

## **OLEV On-street Residential Chargepoint Scheme Webinar Question and Answers – 9 February 2017**

### **Application**

#### **Q1. Typically how long will the application process take? Assuming you get a high quality application in the first instance?**

Energy Saving Trust (EST) will review applications within 5 working days before making recommendations to Office for Low Emission Vehicles (OLEV) or providing feedback to the applicant. EST may also need to contact the applicant for further information in order to complete its review. OLEV aims to issue grant offer letters to successful applicants in a matter of days following receipt of recommendations from EST.

#### **Q2. Is there an application deadline?**

There is no explicit deadline for applications. At present, this scheme will run up to the end of March 2018 and whilst funding remains available. However, chargepoints will need to have been installed by the end of the financial year and applications will need to provide robust delivery plans. A decision on whether to extend the scheme beyond this date will be taken in due course.

#### **Q3. What format is the application expected to be in - will there be a specific form or guidelines?**

The application form along with the scheme guidance document can be accessed at: <http://www.energysavingtrust.org.uk/travel/electric-vehicles/street-residential-chargepoint-scheme>

#### **Q4. How will you prioritise applications?**

Applications will be considered on a first come, first serve basis. If your application meets the eligibility criteria set out in the guidance then it is highly likely your application will be approved for funding.

Where applications exceed available budgets, OLEV reserves the right to prioritise applications from Local Authorities installing infrastructure in areas with particular air quality challenges, and Local Authorities who have not received Go Ultra Low or other sources of funding for on-street residential infrastructure. We would also assess the relative merits of applications in terms of value for money, likelihood of the infrastructure meeting local needs, and project deliverability within the proposed timescales.

**Q5. Can Local Authorities make more than one application, per financial year or each financial year?**

Yes. Local Authorities can submit more than one application in each financial year. However, if the funding pot approaches full allocation, priority will be given to Local Authorities who have not submitted any previous bids.

**Funding**

**Q6. Is the funding only available this year?**

£1m funding is available to the end of this financial year (underspend will not be rolled over) with a further £1.5m available over the 17/18 financial year. A decision on whether to extend the scheme beyond this date will be taken in due course.

**Q7. If Local Authorities are currently working in partnership, is it £100k per Local Authority or the whole partnership? Separate or joint application?**

Applications may be made by an 'allocated' Lead Authority for a project that spans across multiple Local Authorities, as long as the relevant conditions can be met for each proposed chargepoint.

It is anticipated that Local Authority applications will vary in size, but would not amount to greater than £100K of OLEV funding, per project. However, any applications of more than this will be considered on a case by case basis, and Local Authorities are encouraged to get in contact with EST in the first instance to discuss their needs and value for money considerations.

**Q8. You mention that self-employed taxi drivers would be eligible. Would a scheme specifically aimed at areas with high levels of owner-driver Hackney and/ or Private Hire drivers be considered?**

An application by a Local Authority to provide charging infrastructure for any local resident, including self-owner taxi and/or private hire drivers that has or is considering purchasing an Electric Vehicle (EV) would certainly be considered.

**Q9. Is it possible to ask developers to contribute either wholly or in part towards the 25% match funding? Can we use the funding for installations within new housing developments?**

There are no restrictions as to where match funding is sourced from. However, this scheme is aimed at the provision of chargepoints for existing housing stock. For new builds, it may be more effective to enforce the inclusion of electric vehicle charging infrastructure at the planning stage. In addition, the scheme is primarily aimed at roads owned by the Local and/or Highway Authority and not private roads. Projects would need to be completed and chargepoints operational within 3 - 6 months which is unlikely to fit with new build construction timelines.

**Q10. Is there likely to be any ongoing funding to support this over a longer period?**

This scheme only covers the capital costs for the procurement and installation of chargepoints. Operation and maintenance is not included in this. Ongoing operation and

maintenance of the chargepoints will need to be considered as part of the procurement process and potential discussions with chargepoint operators.

**Q11. Will unspent allocation be held over for 17/18?**

The funding allocation for 16/17 will not be carried over to 17/18.

**Q12. Would grants be available to provide charging posts for electric car club vehicles supported by the LA? They also replace grey fleet use in our area.**

No. This funding cannot be used to support the installation of chargepoints for the primary use of electric vehicle car clubs, taxi fleets or other commercial undertakings.

**Q13. What are the likely ongoing maintenance costs?**

Maintenance costs should be considered during discussions with chargepoint operators as part of the procurement process.

**Q14. Will the capital cover any bollards/CP protection to prevent vehicle collision?**

Yes. Crash protection and crash barriers are included in the capital costs covered by this scheme.

**Q15. Can the funding be used for on-street parking bays that aren't in residential areas?**

No. There must be a clearly defined and specific residential user group for any chargepoints installed through this scheme.

**Q16. Is there a deadline by which the money must be spent - for example if the application is made late next financial year?**

Funding available in both years will need to be spent by the end of the financial year. Therefore, chargepoints will need to have been installed by the end of the financial year and applications will need to provide robust delivery plans.

**Q17. We have a contract with a Car Club provider - would your funding allow for the Car Club provider to provide the additional 25% for provision in residential areas?**

If a project such as this would result in a scaling up of chargepoints available for local residents and adhered to state aid and procurement rules, then EST and OLEV would consider applications of this nature. Local Authorities are encouraged to contact EST to discuss their proposals in the first instance.

**Q18. Could a contribution come from local businesses where employees could share private vehicles alongside residents?**

The primary objective is to meet the needs of residents without access to off-street parking. If businesses were able to contribute they may expect preferential access which is not the intention of the scheme.

## **Chargepoints**

### **Q19. Are new supply (DNO) costs eligible as part of installation costs?**

Yes, but in some areas there is potential for these costs to become a significant proportion of the overall bid, and value for money should be taken into account. Where a single distribution network upgrade is required to install multiple chargepoints, this cost will be spread evenly towards the cost of each individual post to ensure the spend per chargepoint is still within £7,500.

### **Q20. Are all the approved chargepoint infrastructure options stand-alone furniture, or do any attach to existing street furniture e.g. lamp columns?**

There are a number of technological solutions available including those that can be retrofitted to existing street furniture, including lampposts. Local Authorities will need to consider what solution best meets the charging needs in their areas. It is also worth pointing out that OLEV does not approve infrastructure but requires that it meets the minimum technical specifications set out in the application guidance.

### **Q21. Is there a recommended ratio between on-street EV charging infrastructure and the ownership of EV vehicles e.g. are we catering for one chargepoint for one EV owner?**

In the first instance, one chargepoint may well be used predominantly or entirely by one vehicle. As the market develops, this situation may change but there is no explicit ratio required to submit an application. However, if a chargepoint is to be made available to the wider public and not restricted to local residents only, then the chargepoint should be accessible on an ad-hoc basis. Chargepoints can also be installed in an area with no EV owners, if there is a reasonable expectation of future demand.

### **Q22. How do you envisage residents paying for electricity costs and maintenance costs of the chargepoints?**

In most cases we expect Local Authorities will want to procure chargepoint network operators to install and/or operate and maintain the chargepoints. Usage tariffs should be agreed with the procured chargepoint supplier prior to installation.

### **Q23. Can you provide any advice on charging residents for power used?**

This should form part of the agreement made between the Local Authority and its procured chargepoint supplier. Generally speaking, the pricing structure being offered by the chargepoint supplier should be near as possible to that of a standard home-charge socket. Local Authorities are encouraged to consider the costs to residents as part of your discussions with chargepoint operators and your procurement process.

### **Q24. Could EV chargepoints be put into car parks that offer residential parking permits? Is the project strictly limited to on-street, or a residential parking scheme?**

The scheme is primarily aimed at providing on-street solutions. However, EST and OLEV would consider applications where a Local Authority can demonstrate that the chargepoints in a public car park/public land would be available for residential use. Local Authorities

should approach EST in the first instance and applications of this nature will be considered on a case by case basis. Chargepoints situated in private car parks would not be eligible for the scheme.

**Q25. Can chargers be installed in public car parks opposite to street frontage flats, for example?**

See response to question Q24

**Q26. How robust to vandalism are the charge points?**

Modern chargepoints are designed to be highly resistant to vandalism and are sometimes offered with warranty covering such damage. Local Authorities should consider this during the procurement process.

**Q27. How many vehicles per charge point can be charged at any one time?**

This is dependent on the type of chargepoint installed. If they are ground mounted chargepoints, they should be twin socket, unless evidenced that this is not appropriate.

**Q28. What is the average charging time for these vehicles?**

Charging times are dependent on the type of chargepoint installed and the vehicle drawing electricity. However, a typical electric vehicle (24kW) will take roughly 7-9 hours to fully charge on a 3.5kW chargepoint and around half this time on a 7kW chargepoint.

**Q29. Is there a preference for fast, rapid, ultra chargers to get a swift turnover of charging spaces?**

The type of chargepoint installed will depend on the location of the chargepoint and the needs of the resident. If the chargepoint is to be located on a high street then a fast chargepoint (7-23kW) might be more suitable to allow a higher turnover of charging. If the chargepoint is to support overnight charging then a slower chargepoint (3.5-7kW) may be more appropriate

**Q30. Do government have a view to pricing structures for use of charging points?**

See response to question 23

**Q31. If the grant is for the Local Authority – can the charging points form part of a provider’s network with them taking on liability?**

Yes, where chargepoints are to be accessible to members of the public and not restricted for residential use only. However, the chargepoints must be procured via a transparent procurement process (including the Traffic Management Technology 2 framework) satisfying procurement rules.

**Q32. Can the chargers be used by the general public during the day?**

This is up to the Local Authority and will depend on local conditions. The chargepoints can be made available to the wider public, or restricted to local residents only. If the chargepoint is to be made available to the wider public then it should be accessible on an ad-hoc basis. If

locations exist where chargepoints can be used by residents overnight and by the general public during the day, chargepoint use and value will be maximised.

**Q33. At what point does the clock start ticking for the 3-6 months installation period?**

Ideally, the project will begin when the grant offer letter has been issued. If project delivery is anticipated to take longer than this, please provide rationale for this in your application.

**Location**

**Q34. Must on-street parking be on the public highway? Under permitted development rights, we have industrial estates which have converted from office to residential, where EV could be effective near centres of employment.**

This scheme is primarily aimed at roads owned by the Local and/or Highway Authority and not private roads that the Local Authority has no control over.

**Q35. Do you have a view on the demographic areas that will suit this scheme?**

The scheme is aimed at meeting current and future demand for EV charging in your local areas. Local Authorities are best placed to understand the demographics of their areas and where the demand for charging lies. One way Local Authorities could identify suitable sites is by combining local knowledge (demographics) with existing EV ownership (charge point scheme membership is a good way to get down to area level) and combine this with data and knowledge on the local housing stock to identify relevant area. There is also a helpful case study about on-street charging in Newcastle available on zero carbon futures website that Local Authorities are encouraged to read:

<http://zerocarbonfutures.co.uk/residential-charge-point-scheme/?platform=hootsuite>

**Q36. Are there any policies on where to locate the charging point on a street? We have a number of streets where residents have requested an electric charging point, but if we put the charging point outside their house they would then treat it as their own, if we put it somewhere else then another household would feel as though we had taken away their usual parking space - have you any policies on determining the location? Thanks.**

The Scheme is intended to provide reliable access to charging for local residents near their home. However, there is no requirement that chargepoints or dedicated parking bays have to be situated directly outside an interested resident's house. Local Authorities are best placed to determine where to place a chargepoint and how best to enforce any associated parking bay. Local Authorities are encouraged to discuss proposals with chargepoint providers and Distribution Network Operators to utilise their experience in terms of identified suitable locations that deliver value for money.

**Q37. Are there any case studies in terms of successful on-street residential EV schemes?**

Hounslow, Hackney, Kensington & Chelsea, Westminster and Oxford City councils have trialled on-street residential schemes or installed on-street chargepoints. EST will seek to share experiences and lessons learnt where possible.

**Q38. A lot of areas without off-street parking will be lower income areas where the residents are not likely to be among the forefront of EV purchasers. Do you have any comments on that perspective?**

The scheme is aimed at meeting current and future demand for EV charging in your local areas. Local Authorities are best placed to understand the demographics of their areas and where the demand for charging lies.

**Q39. Can business parks and industrial estates be considered as appropriate locations?**

This scheme is primarily aimed at public roads owned by the Local and/or Highway Authority and not private roads that the Local Authority has no control over. Business parks and industrial estates will not be eligible for funding through this scheme unless there is evidence of residential demand and public access. Local Authorities are encouraged to contact EST in the first instance to discuss their proposals.

### **TRO/ Parking**

**Q40. Traffic Regulation Orders (TROs) cannot realistically be put in place in 3-6 months. What can be done about this?**

This scheme is primarily aimed at installing the infrastructure and, so long as this is done in 3-6 months, any extra time required for TROs to be implemented is acceptable.

**Q41. What happens with parking regulations on residential streets?**

Changes to parking regulations and implementing TROs are entirely at the discretion of the Local Authority applying for funding. We would encourage you to use parking as an incentive to encourage ULEV adoption, but you do not necessarily need to do this and it may not be practical in some cases.

**Q42. Do you recommend a TRO to only allow people to park at the charging bay just to charge, so if it is a 4hour charger, a TRO that only allows them to stay for 4 hours? This would then allow others to charge during the day instead of this one car just using it as a parking space for their vehicle?**

Imposing time-based parking restrictions during the day would be ideal to maximise the utilisation of the chargepoint. Caution should be taken to ensure that this does not impact upon residents recharging overnight.

### **Background Information**

**Q43. Are the projections for EV ownership to 2020 on track?**

Yes, EV ownership projections are still on track.

**Q44. What proportion of residents across the UK do not have access for home charging?**

Across the country the proportion of households without off-road parking is at least 30% in medium sized urban areas and larger towns and cities. It is estimated that 44% of properties in London Boroughs don't have off-road parking.

**Q45. Why are Local Authorities expected to create a national domestic charging network and not the current fuel providers?**

This scheme is aimed at local residents without access to off-street parking, and we consider that Local Authorities are best placed to understand where onstreet charging is required in their areas to meet current and future demand, and support the early adoption of EVs as the market grows. In addition, Local Authorities and Highway Authorities are responsible for the roads in these local areas.

OLEV and the Department for Transport (DfT) have recently published the response to the consultation we conducted last year on potential Ultra Low Emission Vehicle (ULEV) infrastructure measures for inclusion in the forthcoming Modern Transport Bill. The proposed measures seek to improve the consumer experience of recharging and refuelling infrastructure, introduce 'smart' functionality, and increase the provision of infrastructure at large fuel retailers and motorway service areas. Our intention is that these measures could only be brought into effect with secondary legislation proposed at a later date, and only if they were deemed necessary to meet the Government's objectives for the ULEV market.

**Q46. Could you provide a contact list for housing associations who are interested?**

If EST receive any enquiries from housing associations, their respective Local Authority will be informed.

**Q47. Will there be a webinar regarding the Workplace Charging Scheme?**

There is currently no webinar planned to cover the workplace charging scheme. This will be considered by OLEV and information will be sent to interested parties if a webinar is to be run.