

Slough Borough Council

Report To:	Cabinet
Date:	24 May 2023
Subject:	Electric Vehicle Charge Point Tariffs
Portfolio:	Transport & The Local Environment
Chief Officer:	Richard West
Contact Officer:	Savio DeCruz / Jason Newman
Ward(s):	Britwell & Northborough; Central; Chalvey; Cippenham Green; Farnham; and Langley St Marys
Key Decision:	YES
Exempt:	NO
Decision Subject To Call In:	YES
Appendices:	Appendix A – Map of Council EV Charge Points Appendix B – Details of Council EV Charge Points Appendix C – Council Public Charge Points Usage 2016 to 2022 Appendix D – Council Public Charge Points Usage 2022

1. Summary and Recommendations

- 1.1 This report sets out the current infrastructure, usage and costs of the Council's public electric vehicle (EV) charging network and proposes application of a consistent tariff structure across the network together with incorporation of dormant workplace assets ahead of a comprehensive EV infrastructure strategy being drafted later in 2023. It also updates on recent funding allocations under the Local Electric Vehicle Infrastructure scheme.

Recommendations:

Cabinet is recommended to:

- a) Authorise the existing electric vehicle charge point fee tariff structure to be rolled out to all charge points on the Council's public EV charging network; and
- b) Agree the switch of EV workplace charge points in the basement level at Herschel Multi Storey Car Park (MSCP) to public EV charging on the Council's network.

Cabinet is asked to note that:

- c) A report will be brought to Cabinet in December 2023 with a draft EV infrastructure strategy to consider how future charging needs can be enabled by the Council through on-street, destination and enroute charge points. The Council will also work with the other Berkshire authorities in 2023/24 to also develop a Berkshire wide EV Infrastructure Strategy.

Reason:

- 1.2 Agreement to these recommendations will enable the Council's EV public charge point network to move towards a cost recovery basis, so that users of the EV network are paying for the electricity and operational costs. This will also fund the maintenance agreements needed to improve the reliability of the current network. Development of an EV infrastructure strategy will enable the Council to meet Government expectations and access further funding; to meet the future charging needs of residents and businesses; and where possible develop the network to generate an income.

Commissioner Review

Commissioners are content with the recommendations.

2. Report

Introductory paragraph

- 2.1 The council's Corporate Plan includes priorities which are supported by the decisions described in this report:
 - **A council that lives within our means, balances the budget, and delivers best value for taxpayers and service users** – the proposal in this report seeks to ensure that we recovery all costs associated with our provision of a public EV charging point network with the potential to generate a surplus.
 - **An environment that helps residents live more independent, healthier and safer lives** – facilitating transition to electric vehicles reduces exhaust emissions of air pollutants and represents key actions in the Council's adopted Climate Change Strategy and Action Plan, Air Quality Action Plan and Low Emission Strategy. Within this second priority the Corporate Plan pledges to continue to promote sustainable transport, reduce Slough's carbon footprint and work to bring down local air-pollution and greenhouse gas emissions targeting reducing the number of air quality management areas in the Borough.

Options considered: -

Option	Description
1	Option 1 – No Change – continue to offer some 'free' vend EV charge points The Council currently provides a public EV charge point network of 42 sockets. This has been developed in phases over the past decade. In the infancy of electric vehicles, charge points were offered to early adopters of the technology

at no cost for the electricity to promote uptake of low emission vehicles. Offering free charging in underutilised Council car parks was also a way to increase parking income and compete with other town centre parking options. Eleven of the existing Council public charge points currently do not levy a tariff for charging. The electricity cost to the Council in 2022 from the free charge points was £16,890. The Council could opt to continue to offer some 'free' vend charge points.

While increasing the uptake of low emission vehicles in the local fleet brings a reduction in road transport emissions in the Borough with corresponding air quality and health benefits, the cost of charge point electricity from non-tariff charge points is currently borne by Council tax payers and not EV users. Without user tariffs in place across the network, the Council has not been able to prioritise funding to retain maintenance contracts on any of the charge points, which has led to significant down time and reliability issues on the network, negatively impacting on user experience and damaging local EV uptake. In addition, having regard to the Council's current financial situation, it is not reasonable to prioritise free charging points to private vehicle owners.

Over the past 18 months the unit price of electricity (p/kWh) has approximately tripled. While the cost of wholesale electricity has started to fall the market remains very volatile and unit prices are expected to remain high in the medium term and may never return to pre-pandemic/ Ukraine war levels. Therefore, the cost of electricity is likely to remain high.

This option is not recommended.

2

Option 2 – Tariff across the Council's existing Public Charging Network

This option would be to levy a consistent tariff across the Council's existing public charging network. The tariff would be set on a cost recovery basis to cover energy costs, operator charges (payment handling and software operations), and maintenance and repairs. This would enable maintenance contracts to be put into place to improve the reliability, user experience and uptake of the network.

Usage of EV charge points have risen year on year as the number and proportion of EVs in the UK vehicle fleet has risen sharply. This will continue in the coming years as we head closer toward the ban on sale of cars and vans solely powered by petrol and diesel in 2030. This means that electricity consumption of 'free' vend charge points will also continue to rise, escalating the cost to the Council of electricity to these non-tariff charge points. There were previously other 'free' vend charge points offered by businesses in the Borough to encourage custom. However, the charge points at Tesco Extra on Wellington Street, for example, now levy a tariff of 28p/kWh for a 7kW charger, 40p/kWh for 22 kW fast charging and 50p/kWh for a rapid 50kW charger. This option would set the Council in line with other charge point operators in the Borough.

This option is recommended.

It is also recommended that we switch existing unused workplace charge points in the basement level of the Herschel MSCP to the Council public charge point network. This would enable these dormant assets to be used for

the benefit of local residents, workers and businesses (as EV drivers and owners) by immediately extending the Council's network without any capital investment or lengthy procurement.

Background

- 2.2 In the UK from 2030 the sale of new cars and vans fuelled wholly by petrol or diesel will be banned, with a ban on the sale of hybrid cars and vans to follow in 2035. Nationally at the end of September 2022 over 19% of all new car registrations were plug-in hybrid or battery electric cars. The total number of plug-in vehicles in the UK climbed past 1 million, accounting for 2.5%, or 1 in 40, of all registered vehicles on the road.
- 2.3 Slough has been consistently reported by Department for Transport vehicle statistics over recent years to be in the top three local authorities in England for total numbers of plug-in vehicles registered to the Borough. However, statistics have now been disaggregated for company and private vehicles confirming that the overwhelming majority of these ultra-low emission vehicles are company vehicles, mostly likely to be associated with major vehicle leasing companies head quartered in the Borough. While 18.5% of the company fleet registered to Slough is comprised of ultra-low emission vehicles, only 0.56% of the private fleet registered to Slough were battery or plug-in hybrid electric vehicles as at the end of September 2022.
- 2.4 Access to sufficient, reliable and reasonably priced public charge points remains to be one of the main barriers, both real and perceived, to EV uptake. This is particularly relevant as the price of new EV cars and vans (relative to petrol and diesel models) begins to fall and the supply of second hand EVs increases, thereby alleviating the barrier of high initial purchase costs. The above figures on the number of private vehicles registered to Slough highlight that EV uptake lags the national and regional average and that more needs to be done to ensure that residents are supported to make the transition from combustion fuelled vehicles to electric or alternative fuels.

Existing Public Charge Point Network

- 2.5 There are currently 39 electric vehicle charge points owned by the Council – of these 23 charge points (with 42 sockets) are on the public charging network. These have been installed over the past decade at some Council facilities such as public car parks, leisure centres, libraries or community centres. A map showing the location of the Council charge points is provided in Appendix A. Details of all existing EV charge points, public and workplace, are tabled in Appendix B. These are located in the Britwell & Northborough, Central, Chalvey, Cippenham Green, Farnham and Langley St Marys wards. About half of the public charge points (11 no.) do not currently levy a charge to the driver for use, though parking charges and restrictions apply at some locations.
- 2.6 Since 2016 there have been over 20,500 charge events of the Council's public EV charge point network. Usage of the charge points has been growing year on year, including during the COVID-19 pandemic (see graph in Appendix C), though implementation of parking stay restrictions and reliability issues have impacted on usage at a number of the sites, particularly at Langley Leisure Centre. In 2022 there were 7,060 charge events on the network drawing 131,038 kWh of energy.

- 2.7 The 11 charge points offering free electricity accounted for just under 40% of the charge events and 44% of the electricity usage by the network (see Appendix D). The remainder of the Council's public charge points are operated on a user tariff basis which covers the cost of electricity.

Herschel Multi-Storey Car Park Basement

- 2.8 The basement level of the Herschel Multi-storey Car Park (MSCP) is not part of the public car park. A total of 50 spaces are within the legal agreement of Observatory House to provide workplace car parking associated with the offices. This agreement would need to be amended in the future should the Council wish to sell Observatory House but wish to use the ground floor for public parking.
- 2.9 When purchasing Observatory House, the basement car park was intended to house a fleet of electric pool cars which were to be purchased for use by Council Officers and Members (known as the Fleet Challenge Scheme). This was to replace the employee cost per mile scheme (known as grey fleet mileage) for use of a private car for business usage and was intended to bring cost savings to the Council while significantly reducing our carbon footprint. The full implementation of the Fleet Challenge Scheme was delayed due to the Covid lockdowns. The Covid lockdown has changed the concept of workplaces for many businesses and many staff are now able to work from different locations and provide some services virtually via use of technology, which means the Council's accommodation needs and Fleet Challenge Scheme requires review.
- 2.10 The basement parking level was intended to only be accessible via a separate entrance accessed via the Observatory House service yard but this has not in fact the case. In consequence, the workplace (PodPoint) EV charge points on the basement level have been accessible to public car park users. Heras fencing has now been erected to prevent this access in the interim period. Energy usage by the electric vehicle (EV) charging points will have been free to the user, as is the case with all EV charging points in Hershel MSCP and Hatfield MSCP however, parking fees would still apply to all spaces in the car park.
- 2.11 In 2022 the basement charge points were utilised for 766 charge events, drawing 12,440 kWh of power. If a parking fee of £5 were paid by each driver (for a 5 hour + stay) while charging, the parking income from use of these bays would have been £3,830, compared to an electricity cost of £3,608.
- 2.12 From 24 January 2023, the basement was re-fenced off and returned to be solely a storage area and car park for building maintenance contractors' vehicles pending a decision about whether to formally open the basement PodPoint charge points to the public.
- 2.13 The location of the charge points was not advertised by the Council and they did not appear on any EV charging applications, though usage grew by word of mouth. The back-office software on the charge points mean that the charge points can be 'switched' to public charge points within 24 hours, at a tariff set by the Council, and would appear on the PodPoint app and website, as Charge Point Operator. As with our existing network, their location could also be advertised at no cost on Zap Map - the market leading website and app providing searchable maps of EV charge points across all charge point operators.
- 2.14 If the basement charge points were made available and advertised to the public, based on the 2022 usage this could generate £5,500 of additional income.

- 2.15 If any decision were taken to sell or lease Observatory House with car parking the charge points could be removed from the public network again within 24 hours via settings on the back-office system. This can be done for all the charge points or selected charge points if some charging bays were required to be reserved for SBC fleet or pool cars.
- 2.16 No change is proposed to car park operating hours. Therefore, charge points would only be accessible when the car park is open: 07.00 to 22.00 – though public and or residents could choose to leave their vehicles charging overnight whilst the car park is closed. Overnight parking is already permitted in the Herschel MSCP, subject to an increased parking fee of £8.
- 2.17 To ensure that public access to the Observatory House service yard is restricted, and that public could not inadvertently exit the car park this way, the two shutter doors into the basement level from the service yard would need to be left permanently closed.
- 2.18 Within the Observatory House service yard, at surface level adjacent to the office building, there is also a rapid EV charger and one dual fast charging point. The rapid charge point has not been used and the bays for the fast charger are used by the remaining three Council electric pool cars. These bays were originally intended to be used by SBC Building Management electric vehicles and no tariff is charged. The implementation of this scheme was delayed due to Covid lockdown but is now being revisited. The Council's Building Maintenance service, which recently (as of 1 March 2023) returned in-house following the end of the contract with Bouygues, will need vans to be procured by the Council for use by directly employed officers.

Brunel Way Charge Point

- 2.19 The rapid charger at Brunel Way has been out of service since October 2020, is beyond economic repair, and requires replacement. The Council will explore options for its replacement as part of the new EV infrastructure Strategy that will be developed and presented to Cabinet later in the year.

3. Implications of the Recommendation

3.1 Financial implications

- 3.1.1 There are no costs to switch 'free vend' to 'chargeable vend' and this will prevent the Council incurring unbudgeted electricity costs. These costs are variable depending on the cost per unit of electricity and the number of uses but are currently approximately £17,000/year. This is funded by an existing budget of £30,000.
- 3.1.2 The projected income is subject to demand but is estimated to be £22,500 per annum. The estimated income is based on applying the 2022 usage tariff charges. This income will need to cover both the cost of electricity and the cost to provide reliable maintenance arrangements to prevent down time. At this stage the assumption is that we will achieve full cost recovery with a nominal surplus. Once we have trend data then we will be able to determine the extent to which this service will generate a net income to the Council for 2024/25 and beyond.
- 3.1.3 In March 2023, the Council was awarded £72,180 from the Local Electric Vehicle Infrastructure (LEVI) Capability Fund for additional officer resource to develop an

EV Infrastructure Strategy for Slough, to contribute towards a Berkshire-wide Strategy, and project manage EV infrastructure projects.

3.1.4 At the end of March 2023, the Council was provisionally allocated a further £328,820 from the Capability Fund across financial years 2023/24 and 2024/25, and up to £2,233,000 from the LEVI Capital Fund. This funding is discussed further in sections 3.6, 3.7 and 3.8.

3.2 *Legal implications*

3.2.1 In November 2020 Government brought forward the date that sales of all new cars and vans wholly powered by petrol and diesel would end to 2030. The Government plans to introduce targets for sales of clean vehicles from 2024 and they expect a minimum of 300,000 public chargers by 2030.

3.2.2 There is currently no statutory duty on the Council to provide public electric vehicle charging, although the Council has other overarching duties in relation to air quality, planning, transport and environmental standards.

3.2.3 The UK electric vehicle infrastructure strategy (DfT, 25 March 2022, [Taking charge: the electric vehicle infrastructure strategy](#)) outlines that the Government will transform local on-street charging by putting an obligation on local authorities (subject to consultation) to develop and implement local charging strategies to plan for the transition to a zero emission vehicle fleet.

3.2.4 Ahead of any legal obligations, to support local authorities the Government has introduced the Local Electric Vehicle Infrastructure (LEVI) Fund comprising a Capability Fund for additional resources and a £400m Capital Fund for deployment. All local authorities in England have been allocated a maximum funding amount from each pot, rather than being required to competitively bid¹. To receive the funding, the Council will be required to demonstrate how the funding will be used to meet the scheme objectives. This funding is discussed further in sections 3.6, 3.7 and 3.8. These grant payments will be made under Section 31 of the Local Government Act 2003.

3.3 *Risk management implications*

3.3.1 The following key risks have been assessed: -

No.	Potential Risk	Mitigation
1	Fleet need for charge points and or spaces at Herschel MSCP basement level	Individual charge points can be programmed back to workplace use only within 24 hours.
2	Lease or sale of Observatory House requiring car parking bays	

¹ Local Electric Vehicle Infrastructure (LEVI) funding amounts: Capital Fund <https://www.gov.uk/government/publications/local-ev-infrastructure-levi-funding-amounts/local-electric-vehicle-infrastructure-levi-funding-amounts-capital>
Capability Fund: <https://www.gov.uk/government/publications/local-ev-infrastructure-levi-funding-amounts/local-ev-infrastructure-levi-capability-funding-amounts>

	to be transferred to new occupiers/ owners.	
3	Lack of use of Herschel MSCP basement level chargers by public	There are no costs associated with switching the charge points from workplace to public. If there is no usage, no energy costs will be incurred by the Council. The tariff will be set on a cost recovery basis to cover energy, operational and maintenance costs.
4	Lack of use by public of existing chargers where tariffs newly applied.	Two locations (Salt Hill and Montem Lane) have operated for a number of years with one free charge point and one levying a tariff. Usage of the tariff charge points even in these locations demonstrate that the public are willing to pay a reasonable tariff when free charging is not available (i.e. due to being in use or out of order). It is anticipated that there may be an initial drop in usage, but it is considered that usage will return and then continue to grow if charge points are reliably maintained.
5	Lack of Officer resource to manage the network and develop the EV Infrastructure Strategy	The Council has been allocated ring-fenced funding under the LEVI Capability Fund for officer resource (through to the end of 2024/25) to drive forward EV projects.

3.4 *Environmental implications*

- 3.4.1 The proposals align with the Council's Climate Change Strategy and Action Plan and Low Emission Strategy.
- 3.4.2 The Council's Climate Change Strategy and Action Plan, adopted December 2021, evidences that emissions from transport represent 30.8% of Slough's emissions profile, with 23.2% of emissions from on-road transport. The Climate Change Strategy outlines that one of the most important steps to reducing transport emissions in Slough is the transition to electric vehicles.
- 3.4.3 A key aim of the Council's Low Emission Strategy is to improve air quality and health outcomes across Slough by reducing vehicle emissions through the accelerated uptake of cleaner fuels and technologies. The Strategy supports home and workplace charging as the primary charging locations utilising the local planning process, corporate social responsibility and private sector investment, but recognises the need for a strategic Slough public charge point network and ensuring charging opportunities are available for residents with and without private driveways.
- 3.4.4 Addition of charge points in Herschel MSCP basement to the public network and securing the financial sustainability and reliability of the existing charge points on the network are short-term actions to maximise charging opportunities for residents and businesses. The proposed EV Infrastructure Strategy later in 2023 will update the electric vehicle objectives and actions from the 2018 Low Emission Strategy and work

towards the landowner, policy and strategy objectives of actions for the Council in the Climate Change Strategy to enable the switch to electric vehicles.

3.4.5 The Council's electricity supply contract is from 100% renewable energy sources to minimise the Council's carbon footprint.

3.5 *Equality implications*

3.5.1 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty and under s.149 it requires Public Bodies as decision makers to have 'due regard' to achieving several equality goals, which includes the need to:

a. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.

b. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

c. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

3.5.2 Relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

3.5.3 The broad purpose of this duty is to integrate considerations of equality into day-to-day business and keep them under review in decision making, the design policies and the delivery of services.

3.5.4 Accessibility to EV charging infrastructure is an issue impacting upon disabled people, particularly as EV drivers and prospective users of charge points, due to need to connect cables to vehicles, trailing cables, weight of cables, lack of space around bays to circulate, height of user interfaces with the charge point and any kerbs or anti-vandalism barriers around charge point units.

3.5.5 The current proposals relate only to use and tariff structure of existing charge point units. No new charge point units are to be installed as part of these proposals.

3.5.6 There is no step-free pedestrian access to the charge points in the basement level of Herschel MSCP. Those unable to use steps would be required to ascend the vehicular ramps to the ground floor to exit the car park. There is no designated pedestrian walkway on these ramps. The lack of step-free access to these charge points can be added to the information on the operator's app and on Zap Map. The charge points on the top floor at Herschel MSCP do have lift access.

3.5.7 Within the proposed EV Infrastructure Strategy to be developed for Cabinet approval later in 2023, equality implications for disabled people will need to be fully considered to follow legal requirements, as well as best practice wherever possible, to try to ensure that through procurement requirements that future EV charging infrastructure is as accessible to all as possible. The draft strategy would be supported by an equality impact assessment.

3.5.8 Motability, the charity, have worked with the UK Government Office for Zero Emission Vehicles (OZEV) to sponsor a new accessibility standard for public EV charge points (PAS 1899:2022, Electric vehicles – Accessible charging – Specification), developed by the British Standards Institute (BSI). Research from the charity Motability predicts that by 2035, 1.35 million disabled people will rely on public electric vehicle (EV)

charging points either some or all the time. The Publicly Available Specification (PAS) sets out the minimum accessibility requirements for EV charge points, and includes settings where more enhanced accessibility measures can be used.

3.6 *Procurement implications*

- 3.6.1 The EV charge points in the basement of Herschel MSCP will continue to be operated by PodPoint, who supplied the charge points. The charge points remain under manufacturer warranty and are covered by existing maintenance contracts through to June 2024.
- 3.6.2 The existing charge points on the Council's public charging network are currently operated by BP Pulse, a subsidiary of BP, which acquired the Charge Your Car and Chargemaster (branded as Polar) networks under which the Council's public charge points were installed. There are no data management or maintenance contracts currently in place with BP Pulse.
- 3.6.3 In 2023 officers will develop a draft EV Infrastructure Strategy, one of the objectives of which will be to review the current public charge point operating model and potential commercial opportunities to look at income generation from this network asset. This is likely to culminate in a procurement exercise in late 2023/24, in accordance with the Council's Contract Procedure Rules, to identify the best value Charge Point Operator to meet the Borough's needs. In the interim a one-year contract would be entered into to provide maintenance to improve the reliability of the charge points.
- 3.6.4 On 30 March 2023 the Council was provisionally allocated £2,233,000 grant funding from the LEVI Capital Fund for deployment of electric vehicle charging infrastructure for the primary benefit of residents without off-street parking. The funding will be provided in one of two tranches, either in financial year 2023/24 or 2024/25. The first stage of the application process is to complete an Expression of Interest outlining the Council's proposal for this funding by 26 May 2023. It is anticipated that the Council will be assigned to Tranche 2 requiring a Stage 2 application, involving a full business case and detailed deployment plans (based on the Council's forthcoming Electric Vehicle Charging Infrastructure Strategy), post November 2023. Following approval of the Stage 2 application, 90% of the Capital Fund allocation would be released to the Council and the Council could open procurement. In line with the Council's Contract Procedure Rules, if the expected value of the contract for works is greater than £1,000,000 Cabinet approval will be required for contract award, and therefore a Cabinet report specific to the LEVI Capital Fund procurement will be brought to Cabinet at the appropriate time, currently anticipated as Spring 2024. The procurement will also be subject to mini business case approval by the Strategic Procurement Review Board and following this, full business case and quotation paperwork submission to the Review Board (Procurement, Legal and Finance), as well as Capital Monitoring Board Approval.

3.7 *Workforce implications*

- 3.7.1 The Office for Zero Emission Vehicles (OZEV) has recently launched the Local Electric Vehicle Infrastructure (LEVI) scheme. This is aimed at supporting local authorities in England to work with the charging infrastructure industry to enable deployment of local charging infrastructure, particularly low power on-street charging infrastructure. The LEVI scheme includes an offer of both funding for additional dedicated EV officer resource (under the Capability Fund) and capital funding for

deployment of on-street EV charging (via the Capital Fund). The Capability Fund will provide funding for additional officer resource through to the end of 2024/25.

- 3.7.2 As outlined above, the Council was initially allocated £72,180 from the Capability Fund. To claim the funding officers were required to demonstrate how the funding will be used to improve capacity and capability for the planning and delivery of EV infrastructure, including the preparation of an EV infrastructure strategy and how the additional resource will help deliver EV infrastructure projects. Part of the funding, up to £10,000, will be set aside to fund development of a Berkshire EV Infrastructure Strategy in partnership with the other Berkshire authorities.
- 3.7.3 At the end of March 2023, a further allocation of £328,820 capability funding for the Council for financial years 2023/24 and 2024/25 was announced by the Department for Transport. To secure and access this allocation, officers will be required to complete a further proforma (by 26 May 2023) to demonstrate how the funding will be used to meet the scheme objectives.
- 3.7.4 The capability funding allocation is based upon a methodology where higher levels of funding have been awarded to Local Authority areas with a greater proportion of properties without access to off-street parking, where current dedicated officer resource for electric vehicle infrastructure is low, and where indices of multiple deprivation and or rurality are high. Consequently, Slough Borough Council has received the highest capability fund allocation¹ in Berkshire and on a comparable level to Buckinghamshire Council.
- 3.7.5 Recruitment for officer resource, based on the initial allocation of £72,180, through to the end of 2024/25 is now underway. This new resource will be used to help develop an EV Infrastructure Strategy and project manage EV infrastructure projects. The resource will be within the Carbon and Sustainability service, which will continue to lead on EV strategy and infrastructure projects. Additional dedicated officer resource will be pursued upon successful receipt of funds from the further allocation, currently anticipated in Summer 2023. Further revenue receipts from the Capability Fund allocation are expected in Spring 2024.

3.8 *Property implications*

- 3.8.1 The charging bays in the basement of the Herschel Multi-storey Car Park are within the 50 parking spaces associated with the Observatory House office and are not part of the public car park. If in the future the Council decided to lease or sell office space at Observatory House or require use of the charge points for its own fleet, the charging bay spaces may need to be withdrawn from the public charging network. Accessibility to the charge points is controlled by back-office software. Making the charge points available to, or withdrawing them from, public use can be achieved within 24 hours. This means that adding them to the Council's public charging network can be easily and quickly reversed, if required.
- 3.8.2 If the basement area of Herschel MSCP is opened to the public, the shutter doors between the Observatory House service yard and the basement will need to be kept closed to prevent public access to the service yard and any circumventing of paying on exit.
- 3.8.3 The existing charge points on the Council's public charging network are located on Council owned land and the infrastructure is owned by the Council. The charge points are currently operated by BP Pulse. In 2023 officers will develop a draft EV Infrastructure Strategy, one of the objectives of which will be to review the current

public charge point operating model and potential commercial opportunities to look at income generation from this network asset. The Strategy will also consider opportunities for expansion of the Council's network to other Council assets and on-street charging on the public highway. Property implications of any expansion will be considered when the draft Strategy comes to Cabinet.

- 3.8.4 On 30 March 2023 the Council was provisionally allocated £2,233,000 grant funding from the LEVI Capital Fund. The allocation methodology provides more funding to areas with low levels of residential off-street parking combined with less developed charging networks, higher indices of multiple deprivation and or rurality. The allocation to Slough is significantly higher than other Berkshire authorities and more than that to neighbouring counties of Buckinghamshire and Surrey¹. The Capital Fund aims to accelerate the deployment of local, primarily low power, on-street charging infrastructure across England. LEVI funded projects must therefore primarily benefit residents without off-street parking, though it can also benefit other groups like commuters, taxis and commercial vehicles (excluding at the businesses' addresses) and can include establishment of local authority supported car clubs. Charge point powers greater than 22kW (i.e. rapid or ultra-rapid) are acceptable in the minority.
- 3.8.5 Given the objectives of the funding, deployment of charge points under Capital Fund projects will be required on Council owned highway land to facilitate on-street charging infrastructure and is also likely to include deployment (or further deployment) in Council owned car parks and Council owned community-based assets (such as leisure centres, libraries, community centres and hubs). Property implications will therefore need to be considered in the forthcoming Electric Vehicle Infrastructure Strategy, and through close working with the Transport Planning team and the Property & Housing Directorate.
- 3.8.6 Compulsory conditions of the LEVI Capital Fund require that the Council must finish any contractual term with a charge point installer or operator with ownership of the Local Connection Assets. This will ensure that the funding invested into deployment of charge points will yield income generation assets for the Council beyond the initial contract term.

4. Background Papers

None.