

from making the transition to an electric vehicle because they are unable to fit their own charge point at home (flats, terraced streets, tenanted property etc.).

- 2.5. In preparation for the submission of the bid for funding, Connected Kerb originally priced for the work required in March 2022 but they have agreed to delay any increase in prices to reflect inflation until Friday 11 November to allow for the appropriate authority to be sought from Cabinet.
- 2.6. The Executive Director of Place has written to all members of Council to make them aware of the grant award and to provide a basic briefing about the project and proposed installation sites. There has also been positive press coverage of the grant award.
- 2.7. In view of the urgent need to sign the contract by 11 November 2022 (to avoid significant additional cost) the Call in and Urgency Mechanism in paragraph 17 of the Overview and Scrutiny Procedure Rules will need to be applied to ensure that the contract can be entered into within the required timescale i.e. by 11 November 2022.
- 2.8. The consequence of this is that this decision will not be able to be "called in" in accordance with the Overview and Scrutiny Procedure Rules.

3. Recommendations

Cabinet is recommended to:

- 3.1. Agree the use of £0.6m of match funding from Council budgets for a contract to install an additional 270 electric vehicle charge points in 40 locations across Shropshire.
- 3.2. Note the receipt of £0.903 million in grant from the Government's On-street Residential Charge-point Scheme.
- 3.3. Authorise the entering into of an installation contract between the Council and Connected Kerb, the basic terms of which are set out in this report.

REPORT

4. Risk Assessment and Opportunities Appraisal

- 4.1. The climate crisis is a serious threat to the lives of millions of people both globally nationally and locally. The mitigation of greenhouse gas emissions and adaptation measures to build resilience is now

urgent and essential to prevent the worst outcomes of the climate crisis.

- 4.2 The climate crisis therefore represents a significant strategic risk to Shropshire and the delivery of Council and public services. This risk is most likely to manifest itself in terms of financial impacts (e.g. operating costs, impacts on the Shropshire economy) and impacts on the health and well-being of staff and residents as service users.
- 4.3 Taking active steps to establish strategic infrastructure to support a rapid transition to low carbon travel enables the Council to make a demonstrable contribution to reducing the carbon footprint of the wider county.
- 4.4 An Equality and Social Inclusion Impact Assessment (ESIIA) has previously been carried out which indicated that the adopted corporate Climate Strategy and Action Plan, which includes support for electric vehicle charging infrastructure, is likely to have a positive effect on all groups in society and is intended to do so, given its objective of addressing Shropshire Council's contribution to the climate emergency. The infrastructure proposed is specifically intended to benefit households who are unable to fit EV chargers at home and might otherwise be discouraged from making the transition to an electric vehicle. This is likely to include a significant number of individuals with protected characteristics who will thereby benefit from this project.

5. Financial Implications

- 5.1. The On-Street Residential Chargepoint Scheme (ORCS) grant is for 60% (£0.903m) of the gross project value of £1.505m. The remaining match funding (£0.602m) has been secured from a combination of the CIL Strategic Fund (£0.300m) and highways budgets (£0.302m)
- 5.2. Connected Kerb are being contracted to install, operate and maintain the chargers for a period of 15 years. Finance colleagues have confirmed that the proposed contract provides the best return for the Council and results in total income over the term through a 50% profit share with Connected Kerb to deliver payback of the Council's match funding investment within 10 to 11 years.
- 5.3. Revenue savings as part of the Commercial Services Savings have been built into the Place Directorate savings plan to reflect the proposed profit share.

6. Climate Change Appraisal

- 6.1 **Energy and fuel consumption:** The installation of a large number of additional electric vehicle chargers is expected to improve confidence in the availability of charging infrastructure and support the planned transition to low carbon vehicles, particularly for

residents who do not have access to their own charging equipment at home.

- 6.2 **Renewable energy generation:** The proposed installation of a large number of additional electric vehicle chargers has no direct implications for renewable energy generation, although there may be opportunities to link charging infrastructure to council-owned renewable energy generation facilities in future.
- 6.3 **Carbon offsetting or mitigation:** The installation of a large number of additional electric vehicle chargers on streets and in existing council-owned car parks is not expected to provide any opportunity to capture and store carbon and to mitigate the effects of climate change on biodiversity.
- 6.4 **Climate Change adaptation:** The installation of a large number of additional electric vehicle chargers on streets and in existing council-owned car parks will ensure that the infrastructure being installed is designed and located to remain resilient in the face of the challenges of more extreme weather events.

7. Background

- 7.1. Shropshire Council started to install public charging infrastructure in its car parks over 2 years ago. To date, we have installed:
- A. 2 rapid EV chargers (50Kw), one in church Stretton Easthope car park and the second in Ludlow Galdeford car park, both 100% grant funded by the DfT.
- B. Working as part of a consortium with Samsung, Connected Kerb & Octopus Energy, a further 25No 7Kw EVCP were installed as part of the 100% funded national 'Agile Streets' project, in:
- Shrewsbury, Abbey Foregate car park
 - Oswestry Oak, Street car park
 - Whitchurch, Brownlow Street car park
 - Bridgnorth (Low Town), Severn Street car park
- to allow residents without access to off Street parking to charge. This project has recently won an award as the 'Best Consumer Proposition (Utility and Energy)' at the 2022 national Electric Vehicle Innovation & Excellence Awards.
- C. The installation of a further 25No. 7Kw EVCP is currently underway using 75% Government grant (OZEV Phase 1) in:
- Shrewsbury, Frankwell quay car park
 - Market Drayton, Queen Street
 - Bridgnorth (High Town), Listley street south car park
 - Ellesmere, Cross street car park
 - Bishops Castle, Harley Jenkins street car park
 - Mill Street Ludlow

- 7.2. The current contract would significantly strengthen access to EV chargers for residents without access to home charging equipment across most of Shropshire by installing EV Chargers in the following locations:

	Settlement	Place Plan	Site Name	Postcode	No. of Chargers
1	Albrighton	Albrighton	High Street (Crown Hotel)	WV7 3JA	5
2	Albrighton	Albrighton	High Street	WV7 3JU	4
3	Bridgnorth	Bridgnorth	Innage Lane	WV16 4HL	12
4	Bridgnorth	Bridgnorth	Listley Street North	WV16 4AW	6
5	Broseley	Broseley	Bridgnorth Road	TF12 5JB	8
6	Broseley	Broseley	Dark Lane	TF12 5LH	5
7	Church Stretton	Church Stretton	Easthope 1-4	SY6 6BL	4
8	Church Stretton	Church Stretton	6 Essex Road	SY6SAS	4
9	Cleobury Mortimer	Cleobury Mortimer	Childe Road West car park	DY14 8GH	6
10	Cleobury Mortimer	Cleobury Mortimer	Childe Road (East)	DY14 8PB	6
11	Clun	Bishops Castle	High Street	SY7 8LJ	4
12	Craven Arms	Craven Arms	Corvedale Road	SY7 9NE	8
13	Gobowen	Oswestry	Rail Station	SY11 3QN	10
14	Highley	Highley	High Street	WV16 6LF	8
15	Highley	Highley	25 Woodhill Rd	WV16 6HF	8
16	Ludlow	Ludlow	Broad street	SY8 1NH	8
17	Ludlow	Ludlow	Corve street	SY8 1DN	4
18	Ludlow	Ludlow	Galdeford Zone A	SY8 1QB	8
19	Market Drayton	Market Drayton	Frogmore Road	TF9 3EB	8
20	Much Wenlock	Much Wenlock	Falcons Court car park	TF13 6PG	6
21	Much Wenlock	Much Wenlock	St Mary's Lane car park	TF13 6HD	6
22	Oswestry	Oswestry	Wat's Drive	SY11 1ET	8
23	Oswestry	Oswestry	Lloyd Street	SY11 1NL	8
24	Oswestry	Oswestry	Edward street	SY11 2BL	8
25	Prees	Whitchurch	Church Street	SY13 2DK	6
26	Shifnal	Shifnal	Aston Street car park	TF11 8DW	10
27	Shifnal	Shifnal	56 Broadway	TF11 8AJ	8
28	Shifnal	Shifnal	Victoria Road	TF11 8AW	6
29	Shrewsbury	Shrewsbury	Bainbridge Green	SY1 3QS	6
30	Shrewsbury	Shrewsbury	131 Copthorne road	SY3 8NA	6
31	Shrewsbury	Shrewsbury	93 New Pk Rd	SY1 2RT	7
32	Shrewsbury	Shrewsbury	79 Bishop Street	SY2 5HA	6
33	Shrewsbury	Shrewsbury	Abbey Foregate	SY2 6BS	8
34	Wem	Wem	Mill Street car park	SY4 5DD	6
35	Wem	Wem	Aston Street car park	SY4 5EP	10

	Settlement	Place Plan	Site Name	Postcode	No. of Chargers
36	Whitchurch	Whitchurch	George Street	SY13 1NY	4
37	Whitchurch	Whitchurch	Castle Hill	SY13 1BG	6
38	Whitchurch	Whitchurch	Newtown	SY13 1DE	6
39	Whitchurch	Whitchurch	Sherrymill Hill	SY13 1XA	6
40	Whitchurch	Whitchurch	St John's Street	SY13 1QT	8

- 7.3. The proposed locations have been carefully selected using a number of factors including: the availability of suitable Shropshire Council owned car parking, geodemographic profiling to model propensity to use an electric vehicle, traffic flows, number of residents without access to off-street parking and the availability of existing EV chargepoint installations already completed or planned to date.
- 7.4. Of course, in the run up to Government 2030 ban on new petrol and diesel cars, further charging infrastructure will be required in order to support the transition to low carbon vehicles in Shropshire. Shropshire Council has recently commissioned a draft Public EV Charging Infrastructure Strategy from consultants which we hope to publish shortly. The strategy includes detailed modelling of demographic and travel demand data to help us to identify communities who have the greatest current propensity to move to use of an EV and will help us to identify where additional provision will need to be made in future phases of work.
- 7.5. Shropshire Council will own the infrastructure built as part of this project and the earlier phases of work outlined above. Connected Kerb are being contracted to operate and maintain the chargers for a period of 15 years. Owning the infrastructure means that Shropshire Council, rather than a commercial operator, is able to exercise more control over the tariff rates for charging. Charges usually take the form of a modest charge to supplement the cost of supplying the power being consumed.
- 7.6. Most of our EV chargers currently charge a flat fee of £0.35 / KW and charge at a maximum rate of 7.4KW (just like a home charger). This means that an average 60KW electric vehicle would cost around £21 to charge fully, but this would take around 8 hours (often overnight). Our charges are broadly consistent with many supermarkets, but considerably cheaper than motorway services. However, a few of our chargers also offer a cheaper £0.19 / KW rate for charging at off-peak times when the power supplied to us is also cheaper.
- 7.7. There are no membership or connection fees, but to use the charging infrastructure, users need to register with Connected Kerb and download an App or send for an electronic card: <https://www.connectedkerb.com/drivers> which will then allow them to access all the many hundreds of chargers operated by Connected Kerb across the UK. Shropshire Council's webpages will be updated

to provide appropriate advice and guidance regarding the use of the new chargers.

8. Conclusions

- 8.1. This significant grant award and the contract required to deliver the new infrastructure have provided Shropshire Council with an excellent opportunity to foster a faster transition to low carbon personal transport for many residents, especially those who might otherwise be discouraged because they have no access to charging equipment at home.
- 8.2. In view of the urgent need to sign the contract by 11 November 2022 (to avoid significant additional cost) the Call in and Urgency Mechanism in paragraph 17 of the Overview and Scrutiny Procedure Rules will need to be applied to ensure that the contract can be entered into within the required timescale.

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)
Cabinet Member (Portfolio Holder) Ian Nellins
Local Member All
Appendices None