

**South Lakeland District Council  
Cabinet**

**Wednesday, 30 October 2019**

**Scaling on street charging Infrastructure (SOSCI)**

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<b>Portfolio:</b>	Climate Emergency and Localism Portfolio Holder
<b>Report from:</b>	Director of Customer and Commercial Services
<b>Report Author:</b>	Sean Hall – Principal Specialist (Health & Environment)
<b>Wards:</b>	
<b>Forward Plan:</b>	Key Decision included in the Forward Plan as published on 1 <sup>st</sup> October 2019.

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**1.0 Expected Outcome**

That South Lakeland District Council (SLDC) will continue to be involved with its 100% funded role in the Innovate UK funded project. This will see electric vehicle (EV) charge points installed at a small number of locations within the District which are aimed at the residential market where no off street charging is currently available.

The benefits to the Council are:

- This provides opportunity to work collaboratively with public bodies, charities, private businesses and residents to research the use of electric vehicles.
- The research obtained through this project could be used in considering future support for EV charging infrastructure within the district.
- The District would benefit from the installation of EV charging points at a small number of locations (currently estimated at least 7 sites).

**2.0 Recommendation**

**2.1 It is recommended that Cabinet approve future involvement in this project and agree that:**

- (1) The Director of Customer & Commercial Services in consultation with the Climate Emergency and Locality Portfolio holder, the Finance Portfolio holder, and the Lead Specialist for Legal Governance and Democracy be given delegated authority to negotiate and sign the Collaboration Agreement with Cybermoor Ltd and the project partners and accept the grant conditions.**
- (2) That an appraisal of Council owned sites be undertaken which will identify their suitability for this project, to be commissioned by the Operational Lead for Delivery & Commercial Services.**
- (3) That the successful grant funds are allocated to the project being the amount of £187,640.00 to be used in the implementation of the project and drawn down from Innovate UK via the accountable body, Cybermoor Service Ltd.**

### **3.0 Background and Proposals**

- 3.1 This report relates to SLDC being part of a successful partnership funding award by Innovate UK which has secured £3.4m for Scaling On Street Charging Infrastructure (SOSCI).
- 3.2 This is one of twelve projects that will share £37 million funding to revolutionise the experience of owning an electric vehicle in the UK. The government aims for these innovations to encourage uptake of electric vehicles which is a key aim of its Road to Zero strategy.
- 3.3 SLDC is one of twelve partner organisations which include a mix of Public Bodies, Charities, and private business. The original amount awarded to SLDC as part of this project is £106,260.00 however one of the other original partners has subsequently withdrawn from the project and their funding allocation has been reallocated to SLDC. This adds £81,380.00 taking the total to £187,640.00.
- 3.4 Cybermoor Services Ltd have applied for and received the funding under the Innovate UK Programme “Electric vehicle charging for public spaces: real world demonstrators.” Innovate UK is part of UK Research and Innovation, a non-departmental public body funded by a grant-in-aid from the UK government. The Council is being requested to enter into a collaboration agreement with Cybermoor Services Ltd who have been selected as the Lead Partner and the other project partners.
- 3.5 Aims and Objectives of the project

This is primarily a research project which will take place over an 18 month time period and target the domestic residential EV charging market, those households located typically in urban and suburban areas with no off street parking. A second market identified has been Local Authorities where officers are often approached by households on terraced streets to install charging solutions but are restricted in their ability to do this through lack of resource.

This project builds on earlier feasibility studies (also funded by Innovate UK) which have allowed the project vision to be developed which aims to deliver:

- increased take up of electric vehicles, allowing people to save money on fuel costs;
- reduced air pollution and CO2 emissions.

One of the earlier feasibility projects was undertaken at a location in Lancaster, and also one at Broughton in Furness. These projects have supported this application and demonstrated that community investment can provide EV charge points and stimulate demand for EVs in areas without off street parking.

The project will implement the activities researched in the feasibility phase, including the following elements:

- planning community owned charging infrastructure in Local Authority areas and community lead charge points. This is based on local demand, access to existing or proposed charge points, mapping data and engagement with local stakeholders;
- incorporating a variety of additional uses into charge point infrastructure including renewable energy sources and battery integration, The project will measure the social and financial value for stakeholders as well as technical / commercial implications of each use case;
- installing and managing charge points in the different use cases.

- developing an online platform for community investment and evaluating levels of community / private / public investment required in different locations (socio-economic, population density)
- Building a coherent exploitation plan and business plan

3.6 The innovation lies in the business model which is aimed at providing local people the tools to identify and finance their own charge point, independent of Local Authority involvement. It builds on similar projects by assessing commercial impacts of integrating other technologies like solar panels on community centres to generate additional value. A demand lead approach which encourages local people to invest, reduces the risk on public and private investors as they can target funding where charge points are most likely to be used.

The project offers a new way for Local Authorities to stimulate growth of charge points, improve air quality and make the most of their limited resources.

3.6 The costs of the assets, the associated services required and officer time spent on the project will be met by the grant funding. Where goods and services are required for SLDC's role in the project, advice and guidance will be provided by the Council's procurement team.

### 3.7 Implementation

The Initial site appraisal has identified at least seven sites within South Lakeland which are suitable to be taken forward as part of this project to a more detailed site appraisal and agreement with the respective land owner.

Should the detailed appraisal of the site deem that it is unsuitable for this project then an alternative site will be identified.

In addition to sites already identified through the initial appraisal process a separate appraisal of possible sites within SLDC ownership will take place by the Operational Lead for Delivery & Commercial Services.

Where SLDC is the land owner then following detailed site appraisal and discussion with relevant officers, the decision to use our asset for this purpose will be brought before members.

Consideration will be given to the final location of the sites in relation to both the proximity to existing EV charge points and also any other scheme which may currently be under consideration by County Council or local business.

### 3.8 Partner Organisations

The lead partner will be Cybermoor UK. The organisations listed on the original funding application are:

Juuce Limited

Miralis Data Limited

Charge my Street

Vattenfall UK Sales Limited

Blackhall Mill Community Association

Durham County Council

Cumbria Action for Sustainability

South Lakeland District Council

Lake District National Park Authority

Co op Energy

Carlisle City Council

Bay camera and communications Limited

Two partners have subsequently withdrawn which are Co-op Energy and Lake District National Park Authority.

3.9 Approval to sign the collaborative agreement is required to enable the project to proceed and for a grant offer letter to be issued by Innovate UK.

#### **4.0 Consultation**

4.1 Consultation has taken place with the Climate Emergency and Localism Portfolio holder who is supportive of the Council's continued involvement in this project.

#### **5.0 Alternative Options**

5.1 SLDC do not participate further in this project. This may result in a missed opportunity to both research the demand and installation of charge points locally, and also to actually install some EV charge points at a small number of locations within district.

#### **6.0 Links to Council Priorities**

##### **6.1 Climate Emergency**

- develop plans and support projects with our partners and local communities to progressively address the causes and the impacts of climate change, according to our local priorities, securing maximum benefit for our communities
- encourage all sectors in our local community to take the opportunity to adapt to the impacts of climate change, to reduce their own greenhouse gas emissions and to make public their commitment to action

##### **6.2 Public Health Strategy**

- Tackling Climate change by exploring options associated with EV charging points for households with no facility to charge their vehicles and by encouraging behaviour change to promote the uptake of electric vehicles.

##### **6.3 Air Quality**

- Promoting the uptake of Electric vehicles to reduce pollution emissions from combustion engines.

#### **7.0 Implications**

##### **Financial, Resources and Procurement**

##### **7.1 Financial**

This project is 100% funded by Innovate UK and therefore any cost associated with the project would be recovered subject to the terms and conditions of the collaboration agreement and the grant offer terms and conditions. A Capital budget of £187,640.00 will be required to be set up with spend expected over an 18 Months period. Advice is being taken concerning the VAT implications of the scheme.

Further financial appraisal will be required should any SLDC site proceed beyond the initial feasibility stage.

## 7.2 Procurement

Any procurement of goods and/or services will use both the statutory and council framework to ensure that we meet the obligations of openness, fairness and transparency

Any procurement will ensure that the council will meet value for money in this project.

## Human Resources

7.3 This will be covered by existing staff resource and supplemented by Lambert Smith Hampton in relation to appraisal of our own assets.

## Legal

7.4 Innovate UK awards grant funding through its Research, Development and Innovation Scheme operating under Commission Regulation (EU) No 651/2014 (the General Block Exemption Regulation (GBER)) and subsequent amendment. With the current position on Brexit unknown we will seek assurances these payments will not be reclaimed. The Council will be required to appoint an officer to the Steering Group that will oversee the project. Further clarification is being sought on the ownership of the assets and any data, utility costs, the insurance position and any ongoing revenue implications. The Council will also be seeking clarification on the indemnity requirements for the project and the termination clauses to ensure that this is addressed in accordance with our Constitutional requirements. Legal will advise on any further contracts and legal implications arising out of the onward use of the funding.

## Health, Social, Economic and Environmental

7.5 Have you completed a Health, Social, Economic and Environmental Impact Assessment? Yes (attached at Appendix 1)

7.6 Summary of health, social, economic and environmental impacts: A number of positive Health impacts from this project have been identified from changes in Environmental conditions. All other factors result in no impact.

## Equality and Diversity

7.7 Have you completed an Equality Impact Analysis. Yes

## Risk

Risk	Consequence	Controls required
Financial – recovery of costs incurred	Cost to SLDC that is not recoverable through the project.	Clear financial and procurement controls in place following Innovate funding criteria and contractual terms and conditions
Customer - Low uptake/usage of EV charge points.	Underuse of installed infrastructure.	The scheme will be widely promoted and targeted to those properties identified during site appraisal
Partners - revoke their participation in the project	Loss of skills/resources. Underuse of grant funding	Regular liaison with other project partners and Lead Partner. Continued participation in the scheme including reallocation of funding where required in

Risk	Consequence	Controls required
		accordance with grant terms and conditions.
Reputational	Failure to deliver project	Clear achievable targets, ongoing performance appraisal of project and what can be delivered following detailed appraisal.

### Contact Officers

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### Appendices Attached to this Report

Appendix No.	Name of Appendix
1	Health, Social, Economic, and Environmental Impact Assessment

### Background Documents Available

Name of Background document	Where it is available
Charge my street website and information	<a href="https://www.chargemystreet.co.uk">https://www.chargemystreet.co.uk</a>
Initial funding application to Innovate UK	<a href="https://1drv.ms/w/s!AqLYHz1WZ8dKqYM0KVtXQ3QzGEV5aw?e=VUbF3k">https://1drv.ms/w/s!AqLYHz1WZ8dKqYM0KVtXQ3QzGEV5aw?e=VUbF3k</a>

### Tracking Information

Signed off by	Date sent
Legal Services	15/10/19
Section 151 Officer	15/10/19
Monitoring Officer	15/10/19
CMT	15/10/19

Circulated to	Date sent
Lead Specialist	N/A
Human Resources Lead Specialist	N/A
Communications Team	18/10/19
Leader	18/10/19
Committee Chairman	N/A
Portfolio Holder	18/10/19
Ward Councillor(s)	N/A
Committee	N/A
Executive (Cabinet)	18/10/19
Council	N/A