



**Report of the Transport Development Services Manager**

**Report to the Chief Officer, Highways and Transportation**

**Date: 16 June 2020**

**Subject: Portland Street On-street Electric Vehicle Charge Point for Car Club vehicles**

Are specific electoral wards affected? If yes, name(s) of ward(s): Little London & Woodhouse	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Has consultation been carried out?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will the decision be open for call-in?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, access to information procedure rule number: Appendix number:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

**Summary**

**1. Main issues**

- It is proposed to provide one fast (7kW) electric vehicle charge point (EVCP) to serve two cars in a double car club bay. The car club bay order has already been approved and advertised, but the bay is yet to be converted on the ground.
- This EVCP will be provided for the Leeds City Council Car Club cars only in an on-street location.

**2. Best Council Plan Implications** (click [here](#) for the latest version of the Best Council Plan)

- Leeds is a growing and successful city with the Best City Ambition for a Strong Economy and a Compassionate City. The proposals in this report support the priorities for 21st-Century Infrastructure and Health & Wellbeing in:
  - i. Improving transport connections, safety, reliability and affordability;
  - ii. Improving air quality, reducing noise and emissions;
  - iii. Supporting healthy, physically active lifestyles.
- These support the outcomes we want for everyone in Leeds to:
  - i. Move around a well-planned city easily;
  - ii. Enjoy happy, healthy, active lives.

### 3. Resource Implications

- 2 No new EV cars will be provided by Enterprise Car Club (£60K)
- The charge point will be installed using S106 funding for the car club.(£7K)
- The car club provider will contribute annually to the maintenance and will be re-charged for electricity usage. This should be secured in the next Car Club Contract in 2021.

### Recommendations

The Chief Officer (Highways and Transportation) is requested to:

- a) Approve the installation of one 7kW EVCP in the highway to support electric car club vehicles;
- b) Note the installation of other EVCP's off-highway to support electric car club vehicles; and
- c) Give authority to incur expenditure of £8,000 comprising of works cost and staff fees, all to be funded from the S106 Car Club funds.

#### 1. Purpose of this report

- 1.1 Provide one EVCP on-street to allow the Car Club to use electric vehicles.
- 1.2 This report seeks approval to introduce one EV charger on Portland Street, LS1 3DL as shown in Appendix B.

#### 2. Background information

- 2.1 Switching to electric vehicles is important to reduce air pollution and to address the Climate Emergency. Car Club EV vehicles on Portland Street will be high profile and will allow many users to become familiar with a cleaner form of driving.
- 2.2 The EVCP will be owned and maintained by the Council. Maintenance for up to 8 years will be by Electric Blue.
- 2.3 Electric Blue have a contract with the Council to “supply of an electric vehicle charging infrastructure for its corporate fleet”, until 31<sup>st</sup> March 2024, with up to 4 years extensions.
- 2.4 It is proposed to use the Schneider charge point pictured below.



1146mm high x 413mm x220mm

- 2.5 The feeder pillar will be placed tight at the back of the footway so that the power to the EVCP can be remotely isolated in the event of an emergency.

- 2.6 The charge points will be restricted to car club use NFC authentication (a contactless card).
- 2.7 The EVCP will have twin Type 2 sockets, so if there is a fault on one socket the other can be used.
- 2.8 The Electric Blue contract provides maintenance for up to 8 years. Impact damage, and misuse are not covered. The charge point has two outlets and only one is needed, which gives a spare if one side fails. The charge point is modular allowing parts to be swapped if required.
- 2.9 A Standard Detail is being prepared.
- 2.10 Note there are separate developer plans to install electric car club vehicles at developments at Wellington Place and Low Fold. Electric car club vehicles will be requested in new developments at the planning stage where possible.
- 2.11 At present there is only one on-street EV car in Leeds which is on a private street at UoL's Cavendish Road. This has cables trailing on the ground which we would not seek to replicate. This EVCP is only set back 200mm from the edge of the carriageway.
- 2.12 The proposed on-street EVCP will be installed on an existing build-out in the pavement, so the footway width is not reduced. The EVCP will be set back 500mm from the edge of the carriageway.

### **3. Main issues**

- 3.1 Enterprise Car Club are willing to switch 20% of their fleet to EV in the next 12 months if EVCPs can be provided for the assigned bays.
- 3.2 The EVCP on Portland Street will be the first on-street EVCP in Leeds. An RSA will be carried out and any issues raised will be addressed at detailed design.
- 3.3 EVCP's are required to allow the car club to begin to switch to fully electric vehicles. The car club provider (currently Enterprise) usually supply cars that have the charging socket in the bonnet which allows shorter charging cables to be used, which reduces trip hazards.
- 3.4 The proposed EVCP will serve two cars. Only the car in the front bay will be able to charge. Sharing one EVCP between two cars reduces street clutter and halves installation maintenance costs. It is not possible to place the EVCP between the bays as this would require additional space.
- 3.5 The range of the Nissan Leaf's which are favoured by the Enterprise is 168miles. Charging takes approx. 5 hours. Each vehicle will need to charge two or three times per week
- 3.6 Enterprise will develop their telematics system to tell drivers returning to the car to the bays which bay it should go in and whether it should be plugged or not. Enterprise's back office knows the battery status and planned booking of both vehicles assigned to each charge point. The back office can also prevent new bookings until the battery has reached a required level.
- 3.7 As a fall back, Enterprise have local staff who can move cars onto the charge point.
- 3.8 The car club provider will pay LCC for electricity used. They will also pay for the back office cost, data connection and the maintenance charges for the EVCP. The terms and conditions will be agreed with the car club provider. The Car Club

Contract will be retendered in 2021, the financial arrangements for the use of EVCP's can be defined at this point.

## **Corporate considerations**

### **4.1 Consultation and engagement**

- 4.1.1 Internal consultation with stakeholders within Highways and Transportation, Planning, Parking, and the Sustainable Energy and Air Quality Teams have given positive outcomes on the principle of on-street charge points.
- 4.1.2 There has been consultation with ward members. The response was positive, with the caveat that it should not impede any planned safety measures to ensure people can maintain social distancing.
- 4.1.3 There has been consultation with the emergency services with no concerns raised.

### **4.2 Equality and diversity / cohesion and integration**

- 4.2.1 A screening document is available at Appendix A.

### **4.3 Council policies and the Best Council Plan**

- 4.3.1 Leeds is a growing and successful city with the Best City Ambition for a Strong Economy and a Compassionate City. The proposals in this report support the priorities for 21st-Century Infrastructure and Health & Wellbeing in:
  - Improving transport connections, safety, reliability and affordability;
  - Improving air quality, reducing noise and emissions;
  - Supporting healthy, physically active lifestyles.
- 4.3.2 These support the outcomes we want for everyone in Leeds to:
  - Move around a well-planned city easily;
  - Enjoy happy, healthy, active lives.

#### Climate Emergency

- 4.3.3 The introduction of electric car club vehicles will reduce the emissions of these vehicles. It will introduce more people to electric cars both as users of the car club and the visibility of the electric cars on-street.

### **4.4 Resources, procurement and value for money**

- 4.4.1 Initial funding will be from S106 Car Club money and routine maintenance will be provided by the Car Club provider.

### **4.5 Legal implications, access to information, and call-in**

- 4.5.1 None

## **4.6 Risk management**

- 4.6.1 If the EVCP is knocked over SSE will attend within one hour to make safe. They will be able to turn off the power at the feeder pillar at the back of the footway.
- 4.6.2 Exceptional maintenance costs will be funded by a reserved contingency in the S106 Car Club funds or by funds accumulated by the annual charge for use of the car club EVCP.
- 4.6.3 The charging cable from the EVCP to the car in the front bay presents a tripping risk. This will be addressed by
- The cable will be a bright colour
  - The cable will be just long enough to connect to the car in the front bay and not long enough to loop or tangle
- 4.6.4 Guardrail has been considered as an option to protect pedestrians from tripping on the cable. However the On-street Residential Chargepoint Scheme [guidance](#) for local authorities does not suggest the use of guardrail and examples from around the country do not use guard rail. See Appendix C

## **5 Conclusions**

- 5.1 The EVCP proposed in this report and on development sites will allow the Council's car club provided to place more electric vehicles into the Leeds Car Club.

## **6 Recommendations**

The Chief Officer (Highways and Transportation) is requested to:

- 6.1 Approve the installation of one 7kW EVCP in the highway to support electric car club vehicles;
- 6.2 Note the installation of other EVCP's off-highway to support electric car club vehicles; and
- 6.3 Give authority to incur expenditure of £8,000 comprising of works cost and staff fees, all to be funded from the S106 Car Club funds

## **7 Background documents**

- 7.1 None

## **8 Appendices**

- 8.1 Appendix A, Equality, Diversity, Cohesion and Integration Screening
- 8.2 Appendix B, Location and Details
- 8.3 Appendix C, Examples of EVCP's on footways

# Appendix A Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

<b>Directorate: City Development</b>	<b>Service area: Highways and Transportation</b>
<b>Lead person: Gordon Maclay</b>	<b>Contact number: 37 88090</b>

**1. Title:**

Is this a:

**Strategy / Policy**     
  **Service / Function**     
  **Other**

**If other, please specify:**

**An On-Street Electric Vehicle Charge Point**

**2. Please provide a brief description of what you are screening**

**On-Street Electric Vehicle Charge Point**  
 This will only be used by specific car club vehicles.  
 The pillar will be on a widened part of the footway.

**3. Relevance to equality, diversity, cohesion and integration**  
 All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

<p>The following questions will help you to identify how relevant your proposals are.</p> <p>When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).</p>		
Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	X	
Have there been or likely to be any public concerns about the policy or proposal?		X
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul>	X	

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

<p><b>4. Considering the impact on equality, diversity, cohesion and integration</b></p>
<p>If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.</p> <p>Please provide specific details for all three areas below (use the prompts for guidance).</p> <ul style="list-style-type: none"> <li>• <b>How have you considered equality, diversity, cohesion and integration?</b> (<b>think about</b> the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)</li> </ul> <p>The proposal will allow two pure electric car club cars to operate from Portland Street. Only one car will be plugged in at once. The cable will run from the bonnet to the charge post as indicated in photo in Appendix B. The cable will not cross the main line of the footway.</p>
<ul style="list-style-type: none"> <li>• <b>Key findings</b></li> </ul> <p>(<b>think about</b> any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups,</p>

potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

It is anticipated that the proposals will have positive impacts on the following protected characteristics:

**All disadvantaged groups**

Will benefit from cleaner air.

Potential negative impacts are limited to:

Visually impaired people are concerned about potential trip hazards.

• **Actions**

**(think about** how you will promote positive impact and remove/ reduce negative impact)

The cable will not be longer than necessary as the car and the charge post location are matched.

The feeder pillar will be placed tight at the back of the footway.

**5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.**

Date to scope and plan your impact assessment:

Date to complete your impact assessment

Lead person for your impact assessment  
(Include name and job title)

**6. Governance, ownership and approval**

Please state here who has approved the actions and outcomes of the screening

**Name**

**Job title**

**Date**

Gordon Maclay

Travel Planning  
Coordinator

28<sup>th</sup> May 2020

**7. Publishing**

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

**Date screening completed**

28/5/2020

**Date sent to Equality Team**

**Date published**

(To be completed by the Equality Team)

Appendix B  
Location and details

1 **Portland Street** (TRO approved and issued to contractors)



- Proposed EVCP placed on a build out, two bays and two EV cars

**Appendix C, Examples of EVCP's on footways**

Images from google of UK on street EV charging.

