

Parish Council Electric Vehicle (E.V) Charging Points - Round Table Discussion points

Evidence-Is there a current or likely future demand for an on-street residential chargepoint?

- Educating residents about electric cars and E.V chargers
- Door knocking for: handing out a survey, engaging residents with the project and getting feedback for its implementation and where the best location would be
- Release information on the project and announce the need for support and evidence through the village magazine and Parish newsletter, Parish Council website, Parish Council social media e.g. Facebook and Twitter, emails and forums
- Survey own community to identify pressures with on street parking and the current or future desire for E.Vs
- Include as a discussion point for the next Parish meeting
- Review national/ local data on usage regularity/ frequency for knowledge on current and future uptake of E.Vs

Points of consideration for engagement

- How will you log and keep track of the residential data? – quantify/ spreadsheet?
- What matters to residents? Air quality, carbon reduction and cost efficiency?
- Evidence of parking difficulties
- Gaining support from pubs, shops and events in the local area
- What, if anything, is in the Parish plans for this project currently or in the future?
- Parish Councils could appoint environment champions to push this project and to gather evidence and interest for it
- Proportion of people that have to park on-street?
- Design of unit to look 'in place' with the rest of the surrounding area
- The style/ type of chargepoint that you want
- Must be accessible to residents
- Proportion of residents who already have an E.V?

Parish Council Electric Vehicle (E.V) Charging Points - Frequently Asked Questions

Chargepoints

Question	Answer
1. Average cost of the chargepoint?	This cost will vary depending on the type of chargepoint that you wish to buy. On average, prices begin at £300 and extend into the £1000s depending on the chargepoint and the services that come with it. See question 22.
2. Government is offering to fund 75% of the cost of an Onstreet Residential Chargepoint. To get the remaining 25% grant funded can we use the A14 community fund?	We have asked for clarification on this from the fund organisers, and will circulate the response when we receive it.
3. Can we do our own application by ourselves/ have a phased approach with the application?	You can do the application by yourself, please see question 7. We will only be putting in one application covering all of the Parishes taking part. This approach will streamline the project administration while generating economies of scale when procuring the chargepoints.
4. Are national trust car parks eligible for the car park applications?	In order to install the chargers in a private carpark, you will need to enter into a contract with the car park owner. It should be noted that if the car park is not to be located in a residential area, it would not be eligible for funding. This tends to mean chargepoints should be located within a 10 minute walk from the homes of those who are the intended users.
5. Can a few smaller Parish Councils get together to put an application in?	Yes - if you wish to group together and put in the application without the County Council support the following would be useful. Information and guidance from OLEV, who are awarding the grant here Information and guidance from the Energy Saving Trust, who are assessing the application here Contact email below if you need any further information or to request an application form. 'onstreet chargepoints' onstreetchargepoints@est.org.uk
6. How do you stop non-electric vehicles from using the designated charging space?	We would suggest that just as you would with a disability or young family parking spot, to indicate where the designated space is. This could be through having a painted stencil or a notice/ sign. A good communications strategy would also be key here.

<p>7. Is there a database that we can use to find out who in the community has E.V chargepoints?</p>	<p>Unfortunately there is no database to find private domestic E.V chargepoints. There are however websites where you can find public chargepoints such as the examples below.</p> <p>https://www.thechargingpoint.com/map/ https://www.zap-map.com/live/</p> <p>To find out how many residents have a domestic chargepoint you will need to undertake a survey of your residents.</p>
<p>8. Will the parish council have to pay any upfront costs to CCC?</p>	<p>No- the Parish Council will need to organise the 25% match funding, but there will be no upfront costs to pay to the Council.</p> <p>Once the chargepoints have been installed, the Council will make a grant claim to OLEV, this will cover the 75% eligible costs. The parish will then need to pay the Council the remaining 25%, and any ineligible costs.</p>
<p>9. Why are rapid chargers not an option to install?</p>	<p>The costs of rapid chargers and connection cost to the grid is too high. Rapid charging speeds are not required where vehicles will be parked for a few hours. and as such OLEV are not offering to fund rapid chargers through the grant scheme.</p>
<p>10. Will 1 chargepoint be enough if there are multiple E.V's in the community?</p>	<p>Fuelling a car at a chargepoint is much the same as fuelling a car at a petrol station. Whilst the chargepoint will take longer, you only use the charger as and when needed depending on how often the car is used. You shouldn't need to charge your E.V every day, hence multiple electric vehicles should not be an issue.</p> <p>You may wish to consider an E.V charger with a dual charging head or, if your evidence suggests it is needed, put forwards the case for more than one chargepoint.</p>
<p>11. Will V.A.T be included in any costs to the Parish Council and how will this work with the arrangement and relationship with the County Council?</p>	<p>This will depend on the circumstances of each Parish. In some instances you may be charged VAT, but can then reclaim it later on.</p> <p>This will be established as the project moves forward.</p>
<p>12. Is there a possibility that the joint application will be rejected?</p>	<p>We will be working with the Energy Saving Trust in submitting the application. They are able to offer us advice and guidance on our application whilst we are putting it together.</p> <p>EST can also send our application back to us with feedback if they need any more information in order to assess the application.</p>
<p>13. Will there be any costs after the installation once it is installed that the Parish Council will have to pay?</p>	<p>This will depend on the service you have with the chargepoint "back office" provider. Many will provide services such as electricity supply and maintenance as part of the contract.</p>

14. What is a back office provider?	A back office provider is a business that operates the data gathering and financial charging arrangements for a network of chargepoints. Back office providers also typically gather data on chargepoint faults and pass this on to chargepoint maintenance providers.
15. What is the life expectancy of the chargepoints?	It is estimated that the life expectancy is 10 years.
16. Would the Parish own the chargepoint?	Yes as you will be purchasing it with the grant from OLEV and the match funding.
17. Would the PC have to control and manage all finances associated?	Yes – as you will own the chargepoint. This may be different if you have a different arrangement with the chargepoint supplier.
18. Who will be buying the power/ electricity? Will that be the individual?	The power supplying the chargepoint will be paid for wither by the Parish or through the back-office supplier. An individual using the chargepoint to charge their car will pay for the electricity they fuel their vehicle with.
19. What cost/ rate will the resident be paying for electricity? In pence?	This will depend on the chargepoint you decide to purchase and the agreement that you will have with the supplier.
20. Will the P.C's become bankers for the energy use?	No. this will be the role of the back-office supplier.
21. Is it just a glorified socket?	Chargepoints are essentially high current, weather-proofed electricity supplies with metering and data communication facilities (to identify the user, record and transmit the kWh drawn from the chargepoint to the back office service provider etc). Just like a domestic socket they supply 230V AC electricity.
22. What's the range of suppliers for chargepoints and what does the current market look like?	There are numerous charging suppliers in the U.K. as shown listed in the following websites at API electrical and Chargepoint Services . Podpoint and Instavolot are two large companies not shown in the above lists.
23. What are the commitments of the Parish Council for maintenance and what will this involve? Will there be a maintenance contract?	One of the conditions of receiving the grant is a commitment to maintaining the chargepoint for a minimum of 3 years. To do this you will need to have a maintenance agreement in place – depending on the chargepoint or back-office supplier this will be included in your contract with them.
24. There are some local authority car parks that charge for their use. Do you expect residents to use the car park with chargepoints free of charge?	Yes, during the night at a minimum.

<p>25. Can we put a charger in school car parks?</p>	<p>If you are using a car park it must meet the following criteria:</p> <ul style="list-style-type: none"> • Your car parks must be owned by the LA or • Accessible 24/7 • At a minimum, local residents must be to use the car parks for free overnight • Each chargepoint must have a dedicated EV bay • Commitment to keep usage under review and consider restricting access if residents are struggling to access them • Communications strategy e.g. a launch of chargepoints which targets local residents
<p>26. Do the chargepoints that we install have to be the tall or can they be more discreet?</p>	<p>The Parish Council will choose its own chargepoint. The highways authority will also have an input here as they are responsible for the safety of the highways and pavements. You will evidence why your chosen chargepoint will be the best for your needs.</p> <p>This will be something that will be discussed at the second workshop.</p>
<p>27. Where can I find more information about chargepoints?</p>	<p>A few key online information sources are listed below.</p> <p>https://www.goultralow.com/how-do-you-charge-an-electric-car/ https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints http://www.energysavingtrust.org.uk/transport/street-residential-chargepoint-scheme http://ukevse.org.uk/resources/faqs/ http://ukevse.org.uk/charge-points-chargers/ http://ukevse.org.uk/resources/procurement-guidance/</p> <p>Individual chargepoint manufacturers, installers and back office providers will be able to provide information about their products and services.</p>

On-Street Electric Vehicle Chargers – Information Required for the Application: Eligibility

Please complete the information requested to the best of your ability, being as accurate as possible. The information you provide must be specific, as the application requires detailed justifications and explanations of your parish's suitability for funding.

Attached to this document is a copy of the ORC Scheme – Local Authority Application Form. The information asked for is structured around Part C of the application, which is aimed at understanding whether you meet the criteria for receiving this grant. Please feel free to add any extra information you feel would aid your application.

If you need a base map of your parish provided, please contact us at the email address below.

Please return your answers and supporting documents by email to mlei@cambridgeshire.gov.uk by **Friday 31st May 2019**.

A) Location meets current/future demand

1. Why would you like an EV chargepoint in your Parish?
2. Do you have a Parish Plan with Energy or Carbon targets (or similar)?
3. Ideally, how many chargepoints would you like and why?
4. Do any of your Parishioners already own electric vehicles?
 - a. If so, how many?
 - b. Where do they charge?
 - c. Did they face any challenges or difficulties did they come across when installing a chargepoint?
 - d. Did they apply to the Electric Vehicle Home chargepoint Scheme?
5. How many parishioners would consider purchasing an electric vehicle now or in the future?
 - a. What are their main concerns about switching to EV currently?

B) The proposed location lacks adequate off-street parking and in a residential area

1. Where would you like the EV charger located? Please provide a map.
 - a. Is it in a carpark? – Please also answer section E of this questionnaire
2. Why do you want the charger in this specific location?
3. Is this in a residential areas? Please provide a map showing the usage of properties within the surrounding 1km (0.5miles) of your proposed charger location.
4. Types of housing in your parish:
 - a. How many dwellings?
 - b. How many of these have a garage or off-street parking?
Please mark these on a map if possible.
 - c. Are any of the dwelling under any planning restrictions? Eg. A listed building or within the curtilage of a listed building, or within a site designated as a scheduled monument? Please mark these on a map.

C) Chargepoints will be accessible to local residents

1. Will the charger be open to the public to use?
2. How will you ensure local residents have access to the chargepoint? Eg. Would you provide perking permits/ designated parking schemes to ensure only residents can use the charger at certain times
3. Will you charge a fee for usage?

D) Funding

1. How do you intend to fund the remaining 25% of the project, and the non-eligible costs?
 - a. If you intend to seek funding from another source, please provide details.

E) Chargers in Car Parks

There is specific additional criteria of placing chargers in car parks. Please provide evidence that you agree with the following statements:

1. The parish council or County Council owns the carpark
2. The car park is, or will be made, accessible 24/7
3. Local residents can or will be able to use the car park for free over night
4. You will dedicate a bay next to the charger for use only by electric vehicles
 - a. How would you enforce this? This could include designated parking bays.
5. You will commit to monitoring usage, and consider restricting access to the public if local residents are struggling to access the charger
6. You will create a communications strategy to ensure residents know about the charge point.
E.g. a launch event or updates in the parish newsletter etc.