

Winslow Town Council

Provision of EV charging service in Winslow Public Hall car park – v5 (October 2023)

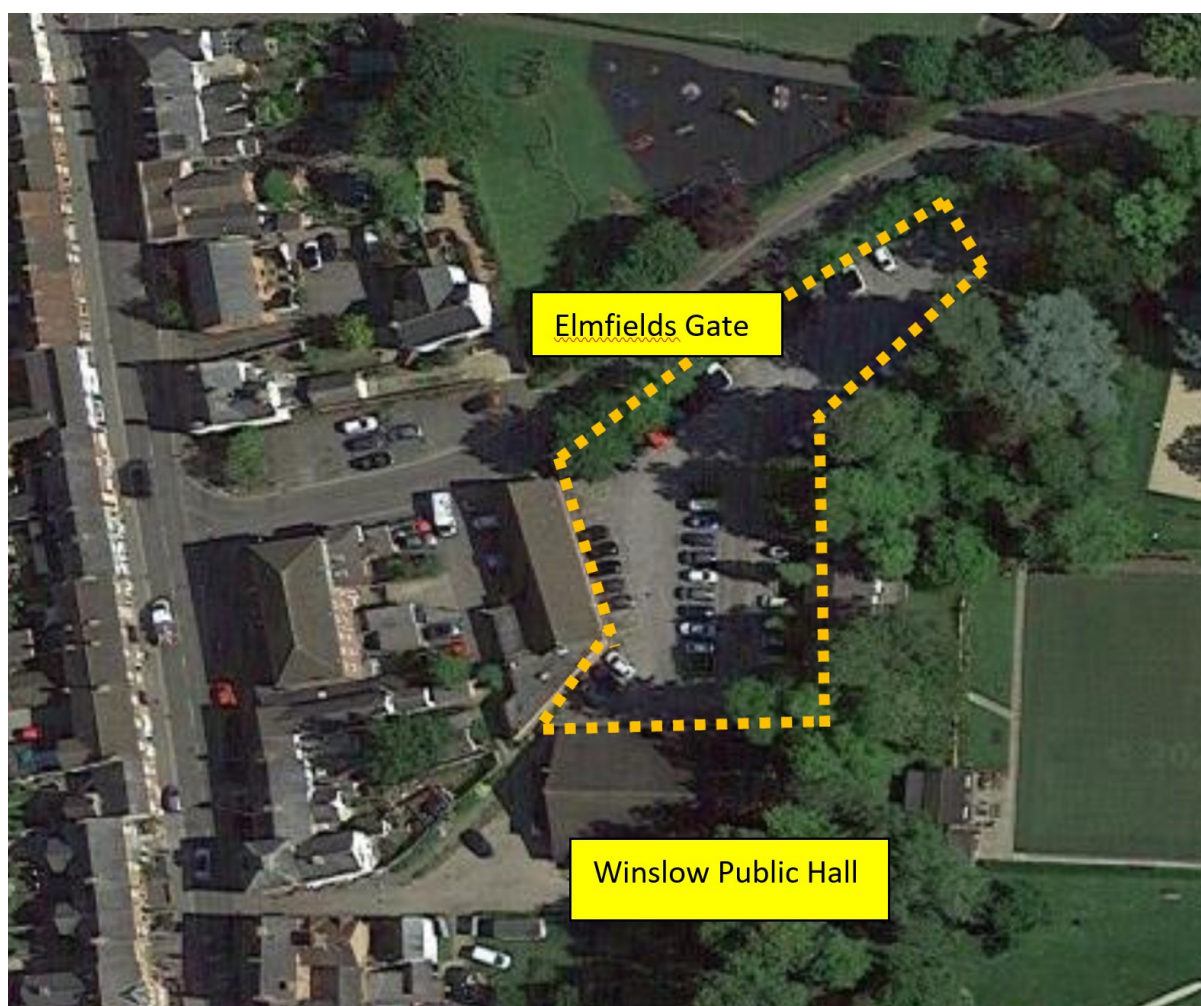
Request for Expressions of Interest

Winslow Town Council (the Council) is seeking Expressions of Interest in the provision and operation of electric vehicle chargers for the benefit of town centre users (businesses, employees, visitors, and local residents) at a central location within the town – namely the Winslow Public Hall car park, which is owned and maintained by the Town Council. The Council anticipates selecting three or four potentially suitable partners who could deliver this service, based on the information submitted in their Expressions of Interest, and these will be asked to make a detailed proposal to enable the Council to select a preferred partner for this service.

The Expressions of Interest must be submitted on the form supplied by the Council as set out at the end of this note, where the criteria for evaluating the submissions are also shown.

Winslow Public Hall car park, Elmfields Gate, Winslow MK18 3JG

The approximate area of this car park is highlighted on the plan below :



Ownership : The Public Hall Car Park and Public Hall are owned by Winslow Town Council.

Electricity Supply : National Grid (Western Power) is the local DNO. Three-phase supply enters Winslow Public Hall near its south-eastern corner from a feed which comes along the east-west lane from the High Street. Power distribution cables also exist on Elmfields Gate near the North West corner of the car park. National Grid has not been asked by Winslow Town Council about supply options for EV chargers in this car park.

Car Park capacity : currently 72 marked bays (including disabled).

Car park usage : Open access for cars 24/7, with free parking at present. A height control barrier prevents taller vehicles accessing the car park unless the barrier is opened for a specific purpose. The car park provides spaces for users of the Public Hall, as well as other nearby town centre venues (Bowls Club, Royal British Legion, Sports Club including football and cricket grounds) as well as for business, retail and leisure visitors within the town centre. It is also used to a significant extent for residential parking for properties in the town centre which have no off-street parking provision.

Within 200m crow-fly radius of the Public Hall there are about 70 residential properties without access to off-street parking spaces (about 50% of about 140 such properties in this area). A further 25 properties in this area only have access to communal parking spaces which may not be able to accommodate EV chargers.

In an area between 200m and 400m radius of the Public Hall there are a further 188 residential properties without access to off-street parking (about 40% of about 470 such properties in this area). A further 80 properties in this area only have access to communal parking spaces which may not be able to accommodate EV chargers.

At present there is just one 7kW public on-street EV charger in Winslow operated by char.gy, located on Burleys Road (about 490m crow-fly distance from the Public Hall) and there are no public off-street EV chargers in the town.

EV charging demand in central Winslow

The Public Hall car park has the potential to provide both Destination and Residential EV charging opportunities.

The Destination demand would be from those employed in the town centre or those visiting the town for shopping, business, sport, leisure or other activities.

The Residential demand would be from those in the town who do not have access to off-street parking spaces, or those who are unable to install their own EV charger for whatever reason at the off-street parking location which they use.

Whilst many public EV chargers offer 7kW/hr AC capability, some offer 11kW AC or even 22kW AC (both of which would require a three-phase power supply). Whilst 11kW chargers can be used by a significant proportion of currently available EVs, very few current EVs have the ability to charge any faster than 11kW/hr using an AC charger, even if the charger can deliver 22kW/hr. It appears that the EV industry is unlikely to include higher capacity AC charging capability in many future vehicles, as most now allow DC charging at 50kW/hr or higher. This leads to a conundrum for charging in car parks designed for both destination and residential requirements. 7kW AC chargers would meet the residential requirements but would be seen as too slow for meaningful destination charging ... for

instance someone who has driven 100-150 miles for a meeting or a sports match in Winslow that lasts a couple of hours; they would want to recharge for their journey home whilst at their meeting or match, and 7kW per hour would not achieve this. Chargers offering 11kW/hr would be better – but DC chargers offering 50kW/hr or more would be better suited for this type of demand.

Initial provision of EV chargers

For the Winslow Public Hall site the ideal would be for there to be four or more chargers in total with at least two of them providing faster charging for ‘destination’ users alongside two slower ones primarily for residential users. Passive provision should be made for a further two or more chargers to be added at a later date if the initial installation is only four units.

If there is sufficient power supply available the ‘destination’ requirement should be met with two 50kW+ DC chargers, whilst the residential chargers should be two units each offering at least 5kW output (with a preference for 7kW or 11kW).

Tethered or untethered? It appears to be accepted by most EV users that lower-powered AC chargers (5kW/hr – 22kW/hr) would normally be untethered (ie: the user has to provide their own charging cable). This has the advantage that the on-vehicle connection can be either Type 2 (used by most vehicles) or CHAdeMO (used by a decreasing proportion of vehicles, mainly older ones). It has the disadvantage for the EV user that the charging process is slightly more complicated, but it has the advantage for the chargepoint operator that it reduces the potential for damage to any tethered connecting cable. For DC charging points at 50kW/hr or faster it appears standard practice for these to be tethered – and in general these offer only CCS2 connectors (an enhanced form of the Type 2 connector) to the vehicle.

Location of EV bays

Two potential locations within the Public Hall car park have been identified.

One would be along the side of the Royal British Legion hall on the western edge of the car park, probably ideally near the north west corner of the car park. Power supply to this location would need to be a new feed almost certainly from Elmfields Gate.

A second option might be close to the Public Hall alongside the Bowls Club building, in the south-eastern corner of the car park. This might draw power from the existing three-phase supply in the Public Hall (if it has sufficient capacity), running from the SE corner of the Public Hall around the eastern end of the Hall, or it may need a new feed. The Public Hall has solar panels and battery storage which may be relevant to the supply of power to this second location.

Infrastructure and operations

The expectation is that the chargepoints will be free-standing hardware (not attached to existing poles, columns or walls). The supply and operation of the chargepoints must comply with all current and anticipated relevant regulations, codes of practice and standards including (amongst others) those related to structural and electrical safety, user interfaces and accessibility, and payment mechanisms, and the operator must hold adequate insurance for public and third-party liabilities.

Financing

Winslow Town Council would prefer to appoint a Charge Point Operator who will provide and operate these chargepoints without being dependent on securing grant funding.

The Council has no pre-defined expectation of the financial model under which the chargepoints would operate, save that it does expect the chargepoint operator to make a financial offer of payment to the Council for the right to deliver this service.

Exclusivity

The agreement with the Town Council would include an assurance of exclusivity for the duration of the agreement (subject to transitional provisions at the end of the agreement period) within the Winslow Public Hall car park. The Town Council has no powers to prevent the installation of chargepoints elsewhere in Winslow.

Timing

The Town Council will want to see these chargepoints in operation as soon as possible after an agreement has been reached, with a target of this being within 3 months (although, if a new DNO connection is required, it is recognised that this may add further delay).

Expressions of Interest

Businesses which wish to be considered for this opportunity should complete and submit the Council's Expression of Interest form in the file WTC-PHCP-EVC1-EXPINT.xls, which accompanies this note. Submissions should be e-mailed to roger.slevin@winslowtowncouncil.gov.uk no later than 12 noon on 28 November 2023.

Evaluation criteria for Expressions of interest

The following table gives an indication of the weight that will be given to various factors when the Council evaluates the merits of each Expression of Interest received.

weight %	
20	Strength and experience of business
10	Availability of capital funding, dependency on grant funding
10	Existing local operations within 30 mile radius
10	Customer support arrangements
20	Maintenance arrangements, remote monitoring and response times
5	Payment mechanisms for end users
5	Financial return for WTC
10	Continuity arrangements
5	Minimum length of agreement
5	Cost per kW for end users
100	TOTAL

Winslow Town Council contact

Councillor Roger Slevin

Roger.slevin@winslowtowncouncil.gov.uk

Mobile : 07860 836019

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