



COMMUNITY INFRASTRUCTURE LEVY FUNDING REQUEST

Applications are invited for strategic infrastructure projects to be considered for Community Infrastructure Levy (CIL) funding.

To bid for CIL funding, you will need to fill out the following application form and submit relevant supporting material, as necessary. Please ensure the information you provide is correct and complete to the best of your knowledge.

Deadline for applications

The deadline for submission of applications to the Strategic Spending Board is **midnight on XXXXXXXX**. Please send your completed application to:

Email: cil@threerivers.gov.uk

Address: Community Infrastructure Levy Officer, Three Rivers District Council, Three Rivers House, Northway, Rickmansworth, Herts. WD3 1RL

Please Note

Failure to answer all the questions on this form could impact upon the success of your application.

| Bid Reference: | |
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| Section A: Applicant Contact Information | |
| Name and address of your organisation | Transport and Parking Projects, Regulatory Services, TRDC |
| Name and position of main contact | Senior Transport Officer |
| Applicant contact details (phone number, email and address) | 01923 776611 tpp@threerivers.gov.uk |
| Type of organisation (If a charity, please provide registration number) | Local Authority |
| Describe your organisation's main purpose and regular activities | Promoting more sustainable travel in the Three Rivers District https://www.threerivers.gov.uk/egcl-page/corporate-framework |
| Is the organisation able to reclaim VAT? | Yes |

| Section B: Project Overview | |
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| Project Title | Electric Vehicle Charging Points Installation |
| Summary of the project proposal | Installation Of Electric Vehicle Charging Points To Enhance Retail Centres In Three Rivers District |
| Estimated project cost (including breakdown of the overall cost and what the CIL funding requested will cover) | Total cost for six sites is estimated at £460,000 (of which either 100% or £280,000 is requested from CIL; £180,000 had been allocated from TRDC capital which is now required to be replaced by CIL; At present there is no other external funding source but if anything does become available the CIL contribution would be reduced). |
| Full address of project location | District Council car parks to be determined, but located in or near six retail centres at: <ul style="list-style-type: none"> • Abbots Langley High Street • Chorleywood village centre • Croxley Green • Rickmansworth High Street • Rickmansworth neighbourhood centres (indicative Moneyhill Parade) • South Oxhey centre |
| Project partner (if applicable) | N/A |

| Section C: Strategic Case | |
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| How does the project help address the demands of development in the area. What evidence is there to support this? | <p>This proposed scheme will address demands of development by providing electric vehicle charging for dwellings provided under the current Local Plan that do not provide electric charging capability and will:</p> <ol style="list-style-type: none"> 1. Contribute to providing a healthy environment by improving air quality through reduced particulate emissions; 2. Contribute to carbon reduction in the District, by enabling use of short-range electric vehicles, 3. Contribute to creating high quality neighbourhoods by reducing traffic pollution including noise (by promoting electric engines) and the visual effects of air pollution. 4. Reduce the eco-footprint of the District by replacing carbon miles with ultra-low emission miles. 5. Improve access to businesses and the local economy by attracting potential customers and staff who would otherwise be deterred from travelling due to lack of charging opportunity for their vehicles. |
| Do you have planning permission in place to carry out the works? If so, please provide the application number | Yes, deemed planning consent applies for these works to these sites. |
| Why is CIL funding being sought and who are the likely beneficiaries of the project? Please provide usage details where appropriate | CIL funding is sought due to the high costs of installing this kind of infrastructure; the beneficiaries are the general public, any procured service provider. |
| Would the community support the project? | <ul style="list-style-type: none"> - This would represent a 30% increase in local charging provision (DfT, April 2022) with importantly 4 new rapid charging hubs within a short distance of the M25 NW Quadrant (junctions 17, 18 and 21). - Demand is shown by the WSP EVReady tool which identifies each site as rating 8 or 9 for demand (by 2030) on a scale of 1-9 (1 being lowest); this tool is based on metrics including private off-street capacity. - More specific evidence is unavailable; demand is likely to be unmet where it is potential rather than actual, but this information would be likely to be sensitive business data so not available to the LA. |

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| | <ul style="list-style-type: none"> - Most of the District (around 90,000 popn) is within ten minute drive of the proposed rapid points. Each proposed site is within 400m / 5 minute walk of a high density development that does not have current off-street capacity. |
| <p>Would the project lead to any income generation?</p> | <p>Yes, potentially, dependant on supplier costs and charges.</p> |
| <p>Please provide details of any supporting policy from the Local Plan</p> | <p>This proposed scheme contributes to the following local policies set out in the TRDC Core Strategy (2011):</p> <p>CP8 <i>“Development will ... make adequate contribution towards... infrastructure and services to... Make a positive contribution to safeguarding or creating sustainable, linked communities”.</i></p> <ul style="list-style-type: none"> - This proposal will create new sustainable links between communities by providing essential electric charging capacity that allows people to travel more sustainably between town centres. <p>CP10 <i>“Every opportunity will need to be taken to integrate means of travel... transport and travel measures will be supported at appropriate locations across the District, and development will need to consider the provision of measures and facilities that encourage integration including... Improvements to transport hubs within and including the provision of Mobi-Hubs.”</i></p> <ul style="list-style-type: none"> - This proposal contributes to the creation of Mobi-Hubs (source: <i>TRDC ITS 2008</i>) by providing essential electric charging capacity (a key feature of Mobi-Hubs) focussed within or adjacent to the designated Hub sites around the District. <p>This proposed scheme also contributes to the following local policies set out in the National Planning Policy Framework (July 2021):</p> <p>NPPF Para 112 sets out that development should: <i>“be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.</i></p> <ul style="list-style-type: none"> - This proposal contributes to delivering the NPPF by providing essential electric charging capacity to the public focussed within or adjacent to the designated Hub sites around the District. |

| Section D: Financial information | | |
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| Please show in the table below the amount of CIL funding being sought and any other contributions that may have been allocated for this scheme | | |
| | Amount | Detail |
| Please indicate total cost of project | £460,000 | |
| Please provide a detailed breakdown of the costs for the project | | Estimated installation cost of rapid and fast EV charging points at six sites, includes significant new high-voltage cable ducting. |
| Please provide a detailed summary of the total CIL funding required, including phasing | £460,000 | Full funding request due to urgency. |
| How much funding does the project currently have? | £180,000* | Allocated capital proposed to be replaced by CIL At present there is no other external funding source but if anything does become available the CIL contribution would be reduced). |
| Are there any revenue costs (i.e. day-today running costs, maintenance cost) associated with the project and if so how will they be funded and has that funding been secured? | None. | Installations fully self-financing. |

| Please indicate in the table below the source of additional funding that has been secured/ is being sought. | | | | |
|--|---------------|----------------------------|--------------------|--------------------------|
| Source | Amount | Conditions Attached | Use by Date | Funding Confirmed |
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| Does the CIL funding help secure the release of additional funding? | Yes | |
| | No | |

Section E: Delivery Timescales

What is the delivery timescale for the project?

May 2023 (subject to suppliers project plan and DNO capability)

Section F: Additional Information

- Our proposal would provide a charging site in every one of the six larger settlements in the District, initially aimed at two sites in the Northway Lower car park in Rickmansworth and in the Causeway House car park in Abbots Langley, which have been assessed for viability as a trial, based on previous site investigation and quotations.
- Each site would include at least one rapid charger (and if additional financial support becomes available, two) and one or two fast chargers for the use of drivers who have more time or require only a partial battery charge.
- This would be delivered by the District Council and a supplier expected to be procured from the NHSBSS framework or the Oxford DPS framework or via open tender.
- Total cost for six sites is estimated at £460k based on previous quotations.
- Private funding is invited through the planned procurement process but has not been explicitly sought outside this process (as the LA wishes to retain good control over price to customer, taking account of known demographic from which demand is evidenced locally).
- The scheme would result in installation of six rapid chargepoints each supported by at least two fast chargers and up to 100 lamp column chargers.
- This would represent a 30% increase in local charging provision (DfT, April 2022) with importantly 4 new rapid charging hubs within a short distance of the M25 NW Quadrant (junctions 17, 18 and 21).
- Demand is shown by the WSP EVReady tool which identifies each site as rating 8 or 9 (by 2030) on a scale of 1-9; this tool is based on metrics including private off-street capacity.
- More specific evidence is unavailable; demand s likely to be unmet where it is potential rather than actual, but this information would be likely to be sensitive business data so not available to the LA.
- Most of the District (around 90,000 popn) is within ten minute drive of the proposed rapid points. Each proposed site is within 400m / 5 minute walk of a high density development that does not have current off-street capacity.
- Prices are intended to be charged at market rates (to be determine at procurement stage but regularly assessed to ensure they are viable for customers locally (see attached Specification)

Section G: Declaration

When you have completed the application, please sign this declaration and submit the application form as directed

To the best of my knowledge the information I have provided on this application form is correct.

If Three Rivers District Council agrees to release funds for the specified project, these funds will be used exclusively for the purposes described. In such an event, I agree to inform the Council's Infrastructure Delivery Coordinator of any material changes to the proposals set out above. When requested, I agree to provide the Council with all necessary information required for the purposes of reporting on the progress or otherwise of the identified project. I recognise the Council's statutory rights as the designated CIL Charging Authority, which includes provisions to reclaim unspent or misappropriated funds. Privacy Notice: By signing this form, the applicant agrees to Three Rivers District Council checking all supplied information for the purposes of informing decision making. The information on this form will be stored in the Council's Infrastructure Spending Board manual filling system and summarised in the Council's ICT system for the sole purpose of fund processing, analysis and accounting. Information about the project may be publicised on the Council website and in public material for publicity purposes. Personal data will not be disclosed without any prior agreement of those concerned, unless required by law. For further information on the Council's privacy policy, please see: <https://www.threerivers.gov.uk/egcl-page/privacy-notice>

Signed: _____ Senior Transport Officer _____

Organisation: ___ Three Rivers DC, Regulatory Services, Transport and Parking Projects

Date: 27/07/22

Section H: Officer Comments/Recommendations July 2022

Regulation 59 (1) of the CIL Regulations state that CIL can be spent on the provision, improvement, replacement, operation or maintenance of infrastructure/ to increase the capacity of existing infrastructure or to repair failing infrastructure if that is necessary to support development.

The Regulation 123 List (which was approved by Council following the independent examination of the CIL Charging Schedule) sets out the types of infrastructure that CIL will be spent on and includes Strategic and Local Transport Proposals. Although the Regulation 123 List was superseded (in 2020) by the Infrastructure Funding Statement it still provides the Council's approach.

Electric vehicles are becoming more popular and is the way forward in tackling climate change.

This proposed scheme contributes to the local policies set out in the TRDC Core Strategy (2011) as detailed above under '*details of supporting policy from the Local Plan*'

The District Council's agreed approach is to consider the potential provision of 'rapid charging' points to enhance the attractiveness of local centres for business users and retail visitors, as well as providing an opportunity for local residents who have no private charging to charge their cars, subject to the availability of external funding.

The Regulation 123 List (although now superseded) indicates that CIL monies can be spent on strategic and local transport projects as long as there is a need resulting from development in the area. It is recognised that substantial development has been constructed/consented or is planned for the entire district of which the electric vehicle charging points will provide a service throughout.

Recommendation:

The total cost of the project is estimated as being £460,000.00. Of this £180,000.00 could be sourced from the capital budget. However, by granting the full amount through CIL will allow the Council to focus capital funds on alternative projects that cannot be funded by CIL. Therefore, it is recommended that the full £460,000.00 be granted.

The infrastructure meets the legal definition and new/improved facilities relate to the development of the area.

CIL monies of £460,000.00 can be used for the following:

Installation of Electric Vehicle Charging Points in District Council car parks as detailed below to enhance retail centres In Three Rivers District.

District Council car parks at:

WD5 0AW,
WD3 1RL,
WD3 5RB,
WD19 4DT,
WD3 3EN,
WD3 7DY

Additional Note:

Please note the cost of the project is estimated and there could be a % rise/fall depending on when the project is implemented.