take account of these Standards.

FUTUREPROOFING

The number of EV Charging points provided in new or refurbished car parks in the Borough will be reviewed and agreed between the Climate Change, Place Development Investment and Highways Teams going forward.

An important aspect of EV Charging projects is to ensure the future of the installed network. All equipment and software to be OCPP (Open Charge Point Protocol) compliant to enable changes in network suppliers, if needed. Unlike previous iterations, upgrades to equipment are included in arrangements with Zapcharged.

Other barriers to futureproofing will be assessed as they become apparent.