

Risks of SCC Partnership to deliver LEVI funded EVCP's in T2 Car Parks

Risks

Risk	Description	Mitigation
May prohibit future developments	Space used may constrain future options on the site	LEVI funding means there is no CPO exclusivity on the car park (unless there are passive provisions), allowing other operators to potentially operate.
Loss of revenue potential	Land lease precludes direct chargepoint fees	Charging infrastructure will be installed at no cost to T2 council, who at the end of the contract would be able to take full ownership, gaining an asset.
Increased enforcement responsibilities	Improper EV spot use requires staff oversight and resource demands	<i>Would SCC be able to resource as part of funding?</i>
Requires infrastructure upgrades	Grid connections are not the only infrastructure requirements - Wi-Fi/internet access, dedicated, safe, unobstructed routes for electrical cabling, and signage need to also be considered.	Grid connections are covered within the LEVI fund. Other infrastructure considerations can be written into tender documents placing responsibility on CPO.
Member disagreement	Councillors may not buy in to the project and oppose sites and terms during approvals.	Hold EV workshops and engage in open discussions with members
Potential under utilisation	EVCP's may be underused depending on EV uptake rate	Site selection will be based on CENX/NEVIS modelling. CPO will be commercially vested in the sites and therefore will be able to resource comms etc. By 2035 government targets mean there will inevitably an increase in future demand.

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Reduced parking capacity	Installations consume available parking area, displaced spots will reduce parking capacity.	<p>All chargepoints will need to meet PAS1899 standards making them accessible to all and therefore some space/capacity- will be lost. however, we must also plan responsibly for the vehicles of the future and ensure we are not behind the curve.</p> <p>As residents transition to EV's as the 2035 ban on new ICE vehicles approaches, it is crucial to ensure adequate public charging access, especially for those without at-home charging capabilities. Additionally, unlike petrol/diesel cars, EVs depend on the availability of charging facilities when they arrive.</p>
Vandalism and chargepoint damage	Equipment exposed to potential public damage	Responsibility of the CPO, but they are only willing to cover it under part funded projects and not fully funded. We will be discussing this at the next EST workshop they are hosting.
Ongoing monitoring and maintenance	Maintenance costs, responsible usage checking and fee collection are needed.	<i>Would SCC cover this as part of LEVI? Could we build in an allowance for this in tender doc/contract with CPO?</i>
Equipment removal by operators	De-installation process can disrupt sites	As the technology evolves, new units will no doubt be required on sites and will become easier to upgrade/manage as the tech evolves
Space constraints	Available land may limit charging hub expansions	LEVI sites will be chosen on appropriateness. A car park must be large enough.

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Unexpected reliability issues negatively impact the council	T2 has no control over uninterrupted charger uptime	Build into CPO contract expectations/guarantees as part of SLA and KPI's
T2 councils liable for losses if in breach of concession contract	For example, if the site is unsuitable for work, SCC could claim losses from the landowner (T2 authority)	SLA in place, if a car park is sold or made redundant, the funding amount would need returning or another site offered at the District/Boroughs cost. The CPO will not break the concession contract but there is a possibility of the T2 authority breaking the lease agreement.
Licensing issues	Permitting differences across councils placing constraints on installations	?