



The Committee of Management of  
Hanover Crescent Enclosure

## Installation of Charge Points for Electric Vehicles

### Briefing Paper for Ballot of Residents

#### 1. THE PROPOSAL

The proposal is to install a dual EV charger (a rapid charger up to 22kW) which can be used by all residents who wish to use an electric vehicle now and in the future. The project involves installation of a power supply kiosk on the garden side of the road and an EV charging unit close by.

The kiosk will be provided with standard power sockets which may be used for garden events, additional lighting etc.

The installation would be run by the Committee which will manage contracts with the suppliers, access to the chargers, the electricity charges and so on.

The project will be financed by a contribution from a group of residents plus £10,000 from existing reserves held by the committee.

The ballot paper at the end of November will ask if you are in favour or against this proposal.

#### 2. FUNDING

Quotes were obtained for the work which put the capital cost of the project at £20,000. We add a further £2,000 to cover any change since the quotes were obtained. We will also apply for planning approval. The project is funded by:

- a. A donation by an 'Investment Group' of now six households of £12,000. Other households are welcome to join this group
- b. A loan of the remaining amount, around £10,000, from our existing Contingency Fund. The fund is currently well over £30k and was established over recent years via the Crescent Levy.

The charge points will generate an income for the Crescent by:

1. An uplift in the cost of the electricity to residents. The cost of using the chargers will aim to be higher than the cost to us, but lower than that charged by other public facilities. Members of the Investment Group would not pay this uplift for the first six years on a single car only.
2. An annual membership charge for using the facility of perhaps £100 to £200. Members of the Investment Group would not pay this membership charge. The 'membership' is non-transferable.
3. A charge to visitors for using the facility

The precise charges will be proposed by the committee and reviewed at each AGM. The income that will be generated is very uncertain, but we would aim to recoup the committee funds invested over 10 years or so. After that, there would be an on-going income stream to the Crescent to allocate as agreed at Annual General Meetings.

Though a small grant scheme is available this will expire soon, but availability of any grant funding will be checked before making major investment. Future expansion of the facility with additional charging posts along the Crescent is possible subject to demand and the funding stream being generated.

### **3. AESTHETICS**

The facility requires construction of a kiosk where the connectors and meter are placed. The kiosk is like the BT junction box kiosks around the area and will be green/grey, located near the north-end cycle park facility with planting around it. Other options include a 'brick effect' or, more expensively, a brick-built kiosk. The charging post at which you charge the car is by the roadside, just over a meter high and placed between two bays so cars can access it at the same time.

No final decision on exact colouring and design has yet been made, but we have control over this. The Committee feels that the facility will not much change the look of the gardens.

### **4. VALUE FOR MONEY and OTHER OPTIONS**

Alternative approaches have been considered:

Crescent residents do not have access to most of the council facilities that are being installed locally. Most are in restricted parking zones for which we cannot have parking permits. These facilities are more expensive than we would charge and often slower.

Use of power in existing lampposts. The Council recently changed its position on use of power from the lampposts. However, using power from the lampposts would still require installing a charging post next to the lamppost and would only provide a single slow charge point at each post. The cost of a single installation would be approx. £6,000. The committee considered this cost in relation to the poor speed of charging it will deliver and that this proposal is un-expandable and concluded that it is not a practicable alternative and that the option that the committee is pursuing is better.

Rather than purchase the EV charging units, they could be leased, This would reduce part of the installation cost, but increases the electricity cost and commits us to long term contracts and we have no control over the installation or future ownership.

The location at the north end opposite no. 19 has been selected because it is least cost, being near to the point at which UK Power Networks can tap into the existing mains supply.

An alternative funding method would be to raise funds from an increased Crescent Levy on homeowners. This proposal was rejected at the 2022 AGM.

### **5. RISKS and MITIGATIONS**

a. Risk of significant increase in capital installation cost. This risk grows the longer a decision is delayed. We control this risk by only going ahead if the final quotes are within the budget approve by the Special General Meeting.

b. Insufficient income stream. The income stream depends on the level of future use. This may be low for the first few years at least and the lower it is the longer it will take for crescent funds is replaced. In mitigation, the committee will maintain a reserve of around £18k to £20k and has control over the amount charged per unit and also over the registration charge for new users and visitors. There are already 2 EV users in the crescent and it is highly likely that there will be at least a further 4 over the next 3 years.

- c The committee, or a future committee may have difficulties in administering the scheme. In mitigation, a third party will be contracted for the day-to-day administration of access controls and payment collection. The committee will decide the rules around this and the charges to be applied. Once decided, they will be reviewed annually at the AGM.
- d. Those using the charging units may fail to cooperate making the charge points inaccessible to others. In mitigation, the Committee will draw up any rules (approved at an AGM) to ease any issues. Registered users will share an on-line group so that short term problems can be resolved amongst them.
- d. There could be unexpected maintenance issues with the charging points, or they may be vandalised. The purchase of the chargers will come with warranties, and the options of a maintenance contract will be looked at.
- e. There is a risk of the parking spaces adjacent to the chargers being unavailable to non-EV users. In mitigation, there is no suggestion that use of the spaces is restricted to EV users only. When an EV is being charged the space they would otherwise occupy is free so there is no net change to the number of parking spaces available.
- f. One household has claimed that the project is beyond the legal powers of the Committee and there is a risk of a formal challenge to the committee doing anything not strictly related to the maintenance of the gardens. The Committee is convinced this is not the case, that the project is within its powers as defined by the East Sussex Act and confirmed in the Constitution (see [www.hanovercrescent.org](http://www.hanovercrescent.org)). There are precedents including the installation of bike racks and managing parking. The Committee has a duty to act as requested by residents and in the best long-term interests of the Crescent.

## 6. MAIN POINTS IN FAVOUR OF THE PROPOSAL

Those in favour of the proposal point to the fact that Brighton Council is installing EV points around the city as part of a nationwide move to building the infrastructure for widespread adoption of electric vehicles over the next 25 years. Crescent residents are largely excluded from these street chargers.

This part of Brighton has relatively high air pollution caused by vehicle emissions and we should be helping address these environmental concerns.

Even if you do not have a car, or have a car but have no intention of ever switching to electric, we should enable and encourage those residents who do wish to switch to have that option.

The charging facility is an essential infrastructure development for the long term and properties that lack ready access to EV charging will become less popular.

If most residents are in favour of making EV charging points available to those who wish to use them, the Committee has a duty to lead the project and manage the use of the facility. It is recognised that not all residents will benefit directly, but the committee also attempts to meet resident requests for instance for cycle and motorcycle parking, plants and tree placements and for changes to the parking pass allocations. .,

The longer we delay, the more expensive the project is likely to become and the £12k donation from residents in EV Group may not be available in the future.

## **7. MAIN POINTS AGAINST THE PROPOSAL**

Those against the proposal point to the uncertainty about the future of electric vehicles and of the government policy to replace petrol cars. Electric vehicles are themselves problematic environmentally

They argue that a vote on the issue should not go ahead because the Committee has no business or legal powers installing EV charging and that we should not be using any crescent funds, even as a loan, to support the installation.

They see the proposal as of benefit only for a select few and will cause division amongst residents. There will be further problems resolving disputes over access to the chargers and the parking spaces nearby.

The capital 'loan' from existing funds is at risk of having to be increased or not being repaid even over 10 years. This could mean that homeowners who will not ever use the charging points may end up subsidising those that do, with limited benefit to themselves.

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