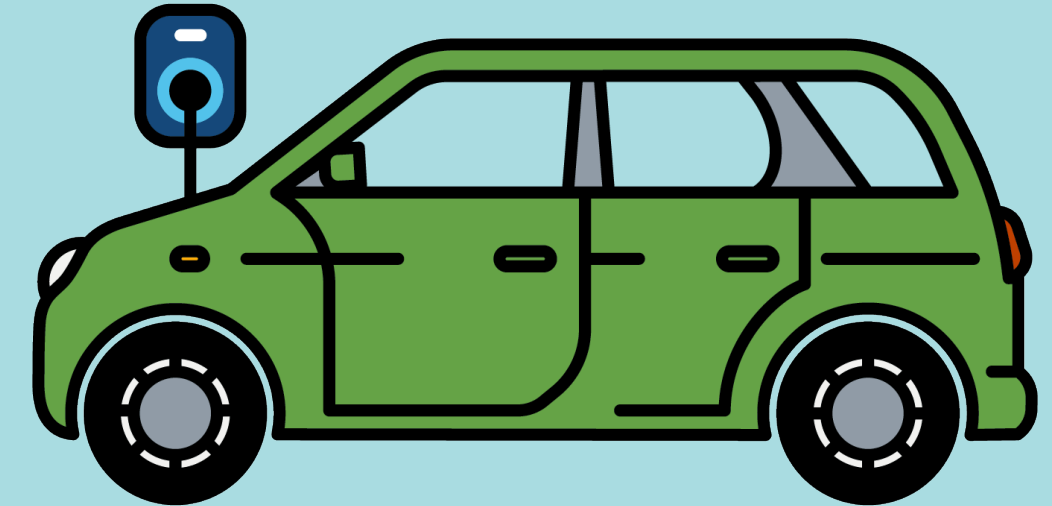


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On-Street Residential Chargepoint Scheme (ORCS)

Information Pack
2024-2025



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About ORCS

Scheme overview

The On-Street Residential Chargepoint Scheme (ORCS) provides grant funding to local authorities to install residential chargepoints.

Electric vehicles (EVs) are most conveniently and economically charged at home, but off-street parking, and therefore a home chargepoint, is not available to everyone.

To improve local charging infrastructure, the Office for Zero Emission Vehicles (OZEV) created the On-Street Residential Chargepoint Scheme (ORCS), which is administered by Energy Saving Trust. The scheme provides grant funding to local authorities to install chargepoints on-street or in local authority-owned car parks.

The application window for the 2023/24 ORCS closed on 1 March 2024 and the scheme is now closed to new applications. Local authorities in England should be aware of the funding and support available through the Local EV Infrastructure (LEVI) Fund.

In the financial year 2023–24, Grant Offer Letters were issued to **41 local authorities** with over **2175 charging sockets** to be funded.

Project criteria

Chargepoint criteria

- Authorities should install double-headed chargepoints capable of charging two vehicles at once, where possible.
- ORCS funding can be used for chargepoints up to 22kW. However, 22kW chargepoints won't be considered without a detailed justification, including a reason why 7kW chargepoints cannot be used.
- Chargepoints must:
 - be located in residential areas lacking off-street parking
 - be accessible to local residents and/or car clubs on a 24/7 basis
 - be maintained in serviceable condition and accessible for at least seven years from date of installation
 - adhere to relevant technical specifications, including the [Public Chargepoint regulations](#), which requires contactless payment at all new chargepoints of 8kW within a year of the regulations coming into force
 - be registered with the [National Charge Point Registry \(NCR\)](#)

Project criteria

- Beyond the chargepoint criteria, you should also ensure that you:
- consider [accessibility](#) in relation to the proposed infrastructure including:
 - chargepoint design and location, including access to wider paths and pavements for other users
 - wheelchair accessibility
 - parking bay widths
 - whether sites have appropriate lighting and CCTV arrangements
- follow [procurement rules and consider value for money](#).
- provide details of [operating arrangements](#) to OZEV
- complete your project within reasonable timescales and no later than 1 March 2025.
- meet [ongoing commitments](#) through ensuring:
 - chargepoints are maintained in a serviceable condition and accessible for at least 7 years from installation
 - usage data is made available to OZEV

Car park location criteria

If a local authority chooses to install in a car park, they must ensure that the following criteria are met and evidenced in the application:

- An explanation must be provided as to **why the local authority is not installing in residential streets.**
- Car parks must be **owned by or leased to the local authority** and situated in/close to a residential area that lacks off-street parking.
- Car parks must be **accessible on a 24/7 basis.**
- At a minimum, local residents must be able to access the car parks for **free overnight**, between 6pm-8am.
- Each chargepoint must have its own **dedicated EV bay** enforced by a Traffic Regulation Order.
- Where a '**maximum stay**' time is set for EV bays during daytime hours in a car park, this must be **at least four hours** to ensure residents have access to a substantial charge.
- Local Authorities must:
 - Commit to keeping usage under review and **consider restricting access to only local residents** if residents are struggling to access the chargepoints.
 - Produce a **communications strategy** that raises awareness of chargepoints among local residents.

Location guidance

Identify current demand:

- Record and respond to requests for chargepoints from residents without off-street parking.
- Requests can be used as evidence for demand and help to identify suitable locations.
- Conduct any resident surveys as early as possible to ensure resident support.
- Residents typically want to charge near their home overnight. Ensure the proposed chargepoints are fit for purpose.

Think about future demand:

- The number and location of EV users may change over time.
- Consider where there may be future demand to future-proof your chargepoint strategy.

Consider alternative locations:

- Grid connection costs are highly variable so be prepared with alternative locations if these costs make some sites unfeasible.

Consider resident priority:

- ORCS is designed to fund residential chargepoints, not destination chargepoints.
- Demonstrate that residents will be the primary chargepoint users and will be given priority access as needed, if the proposed location is not entirely residential (eg town centre or leisure centre car park).

Consider accessibility:

- Select locations with minimal street furniture to aid the grid connection process and accommodate both pedestrians and EV drivers.
- Narrow pavements are not ideal.
- Lampposts positioned at the back of the pavement require satellite posts to avoid charging cables creating trip hazards. This increases costs, so opt for lampposts at the front of the pavement where possible.

Included costs

- ✓ Purchase cost of the chargepoint
- ✓ Purchase cost of electrical components
- ✓ Hardware cost of installation
- ✓ Labour cost of installation
- ✓ Civil engineering cost
- ✓ Grid connection costs
- ✓ EV parking bay, signage & lining (if applicable)
- ✓ Charging infrastructure for car clubs

Excluded costs

- ✗ Noncapital costs or contingency costs
- ✗ Upgrade or maintenance of existing chargepoints, or passive charging infrastructure
- ✗ Installation of chargepoints for the primary use of taxis or other commercial vehicles
- ✗ Staff time and consultancy fees
- ✗ Media and communications costs
- ✗ Back office operations
- ✗ Not all TRO costs covered - contact [Energy Saving Trust](#)

Claims process

Claims process

- Once **all** funded chargepoints are installed (not after each individual chargepoint is installed), the remaining 25% of the grant claim can be processed.
- Claims should be submitted by 23:59 on 7th March 2025 at the latest.
- In order to submit a grant claim, the following should be emailed to [Energy Saving Trust](#) within 30 days of the completion of the installation:
 1. Grant claims form
 2. Progress monitoring log
 3. [National Charge Point Registry \(NCR\)](#) confirmation
 4. All invoices
- Contact [Energy Saving Trust](#) for the necessary forms once the local authority is ready to claim.
- NCR confirmation should be in the form of either a **screenshot or a data download** of the database with the ORCS-funded chargepoints **highlighted**.
- Obtaining confirmation can take time. Local authorities should aim to **register the chargepoints** on the NCR **as soon as installations complete**.
- Local authorities must provide evidence for **all** of the costs associated with project installation, **not only the outstanding 25%**. Invoices should detail into which broad category the costs fall (eg hardware costs, labour and installation costs, and electrical connection costs and associated labour). See [OZEV's guidance](#) for definitions.
- If the total project cost is less than the 75% already paid, the local authority will be required to repay any unspent funds to OZEV.
- Please see our [website](#) for a model claim form.