

REPORT TO: CABINET

DATE: 9 SEPTEMBER 2021

TITLE: CONTRACT AWARD ELECTRIC VEHICLE CHARGEPOINTS

PORTFOLIO HOLDER: COUNCILLOR ALASTAIR GUNN, PORTFOLIO HOLDER FOR ENVIRONMENT

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This is a Key Decision

It is on the Forward Plan as Decision Number I012854

Call-in Procedures may apply

This decision will affect Old Harlow, Mark Hall, Netteswell and Bush Fair Wards.

RECOMMENDED that:

- A** Harlow Council enters into a contract with BP Pulse for the supply of Electric Vehicle (EV) chargepoints in pay and display car parks as listed.
- B** Authority be delegated to Head of Finance to negotiate and (if appropriate and in consultation with the Portfolio Holder for Environment) legally complete the necessary contract documents.
- C** Harlow Council implements a steering group and officer working group to develop a strategy to install On Street Residential Chargepoints (ORCS) in residential estates and in other locations across the town.

REASON FOR DECISION

- A** To meet the objectives as set out in the Climate Change Emergency declaration made by Full Council in July 2019.
- B** To meet the increasing demand for a robust public charging infrastructure network as the demand for electric/plug in vehicles continues to increase in line with the Government's "Road to Net Zero" strategy.

BACKGROUND

1. In June 2019, the UK Government amended the 2008 Climate Change Act so as to enshrine in law that it would reduce its emissions to zero by 2050. This followed the recommendation of the Committee on Climate Change and the Inter-governmental Panel on Climate Change's finding that to avoid a more than 1.5°C rise in global warming, global emissions would need to fall by around 45 per cent from 2010 levels by 2030, reaching Net Zero by 2050.
2. At the Full Council meeting of 11 July 2019, Harlow Council also declared a Climate Change Emergency. The motion made a number of commitments to limit the effects of climate change, one commitment being the installation of EV chargepoints across all of its car parks within the next five years, where possible.
3. In addition, as part of the Government's strategy set out in its "Road to Net Zero," new petrol and diesel vehicles will be banned from sale by 2030. This is to encourage members of the public to transition to no emission vehicles by 2050. In order to ensure this is achievable, a mixture of public, private and workplace charging infrastructure is required. One of the main challenges for Harlow Council is the availability of public charging infrastructure, especially in areas where private charging is unavailable and off street parking is limited.

ISSUES/PROPOSALS

EV Chargepoints – Pay and Display Car Parks

4. Following on from the Climate Change Emergency declaration, officers have been exploring various options on how to achieve the Council's commitment to EV chargepoints in pay and display car parks. This has posed challenges as consideration has to be made to a number of factors: funding availability for installation and upkeep, forecasting the level of demand, identifying payback periods, and the infrastructure requirements to meet demand.
5. Officers had also collaborated with a number of other local authorities in Essex on their experiences of public charging installations. It was regularly noted that the most flexible option for Council's was to consider a cost neutral approach via a public framework. This type of approach sees local authorities working with a chargepoint supplier where the supplier would install chargepoints at no cost to the council, including maintenance and upkeep thereafter, providing that the council offers exclusivity to operate chargepoints in that location. Typical agreements operate between five and ten years.
6. BP Pulse have been approached as part of the ESPO Framework 636 – Vehicle Charging Infrastructure to provide a concessions contract offer for Harlow Council. They were selected as they have supplied EV chargepoints to Braintree, Uttlesford and Chelmsford Councils.

7. The chargepoints would be cost neutral to Harlow Council with 75 percent of funding being achieved through grants offered by the Office for Zero Emission Vehicles (OZEV) and 25 percent being match funded by BP Pulse.
8. BP Pulse will take on the subsequent operational risk and costs for charging infrastructure, saving Harlow Council responsibility for operational liabilities and ongoing cost. This includes electricity, UK Power Networks connection costs, insurance, repair and maintenance costs.
9. In addition, BP Pulse offer a profit share service in which Harlow Council will receive a 25 per cent profit share on all tariff charging income over 17.5 pence per kWh per charging session, calculated annually. With a low tariff to encourage electric vehicle take up, the charging infrastructure is not guaranteed to produce early stage profit for BP Pulse and Harlow Council but this programme and deployment is part of the solution to encourage the transition to electric transportation, particularly for those without access to off-street parking and home chargers. All electricity supplied to the chargepoint is 100 percent renewable energy.
10. As part of the OZEV funding conditions, chargepoints will have to be available 24 hours a day, seven days a week. Residents must also be able to park overnight for free between 6pm and 8am. Any 'maximum stay' times must be at least 4 hours during the day. Changes to existing Traffic Regulation Orders (TRO's) will need to be considered by Harlow Council to allow for these conditions which may result in the loss of revenue income from pay and display ticket sales. For example, a neighbourhood shopping centre car park such as Bush Fair, could lose up to £1,703 per year per space in pay and display ticket sales as a worst case scenario. However, it should be noted that Harlow Council will retain income from any Penalty Charge Notices (PCN's) being issued for breach of the TRO.
11. It should also be noted that, as stated above, Harlow Council will receive a 25 percent profit share on income received from the chargepoints. It is impossible at this stage to quantify the likely income the Council will receive as the level of demand is unknown at this stage. It is likely though that the existence of more chargepoints will stimulate the demand for electric vehicles and the Council will take a share of this uplift. This will help to offset, or even exceed, the level of income lost from pay and display charges.
12. In line with EU, UK Government and OZEV requirements, BP Pulse will offer electric vehicle drivers two access methods for charging, pay as you go and subscription, with current per kWh tariffs of 20 pence and 16 pence respectively. Payment is via a BP Pulse charge card or via a mobile app.
13. The chargepoints that will be installed under this scheme will deliver between 3.7 and 7.4 kilo watts per hour which classifies them as fast charging units, albeit at the lower end of this scale. Typically, this would see an average car reaching full charge in four hours. Therefore, if the average visitor to a car park has a stay of one hour they could expect to see a 25 percent charge of their car in the duration of their stay.

14. The term in which BP Pulse would install and maintain chargepoints would be for a minimum of four years, with an option to extend for a further three years.
15. A list of the Council's pay and display car parks has been provided to BP Pulse to conduct feasibility studies to assess suitability for chargepoint installation, in line with OZEV grant funding conditions. This assessment has examined factors such as size of car parks, access to power supplies, highway safety and proximity to residential properties (the latter is a specific requirement of the OZEV funding). This has identified that the following car parks are suitable for chargepoint installation:
 - a) Netteswell Cross, School Lane (Town Park)
 - b) Garden Terrace Road (Old Harlow)
 - c) Minchin Road (The Stow)
 - d) Tawneys Road (Bush Fair)
 - e) Tilegate Road (Bush Fair)
 - f) The Stow Service Bays
16. Based on the above information, it is recommended that, subject to contract and the OZEV funding award, Harlow Council enters into an agreement with BP Pulse for the installation of chargepoints at these car parks. It is further recommended that authority be delegated to Head of Finance to negotiate and (if appropriate and in consultation with Portfolio Holder for Environment) legally complete the necessary documents.
17. It should be noted that this contract will be the first phase for ensuring public EV charging is widely available in Harlow. The Council will continue to explore a multitude of options as part of its wider strategy to ensure all residents and journey types are catered for. Such options to be considered may include, but not limited to electric vehicle charging stations, ultra rapid charging, and home charging.

On Street Residential Chargepoints (ORCS)

18. It is estimated that a third of UK car owners have no access to off street parking, with potential EV owners having to rely on public infrastructure in order to charge vehicles. This poses a significant challenge for Harlow where 47 percent of residents do not have access to off street parking – the highest level in Essex. This is further exacerbated as there are only 15 public charging sockets currently available in the town. With demand for electric vehicles ever increasing, a robust network of electric chargepoints is required in Harlow in order to facilitate local residents in switching to more sustainable forms of transport. By 2030, it is anticipated that there could be between approximately 6,000 and 14,000 Battery Electric Vehicles (BEV's) in Harlow, with between 3,000 and 6,500 being parked on-street.
19. Essex County Council is currently recruiting an Electric Vehicle Strategic Lead who will work with Districts to produce an Essex-wide EV Charging Strategy which will focus on the delivery of on-street chargepoints in residential areas. At present, their preferred option is to go to the market to procure the delivery of an

open access system that will be compatible with most electric vehicles and which provides easy payment options e.g. pay as you go via debit card. This will provide an opportunity for Harlow in future years to roll out on-street EV charging facilities as part of a County-wide initiative.

20. To assist with this, consideration should be given to the creation of a residential charge point policy for Harlow that will allow for a strategic approach to the installation of chargepoint in residential areas. Chargepoint installation is complex and bisects a number of disciplines across the authority. The establishment of a member steering group and a cross departmental officer working group from September 2021 will act to understand the best way to strategically introduce chargepoints across residential estates. Planning, highway permission, parking and infrastructure are a number of items that would need to be fully considered to implement a successful strategy.
21. In addition, consideration should be given by Harlow Council as to the installation of public chargepoints when facilitating new parking schemes in residential areas. It is likely that any new parking schemes will be “off street” giving officers flexibility to ensure chargepoints can be delivered, where feasible. This can work in conjunction with a residential application policy as outlined above as it will provide a measurement for demand within the street/estate. If chargepoints cannot be installed as part of the project but at a later date, some infrastructure e.g. cable ducting, can still be installed at low cost and minimal effort.
22. Full public consultation will be undertaken on any future proposals to bring forward electric vehicle chargepoint installation in residential areas. This will help to assess demand and also to identify the most appropriate places to install additional chargepoints.
23. The Council will also work with HTS to develop their capacity to undertake future chargepoint installation and also explore the potential for HTS to become a supplier of chargepoint services, potentially creating greater income opportunities for Harlow Council.

IMPLICATIONS

Environment and Planning (Includes Sustainability)

The delivery of Electric Vehicle chargepoint infrastructure is an essential component of delivering the Council’s carbon reduction objectives. It also is a step forward in delivering the Council’s work through the Harlow and Gilston Garden Town to deliver an increase in the use of sustainable transport. The establishment of a contractual arrangement with a commercial operator will bring this forward quickly, with no financial risk to the Council but with the potential for income gain.

Author: Andrew Bramidge, Head of Environment and Planning

Finance (Includes ICT, and Property and Facilities)

As set out in the report.

Author: Simon Freeman, Head of Finance and Deputy to the Chief Executive

Housing

As outlined in the report.

Author: Andrew Murray, Head of Housing

Community Wellbeing (Includes Equalities and Social Inclusion)

None specific.

Author: Jane Greer, Head of Community Wellbeing

Governance (Includes HR)

The proposed contract has correctly utilised a procurement framework in accordance with the Council's CSO's.

Author: Simon Hill, Head of Governance

Appendices

None.

Background Papers

None.

Glossary of terms/abbreviations used

EV – Electric Vehicles

ORCS – On Street Residential Chargepoints

OZEV – Office for Zero Emission Vehicles

PCN – Penalty Charge Notices

TRO – Traffic Regulation Orders