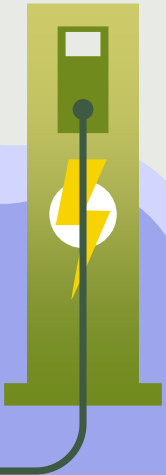
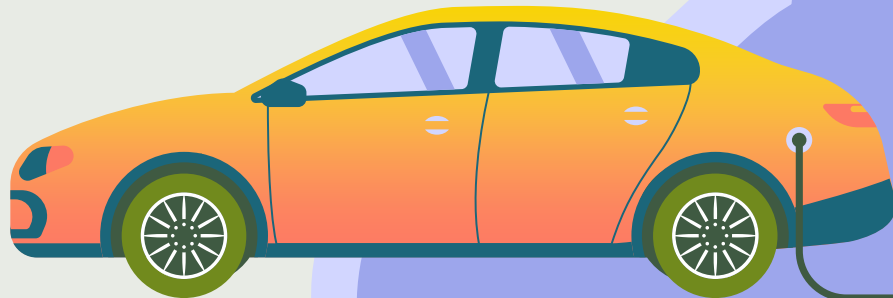


EV Infrastructure (ELECTRIC VEHICLES)

Wednesday 28th September 2022



Agenda

01

Introduction

03

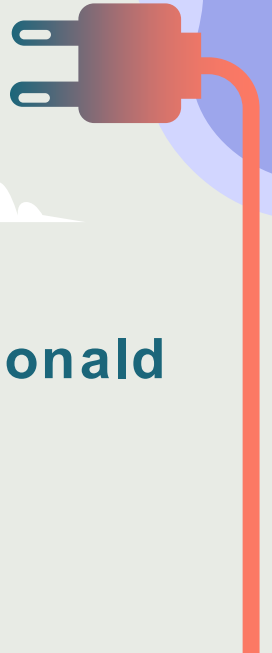
Lillee Reid-Hunt

02

Steve Cirell

04

Matthew MacDonald



Introduction

By Radhika Devesher



Provision of EV Infrastructure by Local Authorities



By Stephen Cirell

Introduction & Background

- Today looking at EV charging infrastructure
- Transport is a real problem for emissions targets
- Government's policy framework has been slow
- What is the role of local government?



Climate Emergency Plans

- Most LAs now have plans
- But do they cover this area?
- Data is king to good strategy formation
- What do you need to know?



The Local Authority Role

- Some think LAs should provide chargers – why?
- Other views better – facilitation is the key
- Still need data to facilitate
- Will LAs be ‘gap filling’?



Choices for Local Authorities

- There are many different routes
- But the key two are:
 - Direct provision
 - Concession agreements



Conclusions

- It is up to each LA to choose its path
- But lack of action here will result in criticism
- Doesn't mean you have to provide the chargers
- In many areas LAs will be selective as to direct action



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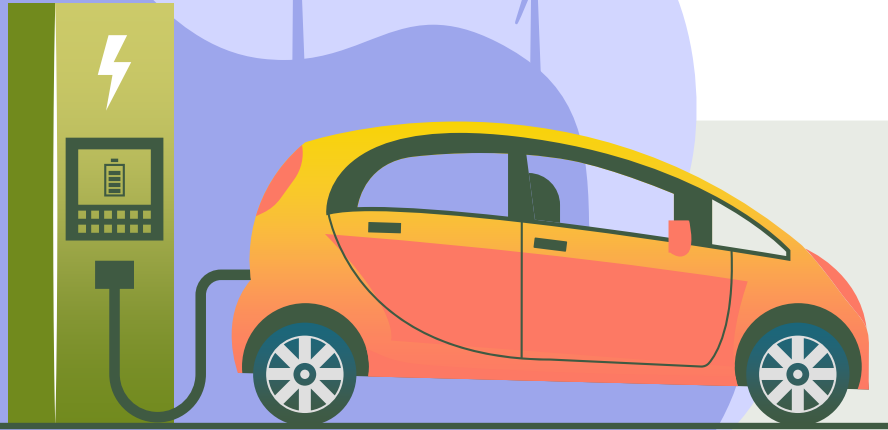


Stephen Cirell Consultancy Ltd



EV Charging Projects – Property Considerations for Local Authorities

By Lillee Reid-Hunt



- Strategy required to support the plan for emission-free vehicles by 2035
- Local authorities must proactively support and deliver EV charging and best placed to ensure transition integrated with community needs
- EV chargepoints required on both private and public land (including highways)
- New-build and refurbishment projects must now incorporate EV charging points – Building Regulations
- Public and private investment required to ensure that infrastructure is delivered to meet demand within the requisite timescales

- Government grant funding available to local authorities:
 - **Office for Zero Emission Vehicles (OZEV) EV Chargepoint Grant**
 - Available to landlords
 - 75% of cost to buy and install chargepoint sockets
 - Residential = up to 200 grants
 - Commercial = up to 100 grants
 - Capped at £ 350 per grant
 - **On-Street Residential Chargepoint Scheme (ORCS)**
 - Available to local authorities
 - Funding for procurement and installation of on-street charging points for resi use
 - Up to 60% project capital costs
 - **Local EV Infrastructure Fund**
 - £ 450mil committed to help LAs leverage private sector investment
 - **Workplace Charging Scheme**
 - Funding towards purchase and installation of chargepoints for LA staff and fleets
 - Up to £ 350 per chargepoint
 - Also available to small accomm businesses and charities
 - **Rapid Charge Fund**
 - £ 950ml committed to ultra rapid charging on motorways and major A-roads

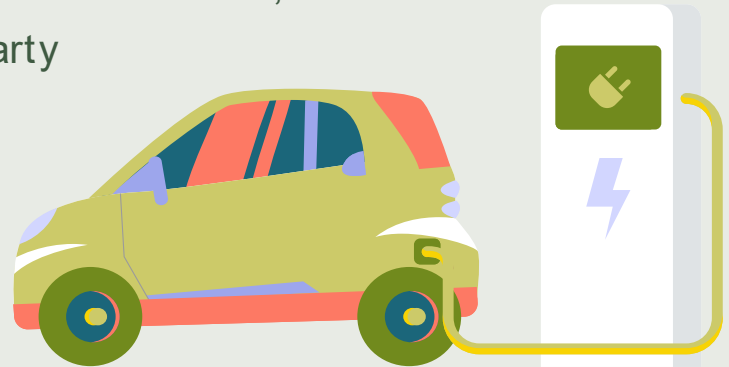


Property Considerations

- Ownership model
- EV charging project procurement frameworks: CCS 2021 framework RM6213 – Vehicle Charging Infrastructure Solutions and ESPO framework 636_21 – Vehicle Charging Infrastructure 2 (VCI 2) remain relevant
- Nature of the affected land, who has funded the capital costs or in what proportion and intended split of responsibilities will determine what type of property documents are necessary
- Licence vs 1954 Act contracted out lease
- Additional property documents – wayleaves, easements, mortgagee consent, superior landlord consent



- Energy source –renewable energy alternatives may be considered
- Title and property due diligence –title restrictions, encumbrances, subject to existing occupation
- If the affected land is subject to a lease (e.g. waste depot, leisure centre, business park or commercial carpark etc) then you may require a surrender and/or variation to deal with:
 - a) initial installation;
 - b) ongoing access for repair, maintenance, operation (may require closure of car parking sites);
 - c) grant rights to use the EV infrastructure (benefit of existing tenants) and reserve rights for third parties/the LA to use the EV infrastructure;
 - d) obligation for existing tenant to enter into third party wayleaves if requested;
 - e) provisions to prevent damage or interference with kit, insurance and third party indemnities etc.



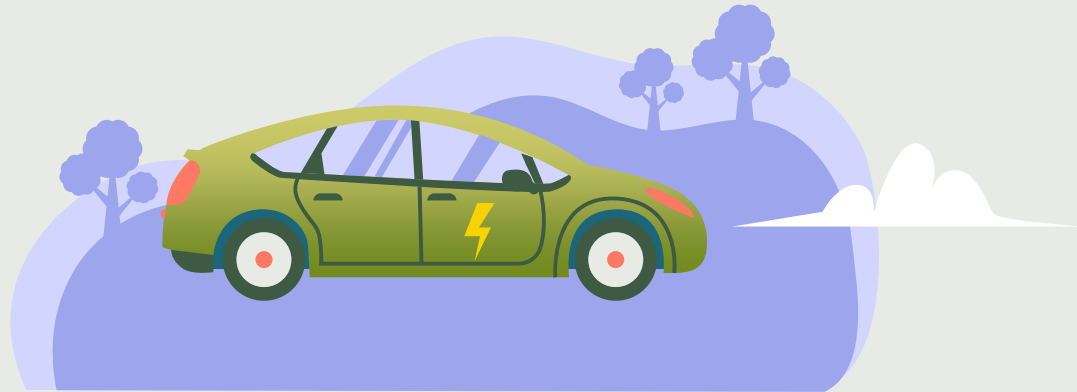


- Lease to the EV provider:
 - Ground rent
 - Turn over rent
 - Rent reviews to reflect improving market
 - Lease term –lifespan of infrastructure
 - Rights and responsibilities –operation, repair, maintenance, interaction in connection with third party occupiers (e.g. does a third party have responsibility for access to the wider site and will special arrangements to facilitate hours of access need to be made to dovetail with both parties' leases), insurance and indemnities, removal and reinstatement at the end of the term (e.g. should any equipment be removed by the provider or should it all belong with the Council and remain in situ at expiry or termination)





Matthew MacDonald



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Infrastructure **Specialists**

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EV Infrastructure: Hubs, On Street, and Beyond

Matthew MacDonald, Head of Commercial

28/09/2022

Boyd Brothers

An aerial photograph of a large-scale electric vehicle (EV) charging station under construction. The station features a long, low-profile canopy structure supported by several tall, thin poles. The ground is a mix of concrete and dirt, with orange safety barriers and construction equipment visible. In the background, there are green trees and industrial buildings under a clear sky. A red zigzag line is drawn across the top of the image, starting from the left edge and ending on the right edge, passing above the main text.

Electric vehicle and active travel infrastructure specialists

A bit about us



- 6no 50kW DC Rapid Chargers
- 3no 22kW AC Fast Chargers
- 36kW of Solar Canopies
- 90kW Energy Storage System



Hubs: summary

PROS

Can include a range of charger types

Can utilise derelict/brownfield sites

People understand the concept

Addresses issues for people without off-street parking

Can be designed to accommodate a range of vehicle sizes

White-listing can be effective in targeting key users

Can include Solar PV + Storage

CONS

Large initial investment

Additional maintenance burden, the roads and public realm, not the chargers...

Require space

Often require new power supply

Need services near by for people waiting for a charge



On street

On Street

Pros	Cons
Use existing spaces	Use existing spaces
Can be relatively low cost	Can negatively impact public realm
Can be sited closer to trip generators	Often require TM to install
Often lower power, long stay	Tracking`

The future

- V2G
- Battery storage
- Hydrogen
- MaaS

**BACK
TO
THE FUTURE**





Thank you

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Any
Questions ?



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