REPORT TO:	Cabinet Member – Technical Cabinet Member – Environmental Cabinet Member – Regeneration
DATE:	30th June 2010 30th June 2010 7th July 2010
SUBJECT:	Plugged-in-Places Programme – A sub-regional bid to introduce Electric Car Charging Points
WARDS AFFECTED:	All Wards
REPORT OF:	Andy Wallis – Planning and Economic Development Director
CONTACT OFFICER:	Mo Kundi - 934 3447 Neil Ash –934 3473
EXEMPT/ CONFIDENTIAL:	No

PURPOSE/SUMMARY:
To inform Members of the bid submitted by The Merseyside Transport Partnership (Knowsley, Liverpool, Sefton, St. Helens, and Wirral Councils, and Merseytravel), on behalf of sub regional partners, which if successful could see the introduction of Electric Car Charging Points in Sefton.

REASON WHY DECISION REQUIRED:
To comply with reporting procedures

RECOMMENDATION(S):
It is recommended that:-

Cabinet Members for Regeneration and Technical Services:-

1. Endorse the submission of Expression of Interest by The Merseyside Transport Partnership for the sub-regional Plugged in Places project

Cabinet Member for Technical Services:-

2. Endorse the submission of Expression of Interest by The Merseyside Transport Partnership for the sub-regional Plugged in Places project with further consideration to be given to the capital and revenue implications should a full bid be progressed.

Cabinet Member for Environment:-

3. Note the content of this report

KEY DECISION:	No
FORWARD PLAN:	No
IMPLEMENTATION DATE:	Immediately after the call in period

ALTERNATIVE OPTIONS: Road transport is responsible for over 24% of the Sefton's CO2 emissions and cars are responsible for the vast majority of this. The use of alternative fuels, like electricity, can help reduce these emissions, and in the case of electricity help alleviate local air quality problems. Not to participate in this sub-regional project would not only weaken the bid, but would make it more difficult to address this problem in the future.

IMPLICATIONS:

Budget/Policy Framework:

Financial:

It should be noted that Sefton Council has the option to opt out of this project before the bid is submitted in September. However, should Sefton Council wish to continue, the maximum amount of contribution required from each of the five participating local authorities would be £15,000 each, with Merseytravel being asked to contribute £50,000. The £15,000 would be spread over a three year period and is proposed that this could be met out of future Local Transport Plan Capital Programme allocations. There may also be some small revenue implications relating to a possible loss of car parking income as a result of the placing of electric charging points in some car parks. However, all cost implications would be brought back to Members prior to a full bid being progressed to enable an informed decision to be made.

CAPITAL EXPENDITURE	**2010/ 2011 £**	**2011/ 2012 £**	**2012/ 2013 £**	**2014/ 2015 £**
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
REVENUE IMPLICATIONS				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N		When?		
How will the service be funded post expiry?				

Legal: No

Risk Assessment: No

Asset Management: No

CONSULTATION UNDERTAKEN/VIEWS
FINANCE – FD436 – THE INTERIM HEAD OF CORPORATE FINANCE AND ICT STRATEGY HAS BEEN CONSULTED AND HIS COMMENTS HAVE BEEN INCORPORATED INTO THIS REPORT
LEGAL
ENVIRONMENTAL AND TECHNICAL SERVICES

CORPORATE OBJECTIVE MONITORING:

Corporate Objective		Positive Impact	Neutral Impact	Negative Impact
1	Creating a Learning Community		/	
2	Creating Safe Communities		/	
3	Jobs and Prosperity	/		
4	Improving Health and Well-Being	/		
5	Environmental Sustainability	/		
6	Creating Inclusive Communities		/	
7	Improving the Quality of Council Services and Strengthening local Democracy		/	
8	Children and Young People		/	

LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT
Plugged-In Places: The Electric Vehicle Charging Infrastructure Framework Application Guidance - The Office For Low Emission Vehicles (OLEV)

1.0 **BACKGROUND:**

1.1 Plugged-in-Places is a national programme to support the installation of an electric vehicle charging infrastructure (EVCI). It pulls together £30 million from the Department for Transport (DfT), Department for Business Innovation & Skills (BIS) and the Department for Environment & Climate Change (DECC). Launched in November 2009, funding will be available between April 2010 and March 2013 for grants of up to 50% of a project's costs. Indicative funding available will be £10 million for each of the three years. The grants can only be used for capital costs. Bids are expected from consortia covering cities or regions.

1.2 Three bids were successful in the first round of applications, announced in February 2010 – London, Milton Keynes, and the North East. The deadline for the second wave of applications was 1st June 2010, with the final applications being submitted by 30 September 2010. Any grant awarded has to be spent during 2011/12 and 2012/13.

1.3 Initial interest in submitting a Merseyside bid did not have the necessary consortium backing a submission. However, a recent meeting brokered by the Low Emissions Strategies Partnership in which Sefton plays a leading role, brought together potential partner organisations from the public and private sectors, and it was agreed that a Merseyside bid was not only desirable and feasible, but was also likely to be regarded by the administrators of the Plugged-in-Places programme, OLEV (Office for Low Emission Vehicles), as a strong bid.

2.0 Strategic fit and desirability

2.1 The overall context of an EVCI is to support the need to reduce CO_2 emissions. Road transport is responsible for over 22% of the UK's CO_2 emissions and cars are responsible for the vast majority of this. An electric car powered from today's grid (the figures will get better as the grid incorporates more renewable energy) emits between 15% and 40% less CO_2 over its lifetime than a comparably sized petrol car.

2.2 The Liverpool City Region (LCR) has certain advantages. It is flat area that is bounded by a new £1 billion city centre to the south and the classic resort of Southport in the north. The distance between them is ideal for the range of the new vehicles that will be produced in 2011, and so will avoid what is known as 'range anxiety' and 'hill fatigue'. The area also has national and international environmental designations that help to put into focus the reasons for purchasing EV's.

2.3 The North East's first wave application was influenced by the location of Nissan in Sunderland that will build Nissan's new 5-seater EV ready by Spring 2011. The North East is also one of the government's designated Low Carbon Economic Areas, a status related to ultra-low carbon vehicles. The LCR is also a centre for the automotive industry with Vauxhall and Jaguar. With an EVCI in place, there should be potential to develop an exchange of support between local authorities and this industry.

2.4 The biggest cost issue with EV's is the initial outlay for purchase. Government grants (Plug-in Car Grant) will be available for up to £5000 towards the cost of a new vehicle, representing about 25% of the expected purchase price. The cost of fully charging an EV will be approximately £1.20 / 100kms. An EVCI would enable, for example, a local

authority when renewing its own vehicle fleet to consider using EV's, producing considerable savings on annual running costs.

3.0 eLive - The Sub-regional Bid

3.1 Whilst the Expression of Interest has been submitted (1st June 2010), it does not at this stage commit Merseytravel and its sub-regional partners to making a full bid by 30th September 2010.

3.2 The maximum total project cost is £2.1 million with a request for £1 million grant from OLEV. The balance of the funds is expected to be delivered through 1/3 public sector funding, 1/3 private sector funding and 1/3 planning process. However it should be noted that these are very much provisional figures with the potential call on Sefton being in the order of £15,000 over a three year period. During the preparation of a full bid, consideration will be required to this level of support funding coming from the Local Transport Plan capital funds, and to any potential loss of income, which might occur in the parking revenue accounts, as a result of the placing of electric charging points in car parks. More accurate cost implications would be brought back to Members should the bid be successful, and prior to any approval to progress with the scheme in Sefton.

3.3 The initial eLive project will run over two years and will deliver a series of projects within four distinct workstreams, namely:-

eSpots:

3.4 The infrastructure to support electric vehicles will include key locations identified as areas of demand and scalable demonstration zones.

3.5 Coverage of key locations within the region will be achieved by placing infrastructure at sites which fit broadly within five categories; home, work, shopping, transport interchanges, and the visitor economy. There will be blanket coverage across the region but with greater densities of infrastructure at district centres.

3.6 The demonstration zones will explore how electric vehicle use and demand can be managed and exploited. They are;

- Toxteth: Investigating the realisation of economically efficient charging solutions.
- Southport: Socio-economic factors suggest Southport would be a prime location for initial uptake of electric vehicles.
- Ellesmere Port: The Ellesmere Port zone will focus around stimulating regeneration through early uptake of electric vehicles.

ePark:

3.7 In addition to making charging points available to support electric vehicles, the LCR is proposing a comprehensive set of measures to incentivise the use of electric vehicles. Ideas include;

- Priority parking in key locations
- Free charging and parking at key locations

- Guaranteed space through online pre-booking
- eLive membership with discounts and priority booking at partner events and attractions
- Free home and business safety checks for planned or installed charging points
- Free 'profitability' analysis of electric vehicles for business use
- Electric vehicle hire scheme (investigated in parallel to the Plugged-in Places bid)

eSkills:

3.8 In addition to the incentives and promotion in the ePark workstream, the eLive partners intend to use the Plugged-in Places programme to stimulate skills and development. At the local level this will include safety training, household support, fleet management advice, and electric vehicle information. At a strategic level the Northwest Development Agency will lead on skills requirements.

eInnovate:

3.9 A number of innovative applications of electric vehicles are planned for the LCR and these demonstrations will help to shape the future of our electric vehicle strategy. These include; electric bus trials, an electric taxi demonstration, and rapid charging connecting the national road network.

Benefits

3.10 If successful the project would provide a unique opportunity to bring about the following benefits to the sub-region;

1) Electric vehicle use which is integrated into every day life
2) Stimulate a market to draw future investment in electric vehicle technology to the LCR
3) Improved air quality and associated health benefits
4) Diversification of transport fuels away from fossil fuels
5) Contribute to the LCR and LTP3 targets of environmental sustainability and economic regeneration.

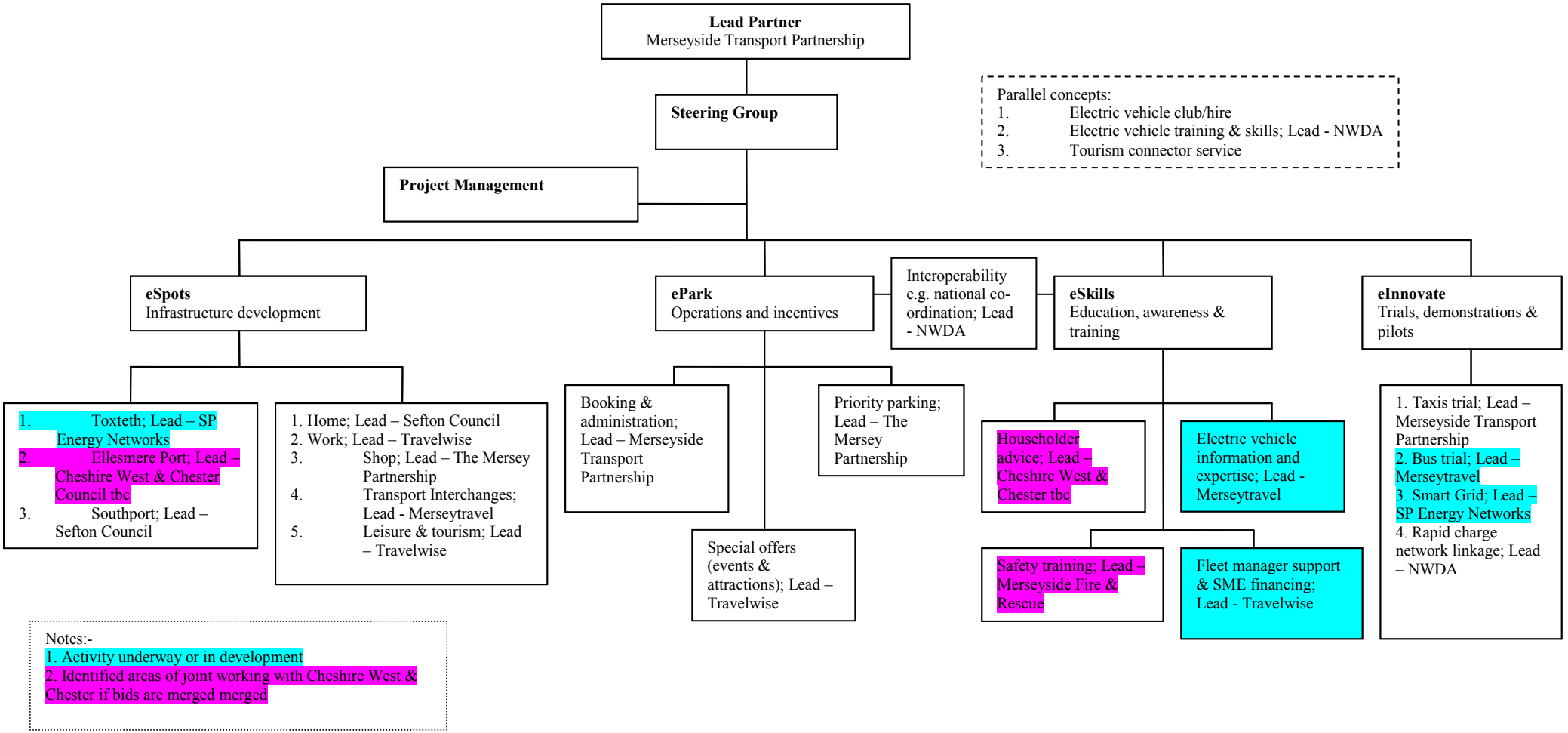
4.0 Summary

4.1 Road transport is responsible for over 24% of the Sefton's CO2 emissions and cars are responsible for the vast majority of this. The use of alternative fuels, like electricity, can help reduce these emissions, and in the case of electricity help alleviate local air quality problems.

4.2 The Plugged in Places project provides a unique opportunity to work with a range of sub-regional partners to commence the process of both providing the infrastructure required for the use of electric vehicles, and at the same time influence behaviour change away from fossil fuel consumption. Annex A attached provides at this stage an indicative Structure and organisation of eLive bid.

Structure and organisation of eLive bid

Annex A



Notes:-
1. Activity underway or in development
2. Identified areas of joint working with Cheshire West & Chester if bids are merged merged