

Economy, Skills, Transport and Environment Scrutiny Board



10 March 2022

Subject:	On Street Residential Electric Vehicle Charging Scheme
Director:	Director, Spatial Planning and Growth Tony McGovern
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1 Recommendations

- 1.1 That the Economy Skills Transport and Environment Board notes the contents of the report.

2 How does this deliver objectives of the Corporate Plan?

	<p>People live well and age well</p> <p>As outlined in the Black Country ULEV Strategy. The transition to ULEVs from ICE (internal combustion engine) vehicles will dramatically improve air quality throughout the borough, lessening residents' exposure to air pollution and consequent lung and cardiovascular conditions. This transition is reliant on the provision of charging infrastructure delivered by the funding streams such as ORCS.</p>
	<p>A Connected and Accessible Sandwell</p> <p>The UK government has announced that the sale of all new ICE cars will be banned from 2030. Whilst modal shift away from private car use in an urban context continues to be the primary goal of local, regional and national policy, the private</p>



car remains central in providing mobility for Sandwell residents. A supported transition away from ICE cars to ULEVs, ensures that Sandwell residents will continue to have access to a range of modes, including the private car. Infrastructure deployment facilitated by funding streams such as ORCS plays an important role in facilitating this transition.

3 Context and Key Issues

The Black Country ULEV Strategy (adopted by Cabinet in September 2021) highlights a need to deliver 175 7kW public charging sockets by 2025 to support the boroughs transition to ULEVs in light of the Government's 2030 ban on the sale of new petrol and diesel cars. To meet this challenge Transportation Planning, supported by Black Country Transport submitted a successful £300,000 bid to the DfT's On Street Residential Charging Scheme (ORCS) to deliver 37 dual socket 7kW chargepoints (74 sockets) on streets without off street parking where installation of private, individual chargepoints will not be possible. Installation of the chargepoints will not be accompanied by Traffic Regulation Orders.

This funding requires 25% match, which will be required from the charge point operator, and is common practice for ORCS projects. The charge point operator will deliver the hard infrastructure and manage the day to day operation of the charge points on a concession basis. As a contingency the match funding has also been identified from within existing transport budgets, but it is unlikely that it will be used.

The 37 identified sites in the ORCs bid were chosen as most suitable for installation using a first round of ORCS funding. Locations have been selected according to the following criteria:

- Most importantly, non-availability of off-street parking;
- Resident requests for charging infrastructure;
- Suitable pavement and road width to accommodate a charge point;
- Availability of on-street sites not directly located outside dwellings;
- Sufficient electrical grid capacity to serve a charge-point at a non-prohibitive cost;



- Likely Ultra Low Emission Vehicle adoption in an area by residents, as assessed in the Black Country ULEV Strategy.

Given these criteria, proposed locations naturally cluster. Areas of the borough dominated by housing **with** off-street parking would see little benefit from the installation of on-street public residential charging, as residents in these areas will be able to install private charge points on their own driveways. SMBC maintains flexibility to vary the location and number of sites it chooses to install charge points in.

4 Next Steps

Consultation with affected residents to closed on 11th February. Findings from the consultation are currently being reviewed. However, out of the 4,800 letters sent out to affected residents only 27, replied that they objected to an installation of a charge point near their home.

To ensure standardisation across the region and to reduce the amount of replicated work, procurement of a charge point operator is being led by the TfWM procurement team for each of the four Black Country authorities. This work is being undertaken with guidance and oversight from Black Country Transport and internal procurement colleagues. Assessment of tenders will be carried out by transport officers. Key considerations will be a low end-user cost and ease of use of the charge points by residents.

Although one operator will be appointed for the Black Country, each local authority will enter into its own concession contract with the operator. This contract will necessitate that the operator takes on the revenue costs for operation and maintenance of the chargepoints, reducing the risk to the council. Individual contracts will allow a degree of variation between local authorities as to how exactly they wish to operate the network within their area.

The Transportation Planning and Black County Transport teams continue to identify suitable sites for the installation of on-street infrastructure. This information will be used to bid for future funding from ORCS and to deliver charge points using the CRSTS (City Region Sustainable Transport Settlement) funds, of which £7,000,000 has been provisionally earmarked



for the delivery of public charging infrastructure across the West Midlands as a whole.

5 Implications

Resources:	<p>ORCS funding requires 25% capital match funding (£100,000). As stated above, that this will be met through a charge point operator contribution. However, this match funding has been identified from within existing transport budgets as a contingency.</p> <p>There is no associated revenue cost with ORCS. This is because all revenue costs will be funded by the charge point operator. SMBC may receive a share of the revenue income from the operation of these charge points, in partnership with the charge point operator.</p>
Legal and Governance:	<p>Aside from standard contractual issues following the procurement of a charge point operator, there are no legal implications arising from ORCS.</p>
Risk:	<p>All risk for maintaining and operating the charge points will be owned by the charge point operator. is that it will have to be returned due to an inability to deliver charge points.</p> <p>There is also a risk that SMBC will be unable to deliver the charge points. This is an unlikely scenario but would result in reputational damage, potentially limiting SMBC's future ability to successfully apply for OZEV grants in the future. Risks to SMBC's ability to deliver charge points are outlined (with mitigations) in the appended risk register. Aside from the return of the grant funding, there would be no financial penalty incurred by SMBC if it failed to deliver charge points using the ORCS funding.</p>
Equality:	<p>There are no direct equalities implications arising from accepting the bid. However, car ownership, and particularly electric car ownership, is more likely amongst those on higher incomes due to the cost associated with purchasing and running a vehicle. 44% of the borough's households do not own a car,</p>



compared to 20% nationally. Consequently, acceptance of the grant is more likely to directly benefit those on higher incomes. This strategy primarily identifies measures which will support car owners in the borough. Sandwell has a lower than average car ownership level compared to the national average. 44% of the borough's households do not own a car, compared to 20% nationally. Households which do not own cars are more likely to have a lower than average median income.

However, the benefits associated with improvement in air quality and carbon emissions reduction will be felt by all residents. More deprived areas are more likely to suffer from air pollution and therefore benefit from a transition to ULEVs.

The Black Country ULEV Strategy identified areas which are 'most suitable' for installation of public on-street residential charging infrastructure. As part of this assessment, Cenex took into consideration several factors including: lack of access to a driveway (most importantly), car ownership and median income. Areas with a higher than average income were more likely to be assessed as more suitable for installation of infrastructure because, given the cost ULEVs, those with higher incomes are more likely to be early adopters.

To mitigate this, Sandwell officers asked Cenex to also assess areas with the median income factor being discounted. The resultant findings were not fundamentally different to the original, as the most important factor was lack of access to a driveway (in general those living without access to off street parking have lower incomes than those with driveways anyway).

When identifying sites for the installation of infrastructure, officers have not solely been guided by the mapping produced by Cenex and will continue to ensure an equitable coverage across the entire



	<p>borough balancing all relevant factors when assessing locations for charging infrastructure.</p> <p>Additionally, charge points will be placed on the edge of the footway. This may pose an obstruction to those who are less able or visually impaired. This has been mitigated by only selecting locations which have a minimum footway width of 1.8m.</p> <p>In assessing tenders from charge point operators, officers will reward tenders who offer low end users costs for charging, reducing financial barriers to use of the infrastructure.</p>
Health and Wellbeing:	<p>The whole of Sandwell has been a designated Air Quality Management Area (AQMA) since 2005, because of lower than average air quality across the borough. This low air quality has resulted in increased prevalence of heart and lung disease. Installation of charging infrastructure supports a transition away from ICE vehicles (the prime contributors to poor air quality) to cleaner ULEVs.</p>
Social Value	<p>Installation of chargepoints will generate additional demand for skilled labour, likely focussing on the civil and electrical engineering disciplines. Local employment and supply chains will be sought for during procurement. Social value benchmarks including local training, employment and supply chain strengthening have been included into the procurement documentation.</p>

6 Appendices

Appendix 1 – Map of ORCS Charge Point Locations

Appendix 2 – ORCS Risk Register

