

Committee	PTTC
Date	9/1/24
Item	10

Report:	10. Kerbside EVWG Report
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Summary

This is an interim report from the EV WG giving a list of our current proposed sites and suggestions for revisions of site selection guidelines. It is hoped that the P,T&T committee will give feedback to the WG to inform our further consideration.

Background

1. West Sussex County Council (WSSC) have a policy to roll-out public electric vehicle chargepoints (EVSE - EV supply equipment) for which they have engaged a partner - Connected Kerb Ltd who will install and operate the network of EVSE throughout the county.
See <https://www.connectedkerb.com> and <https://www.westsussex.gov.uk/news/let-us-know-what-you-think-of-proposed-locations-for-more-electric-vehicle-chargepoints-in-west-sussex/>
2. The present “phase2” of the WSSC roll-out is in progress. In due course there will be a “phase3” and at such time, stakeholders will be asked for opinions about suitable sites for more EVSE – hence:-
3. LPC has proactively formed a working group to consider suitable locations in Lindfield parish where EVSE can usefully be installed to support our future local public chargepoint demands. The working group has created a “long list” of sites to propose to any future consultation.
4. The WSSC scheme in its current form has limited scope. The criteria are:
 - a. The EVSE will be low-powered (up to 7kW), suitable for long charging sessions of maybe 8 hours – e.g. overnight. Such long slow charging is preferred because it is kinder to the vehicle battery and presents a more incremental demand on the National Grid.
 - b. EVSE locations should be large enough to accommodate 6 adjacent vehicle bays.
 - c. Locations are preferred when the nearby properties do not have off-street parking.
 - d. The scheme is for kerbside chargepoints, i.e. EVs would be parked on the public highway.
 - e. The locations should be on public property i.e. not within private developments.
5. It is a commonplace that non-availability of EVSE presents a tangible barrier to the adoption of EVs. Allowing additional time for a national infrastructure of EVSE to be installed was one justification given for the recent 5-year delay in the government’s banning of the sale of new internal combustion engined (ICE) vehicles. WSSC need to press on urgently with this roll-out, and we at LPC can play our part by being ready with some well-thought-through site proposals.
6. It is unclear whether CK insist on marking the bays around the EVSE “*parking only for EVs when charging*” or some such, but we feel that there is an urgent imperative to get the infrastructure installed asap, in advance of a surge in demand from residents.

Committee	PTTC
Date	9/1/24
Item	10

7. It is felt that 7kW (overnight) public charging is less attractive when the EVSE is more than 200 metres from the owner's property. So, consideration must be given to providing an even spread of EVSE throughout the parish.

Current Position

Research suggests that a private domestic vehicle spends only 5% of its life being driven so it makes the most sense to recharge the vehicle during the 95% downtime rather than in-transit during journeys. The ideal scenario for an EV owner is to have private EVSE and off-street parking at home where the vehicle can be charged when not in use. This arrangement is possible for a significant proportion of properties in Lindfield, but there are many streets where the properties do not have off-street parking. EV owners in such streets cannot have their own dedicated chargepoints and must rely on public facilities. These latter streets are the type preferred by the WSCC/CK scheme.

Each street in Lindfield parish has been evaluated by the WG and 15 streets have been identified as fitting the present WSCC criteria. The streets in this "long list" offer sites for a potential 128 new chargepoints. It is anticipated that some sites in this long list will be rejected by WSCC/CK and indeed by this WG upon further consideration for reasons like power supply issues, proximity to other preferred sites, neighbour objections, highway issues etc.

Additionally, the WG feels that WSCC criteria 4d. above does not present a perfect fit with our residents' requirements. We see two distinct shortcomings:

1. There is a strong correlation between streets without off-street parking and streets where there is high competition for parking spaces. Installing 6 adjacent EVSE in such locations will most probably increase the contention for parking places and the sites will probably attract resident objections during any public consultation – as we saw with the previous proposal for EVSE in Appledore Gardens/Pelham Road. This is a serious concern and in order to present a list that is acceptable to all stakeholders, LPC must consult carefully with residents when the time for phase3 proposals comes.

The WG feels that leaving the bays unmarked may well reduce residents' objections and inconvenience. Granted, this largesse will probably mean that many EV charging bays will be blocked by parked ICE cars, but this may not actually inconvenience many EV owners in the early years. Later on in the transition towards EVs becoming ubiquitous, painting some bay markings and defining some parking restrictions may well provoke less opposition.

2. Sites within MSDC Car Parks are excluded by the present criteria for the kerbside scheme. But the WG feel that Car Parks are the least contentious sites and are well suited to extended parking sessions for overnight charging. If the criteria were to include MSDC Car Parks in Lindfield, we see opportunities for a further 48 chargepoints. We feel that it would be worthwhile to make representations to MSDC encouraging them to install more EVSE in some other Lindfield Car Parks.

Another point to bear in mind is that on most days there is a dip in the carbon intensity of electricity generated in the wee small hours. So charging vehicles overnight (and most certainly avoiding the peak-demand hours of 4-7pm) has the least climate impact. So offering chargepoints in Car Parks where there is generally low demand for parking

Committee	PTTC
Date	9/1/24
Item	10

overnight presents a good fit that optimises many criteria. See <https://carbonintensity.org.uk/>

Please see [this spreadsheet](#) for our analysis of the streets in Lindfield and our proposals for EVSE sites in the village, and [this map](#) showing 200 metre circles around some of the proposed sites on this “long list”. The map is intended to demonstrate how a set of relatively few sites can give 200 metre coverage for most if not all our streets that don’t have off-street parking.

Budget

None required beyond clerk’s communication resources.

Way Forward

The WG propose that the committee consider the following:-

1. Please review this WG report and proposals.
2. Should we write up a proposal to WSCC for the agreed additional EVSE and, after approval, hold it until WSCC announce a call for phase3 of the roll-out?
3. Should we suggest to MSDC that Lindfield residents’ needs for public EVSE can better be met by installing additional points in Car Parks rather than exclusively on the kerbside on streets that don’t have off-street parking?
4. Should we suggest to MSDC/WSCC/CK that in order to reduce public objections to new installations, the new EVSE should be installed WITHOUT signage marking the bays “for EVs when charging only”?

Further Reading.

<https://energysavingtrust.org.uk/advice/charging-electric-vehicles/>

EV Working Group

3 January 2024

Lindfield Parish Council

Committee	PTTC
Date	9/1/24
Item	11

Report:	11. Outstanding Action Points
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Minute	Meeting date	Subject	Action Agreed	Responsibility	Due Date	Status	Date Completed	Comments
469 37.1	22/11/22 27/6/23	Neighbourhood Plan	no response was required to the updated plan. Further, that the Neighbourhood Plan should be reviewed, with the Deputy Parish Clerk seeking guidance from MSDC accordingly	Deputy Parish Clerk	22/12/22	Overdue		Potential meeting dates sent to Cllrs 10/11/23 8/12/23 all suggested dates now passed and insufficient responses received to arrange meeting. Will suggest new dates in the New Year.
25.2	6/6/23	Conservation Area window treatment	Agreed to track applications and review accordingly	Deputy Parish Clerk		On Target		Tracking added to Planning Applications Index Plan review in due course