

# **STREETSCENE AND ENGINEERING CABINET BOARD**

**24<sup>TH</sup> SEPTEMBER 2021**

**Report of the Head of Engineering & Transport**

**D.W Griffiths**

**Matter for Decision**

**Ward Affected: All**

## **Electric Charging Infrastructure for Fleet Vehicles**

### **Purpose of the Report:**

To seek approval for the development and procurement of electrical charging infrastructure for NPT's Fleet of vehicles, pool and staff cars at the Quays as part of the Council's transition from carbon based fuels to Zero Emission vehicles.

### **Executive Summary:**

Members will be aware that the U.K Government announced an end to the sale of new diesel, petrol cars and vans from 2030. Hybrid vehicles will continue to be on sale, however, from 2035 the sale of new Hybrid vehicles will also end and all new cars and vans sold in the U.K will be zero emissions.

To align with the U.K Governments goal for the U.K to be carbon neutral by 2050 the Office for Low Emission Vehicles (OLEV) became the Office for Zero Emission Vehicles (OZEV) on the 8<sup>th</sup> December 2020. For clarification Ultra Low Emission Vehicles (ULEV) are vehicle's which produce less than 75g of CO2/km. Zeros emission vehicles, as the name suggests produce no emissions.

Further, Welsh Governments Prosperity for All Document 2019, a Low Carbon Wales, proposal 4 stipulates that all new cars and light goods

vehicles in the Public Sector fleet are to be ultra-low emission by 2025 and where practicably possible, all heavy goods are to be ultra-low emission by 2030.

The Welsh Government Energy Service (WGES) has worked with the Council to develop a plan identifying vehicles that will need to be replaced with zero emission vehicles. The Council has 58 cars and light vans along with 24 medium vans that are scheduled to be replaced by 2025. It is therefore essential that infrastructure is in place to charge these vehicles as they come on-line.

Members are advised that this is only the start of the journey and as the Council's fleet transition from carbon based fuels other locations will also need to be identified to support the charging of vehicles.

### **Background:**

Members will recall on the 22<sup>nd</sup> January 2021 an information report was presented on NPT's electric vehicle infrastructure, implementation plans and an overview of the wider strategy for public charging in the County Borough.

This report focuses on the internal infrastructure required at the Quays/SRC to start the planned transition of NPT's fleet.

The Council has already installed a limited number of charge points which has been funded from the circular economy grant. This has enabled the installation of EV charging points at Tregelles Court, Tawe Terrace and Port Talbot Civic centre. DELL have also installed a further charge point at Llansawel place for the Library service. These new units complement the two twin point charging units already located at the SRC.

This brings the total to twelve E.V charging points for fleet vehicles at various locations within the County. However, as explained the number of E.V's within the Councils fleet is set to expand significantly in the coming years.

A Transition Plan for the Council's Fleet of carbon based fuelled vehicles to zero emission alternative vehicles has been developed and will also

be presented to Streetscene and Engineering Cabinet Board for consideration.

By 2025 there will be 80+ EV's in the Councils fleet, to cater for the increased numbers it is proposed that a further 44 charging points be installed at the Quays/SRC.

This development will future proof the fleet charging requirements for the short to medium term. Appendix A, illustrates the proposed site for the charging units.

The current overflow car parking area, commonly known as the runway, has been identified as the most appropriate location for the EV charging infrastructure. There will be a loss of approximately 50 staff parking places, but with home and blended working becoming the norm it is doubtful if this area will be needed going forward.

There is insufficient space available on the existing runway car parking area to accommodate the number of charging units required to cater for future fleet requirements. It is therefore necessary to develop a piece of land between the SRC compound and the Quays runway parking area.

Currently the land identified is classified as a Site of Importance for Nature Conservation (SINC) for both habitat and species. Following engagement with the Council's ecologist mitigation will be required as outlined in the Quays SINC Loss Mitigation Proposal report. This will include a change to the cutting regime of the Quays lawns and installation of walls throughout the existing car park to simulate the existing brownfield habitat. Additional changes to the management of the lawns will provide enhancement as required by the Environment (Wales) Act 2016.

The two locations will have the capability to accommodate 44 vehicles. The scheme also incorporates Photovoltaic (PV) solar canopies which will not only contribute to the energy costs but will further enhance the Councils green identity. The site will also have security fencing to protect the Councils assets. It is currently anticipated that planning permission will be required, and such an application will be prepared in consultation with the Planning team should Members approve the proposals.

Welsh Government has given a strong indication that a grant of £300k is available to assist the Council in financing the installation of the EV charging infrastructure.

To access this grant the Council need to evidence how the funding will be allocated for E.V charging infrastructure. If this report is approved it will provide sufficient evidence for the Council to draw down the grant.

The Council's approved budget has already identified £135k to be put toward the costs of the engineering works needed to develop a new EV charging park. There is also (OZEV) grant available toward the capital cost of the EV charging points. The value of this grant is £350 per port up to a maximum of 40 ports equivalent to £14k. A further £100k has been allocated from the DARE funding reserve.

The remainder of the capital costs will be made up by borrowing, repayable over a twenty five year period.

The return time on the investment of Solar panels would be circa 12 years. On checking with WGES this would appear to be a normal payback time.

### **Financial Impacts:**

The estimates below are based market average prices. Only after undertaking a procurement exercise will a more accurate figure be established.

1. Full Plan new car park utilising a section of the runway with solar panels and 16 twin port charging units.

**Total £888,500**

2. Staff charging points to the rear of the Quays to be included with 6 twin port charging units. This will become an income generating opportunity and an income charging policy for staff will have to be developed to utilise this service.

**Total £176,500**

The total cost for the scheme is expected to be in the region £1,065m. Available budget from Grants and revenue currently stands at £549k. This will leave an estimated shortfall of £516k to finance the project. The

shortfall will be financed from borrowing and payback will be over a twenty five year period.

#### Available Funding:

W.G grant available from WLGA to assist L.A's with E.V charging infrastructure.

W.G Grant	£300,000
Environment	£135,000
OZEV grant up to	£14,000
DARE funding	£100,000
<b>Total funding available</b>	<b>£549,000</b>

To fully implement the E.V charging park at the Quays will need an estimated extra £516,000, which will be financed from borrowing, at an annual cost of circa £25k per annum over a 25 year period. It is projected that this work will commence in 2021 and completed in 2022. Consultancy support will be required to develop some of the detailed plans and costs and once finalised the projected costs and funding will be profiled over the financial periods.

An on-going cost for maintenance and back office management needs to be budgeted for, this varies between companies and what information and functions the Council will require from the back office software system the detail of which will be developed with the successful supplier.

#### **Integrated Impact Assessments:**

A first stage Impact Assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016. The first stage assessment, attached at (Appendix C), has indicated that a more in-depth assessment is not required as the

proposals will have a positive impact on air quality and will contribute to a reduction in greenhouse gasses. Mitigation for any negative impact on Biodiversity will be included in plans for the construction of the EV charging park.

### **Valleys Communities Impacts:**

No Impacts

### **Workforce Impacts:**

The introduction of EV's will require training for staff on how to charge vehicles. Technicians have already received training on EV's there will be the need for further training as EV's become predominant.

### **Legal Impacts:**

There are no legal implications.

### **Risk Management Impacts:**

There is a risk that unless the appropriate E.V infrastructure is installed, NPT will fail to meet W.G's target dates for the conversion of its Fleet of Carbon based fuel vehicles to zero emission vehicles. The tight timelines set out by the Welsh Government to transition local authority's Fleets to zero emission cars and light vans by 2025 and HGV's by 2030 is challenging. However, the EV charging that it is proposed to develop at the Quays/SRC will address the short to medium term EV requirements for the Council.

### **Consultation:**

There is no requirement for consultation on this item.

### **Recommendation:**

Having due regard to the Integrated Impact Assessment it is recommended that;

- Members endorse the development of EV charging points and PV solar canopies at the Quays as detailed in this report to support the Councils EV fleet transition plan.
- Members approve that an application for grant funding be submitted to WGES and OZEV to partly finance the project and to further authorise £516k of borrowing over 25 years to fund the project.
- Members authorise the development of an E.V charging policy for staff to utilise this service.

### **Reasons for Proposed Decision:**

This proposal will support the Councils decarbonisation agenda and forms part of the actions in the DARE strategy. It will also support the planned transition of the Council Fleet to zero emission vehicles in line with W.G's ambitions, as set out in Welsh Governments Prosperity for All Document of 2019, a Low Carbon Wales Proposal 4.

### **Implementation of Decision:**

The decision is proposed for implementation after the three-day call-in period.

### **Appendices:**

- (a) Proposed location and layout of E.V charging park.
- (b) Engineering Drawings.
- (c) IIA Screening.


### **List of Background Papers:**

WGES EV Charging Infrastructure Draft Report.

Bio Diversity Report for E.V proposal August 2021.

## Officer Contact

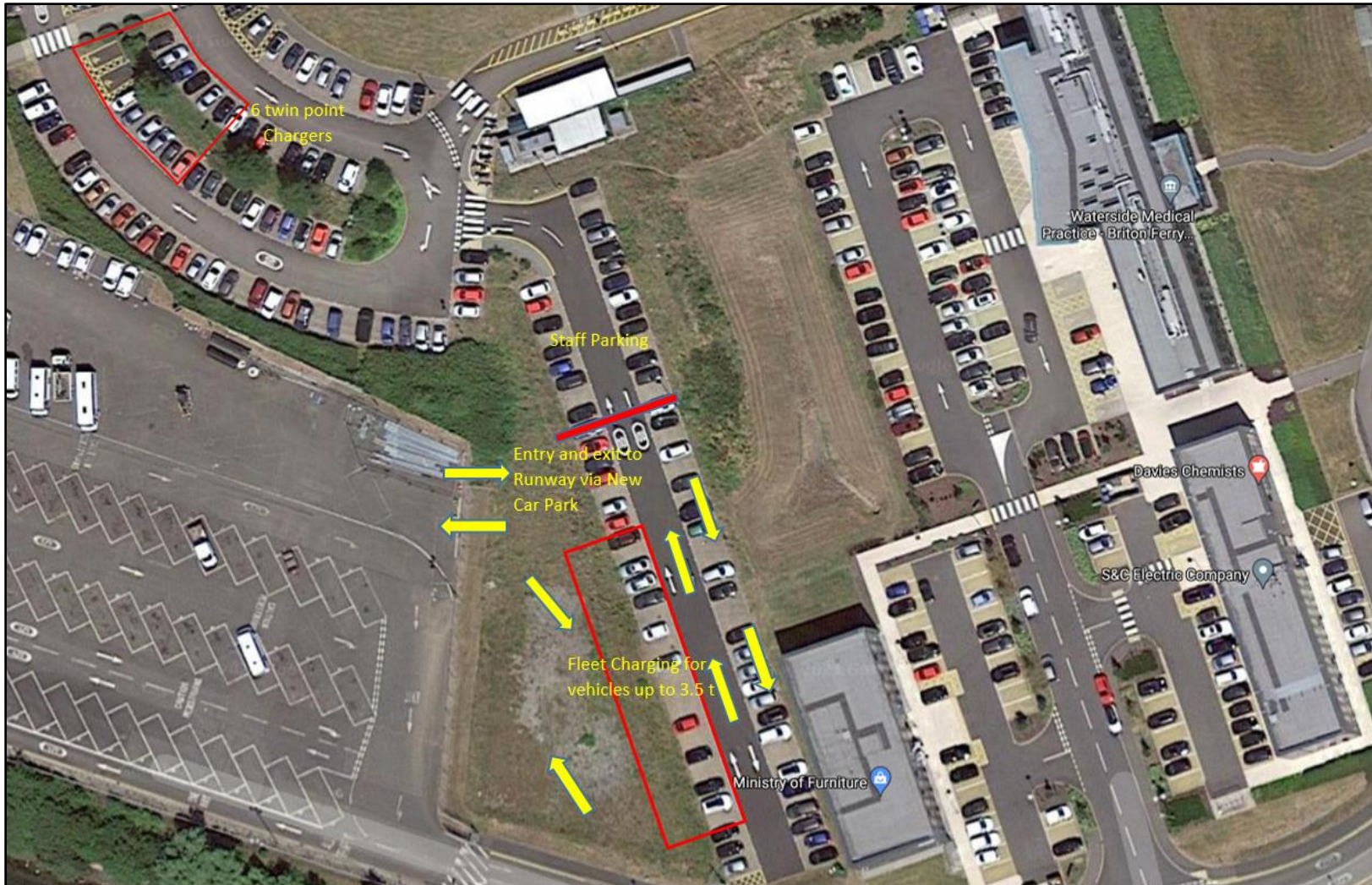
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Appendix A



Appendix B

