

EAST GRINSTEAD TOWN COUNCIL

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29th August 2024

A meeting of the **ENVIRONMENTAL & SUSTAINABLE TRAVEL COMMITTEE** is to be held in the **COUNCIL CHAMBER** at **EAST COURT** on **THURSDAY 5TH SEPTEMBER 2024** at **7pm**.

Questions relating to matters on the agenda may be submitted at the beginning of the meeting during public participation. The public are welcome to attend in person at East Court or via Zoom. The public need not give their name, but are required to advise whether they live in the East Grinstead Parish.

A request for the zoom link should be sent via email to towncouncil@eastgrinstead.gov.uk before 12 noon on the day of the meeting.

Order of Meeting

7.00 pm

Public Participation: The public are welcome to attend the meeting in person or by virtual link to observe. Before the start of the substantive agenda there is an allotted period of up to 15 minutes where the public may ask a question of the Committee on matters that are contained on the substantive agenda for this meeting in line with Standing Order 1. The question should not be a statement nor in several parts and it would be appreciated to be kept short, to maximise the time for other questions; there is no right of reply and the Chairmans interpretation of the standing orders is final. Should there be no questions or the questions complete before the end of 15 minutes the Chairman will move along to the substantive agenda and public participation will end.

Agenda

To commence not later than 7.15pm

1. Apologies for absence/Substitutions
2. To receive Members Declarations of Interest.
3. To approve for accuracy the minutes from the meeting of 30 May 2024.
4. Chairman's Update
5. Walking/Cycling leaflet
Update from working group

6. Safety of Lithium-ion Batteries and e-bikes and scooters consultation

To consider the above consultation

7. Electric Vehicle Charging Scheme

To receive update/report in respect of potential scheme for East Court

The date of the next meeting is to be **Thursday, 28 November 2024** at 7.00pm.

East Grinstead Town Council

E & ST Report – 5 September 2024

Update on Projects

Cycle Parking at East Court – quotes are in the process of being obtained.

Bike Bus – The Chair and Deputy Clerk met with the headteacher of St Mary's School on the 24 June who expressed an interest in getting a scheme set up and running in the new academic year. The headteacher was sent all the information and advised she will contact us in September with a date when the Chair/Deputy Clerk will visit the school to promote how the scheme works to encourage volunteers to come forward.

No further update from Halsford Park Primary School in respect of additional volunteers coming forwards.

Bike Hire Scheme – Awaiting further update from Govia Thameslink Railway (GTR) on the station site. They have been chased on several occasions, with no response.

Environmental & Sustainability Policy/Environmental & Sustainable Travel Project Assessment Documents – Councillors are working on these documents and the Environmental & Sustainability Policy will come back to the November meeting for further discussion.

Sustainable Travel – Following the meeting with Ian Myhill WSCC in May and the E & ST meeting held on the 30 May the list of suggestions have been forwarded for Ian to consider. A further update meeting has been requested for October/November.

Agenda Item 5 – Walking/cycle leaflet

A working group meeting has been arranged for the 2nd September with Community & Tourism Team, the Deputy Clerk, Cllrs. Godwin, Mockford and Gibbs. An update will be provided at the meeting.

Agenda Item 6 – Safety of Lithium-ion batteries and e-bikes and scooters consultation

The following email has been received, together with the attached appendix.

I am writing to ask your Council to support our campaign to improve the safety of lithium batteries (used in e-bike and e-scooters) and their disposal.

Let me begin by introducing myself. I am the researcher for Lord (Don) Foster, who has been campaigning on this issue in the House of Lords. I am also the parliamentary advisor to Electrical Safety First, a UK Charity dedicated to reducing the deaths and injuries caused by electricity.

As you will probably know lithium battery fires are on the increase – there have been over 1000 in the past few years, nearly 200 injuries and a dozen fatalities. Homes have been destroyed. The cost to the UK runs into £billions. You will doubtless know of examples in your

area. I attach a spreadsheet of some recent fires – as you will see there have been some in your area.

Lord Foster and Electrical Safety First are promoting the attached Bill (a summary of which is included at the end of this email) to ensure greater safety in the use and disposal of lithium batteries and are aiming to get it into law as soon as possible. It has its First Reading on 5th June.

We have the support of many national organisations, as the attached logos show – including the National Fire Chiefs Council, the Association of Ambulance Chief Executives, the Royal Society for the Prevention of Accidents and the Royal Society for Public Health. In addition 2 coroners have called for the law to be tightened to ensure greater safety.

We are now contacting more locally based organisations, and it would be great if your Council was able to support this campaign. It would be a great boost.

Please do get in touch if you require any further information.

I look forward to hearing from you,

Yours sincerely,

Ron Bailey

Please note a response can be submitted at any stage as this is the 1st Reading and other stages will follow.

Recommendation – The Committee are asked to consider a response to the consultation.

Agenda Item 7 – Electric Vehicle Charging Scheme

Further information has been received from Connected Kerb who are providers to Mid Sussex District Council, which is detailed below. They have been contacted for a further update in respect of the quote from UKPN, as with the information currently available no decision can be made to move forward with this scheme due to the cost implications being unclear as it will be dependant on the costs and if funding is available.

I am reaching out on behalf of Mid-Sussex & Connected Kerb.

Anthony has sent over the details for a Car Park in which you would like some EV Charge Points installing. (Map attached)

We have been checking the Site for its feasibility over the past few weeks, and also looking at funding options.

While the funding discussions are ongoing, just wanted to drop an update on what's happened, and the next steps.

Progress so far:

- *We have reviewed the Site and would be happy to proceed in the proposed location. (Pending costs from the District Network Operator – UKPN.)*

- We have completed a Line search on the Site, which tells us where the nearest LV Cable is (Attached for your reference “UKPN_33868797”)
- We have discussed putting this Site forward into an existing Grant; in order to mobilise as quick as possible, should we all agree to proceed with the Site.

Next steps:

- We have applied for a quote from UKPN, this is the deciding factor in whether we can invest in this Site and expect it to be back to us in 2 – 6 weeks.
- Await outcome from funding decision. (Should be 3 - 4 weeks)
- Agree on a Lease Plan and enter into a Lease Agreement for the Site, though this is dependant on the above.

In answer to some of your earlier questions, please see below:

1. How we can understand the potential uptake for usage of the charging points;

This can be difficult in a new location, but Mount Noddy is a nearby Site that has recently been commissioned. My colleague Tom can add some utilisation info for that Site, which could help indicate uptake figures.

We will also run the Site through an in-house Tool (ASAP) that predicts utilisation. (see information below)

2. How the scheme operates in respect of the financial implications for example is there any upfront costs

We will avoid upfront costs where possible. There is an existing Grant which allows Connected Kerb to part fund a Site, with the other costs being covered under the Grant itself. (Excluding Legal fees)

3. What is the potential revenue that could be expected from the scheme.

Just to follow on from Chris’ email below, we have run the site through our site selection tool that predicts charger utilisation at chosen sites using a variety of different data sets such as off street parking density, EV ownership density and local competition. From our analysis, this site sits in the medium-high utilisation category, meaning we would be confident that the chargers would be in demand once installed in your car park.

In terms of projected income, I can’t yet provide this level of detail to you, however should you wish to go ahead with the installation of the charging points, we will be able to share further details with you such as the contract itself, which would include details on the revenue share arrangements.

If you have any questions, please feel free to reach out to us. Happy to arrange a Teams Call if easier.

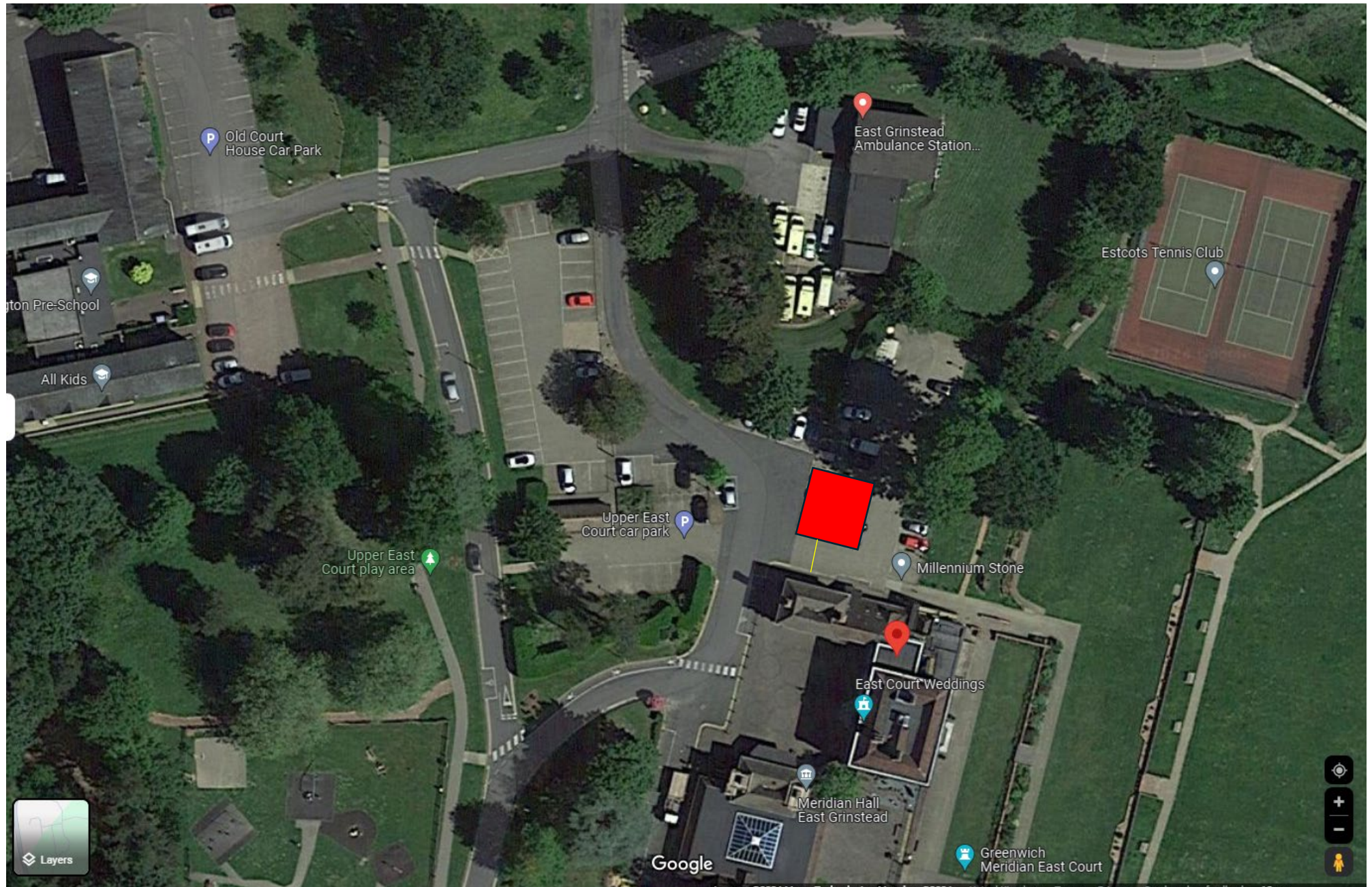
Below is a photo of a typical Car-Park installation form Connected Kerb.



Deputy Town Clerk

28.08.2024

East Court Potential EV charging site shown in red (car park barrier now in place shown by yellow line)



The Safety of Electric-Powered Micromobility Vehicles and Lithium Batteries Bill

A Bill to make provisions regarding the safety of electric-powered micromobility vehicles and of lithium batteries; to give duties to the Secretary of State regarding those matters; and for connected purposes.

1. The safety of electric-powered micromobility vehicles and secondary lithium-ion batteries used to power such vehicles

(1) No person shall after 31st August 2025 place on the UK market any electric-powered micromobility vehicle or a secondary lithium-ion battery used to power such vehicles unless –

(a) conformity assessment procedures have been carried out by a conformity assessment body ('CAB') authorised by the Secretary of State to carry out such assessments; and

(b) the manufacturer has drawn up the technical documentation and declaration of conformity; and

(c) the electric-powered micromobility vehicle and the battery used to power such vehicles bear the CE or UKCA mark to demonstrate conformity with designated or harmonised standards.

(2) The Secretary of State must within 6 months of the passing of this Act publish a list of CABs recognised as being able to carry out conformity assessment procedures pursuant to subsection (1).

(3) Where in the opinion of a CAB, a product covered by this Act has successfully met the essential safety requirements of applicable regulations, it shall issue a certificate of conformity to the manufacturer.

(4) Where a certificate of conformity has been issued pursuant to subsection (3) a manufacturer must display a CE or a UKCA mark on any product covered by this Act before it is placed on the UK market.

(5) No person shall display a CE or a UKCA mark on any product covered by this Act unless a certificate of conformity has been issued for the product given in accordance with this Act.

2. Disposal of Secondary Lithium-ion Batteries

(1) The Secretary of State must, within 6 months of the passing of this Act, make regulations regarding the safe disposal of lithium batteries.

(2) The regulations made pursuant to subsection (1) may include a requirement for sellers of such batteries to:

(a) Display a prominent warning about the dangers of improper disposal of lithium batteries not in accordance with those regulations; and

(b) Attach as part of the sale

(i) Information regarding the cell chemistry of lithium batteries and;

(ii) information regarding the safe disposal of such batteries.

3. Duties of the Secretary of State

(1) (1) The Secretary of State must, within 12 months of the passing of this Act, make regulations

(a) Specifying safety standards for micromobility vehicle conversion kits and associated components; and

(b) Requiring that all micromobility vehicles have either

(i) a non-proprietary charging system with a communications protocol;
or

(ii) a proprietary charging system with a matched charger

and such regulations may include details of the means by which those standards will be enforced and the penalties for failing to comply with those standards.

(2) The Secretary of State must within 6 months of the passing of this Act consult such persons as he considers have an interest in this matter on whether to implement an interim measure which prohibits the sale of universal chargers for electric-powered micromobility vehicles until such time as the regulations detailed in (1) (a) or (1) (b) come into force.

4. Offences

Any person who fails to comply with the terms of this Act commits an offence.

5. Interpretation

In this Act, the following terms have the following meanings:

- 'Electric-powered micromobility' means electric scooters or electric bicycles powered by secondary lithium-ion batteries, as defined in the Department of Transport 2020 publication 'Future of Transport Regulatory Review Moving Britain Ahead Call for Evidence'.
- 'A lithium battery' is a non-rechargeable battery with lithium as an anode.
- 'A secondary lithium-ion battery' is a type of rechargeable battery in which the main reaction is the transport and intercalation of lithium ions into the cathode and anode respectively as defined in the BEIS Research Paper No 2020/037 entitled 'Domestic Battery Energy Storage Systems A Review of Safety Risks'.
- 'A proprietary charging system' comprises of a manufacturer specified plug and socket system designed only to operate in combination with each other.

- 'A non-proprietary charging system' comprises of a non-manufacturer specified plug and socket system consisting of a standardised plug and socket and a communications protocol.
- 'A communications protocol' is a set of formal rules describing how to transmit or exchange data.
- 'A CE marking' means a mark consisting of the symbol "CE" set out in the form specified by the Secretary of State in regulations made pursuant to this Act.
- A 'UKCA' marking is a UK Conformity Assessed marking displayed in the form specified by the Secretary of State in regulations made pursuant to this Act.
- A conversion kit is the electrical drive train, battery and charging system, that is fitted to a regular pedal bicycle to convert it to an electric bike.

6. Regulations

(1) The Secretary of State must, within six months of the passing of this Act, make regulations specifying:

- (a) Any amendments to the definition of the term 'electric-powered micromobility' that, in the Secretary of State's opinion, are necessary.
- (b) The penalties that shall apply to breaches of this Act.

(2) Regulations under this Act shall be made by statutory instrument pursuant to the negative resolution procedure.

7. Extent, Commencement, and Short Title

(1) This Act extends to the whole of the UK, subject to resolutions being passed by

- (a) The Scottish Parliament;
- (b) Senedd Cymru;
- (c) The Northern Ireland Assembly

applying it to their respective countries.

(2) This Act comes into force on the day on which it is passed.

(3) This Act may be cited as the Safety of Electric-Powered Micromobility and Lithium Batteries Act 2023."