

<b>Record of Executive Member Decision Taken Under the Scheme of Delegation</b>	<b>On</b>
	<b>5<sup>th</sup> March 2021</b>

<b>Title</b>	<b>Report of</b>
<b>OLEV, On-street Residential Chargepoint Scheme (ORCS) Grant Bid Application</b>	Deputy Leader and Cabinet Member (Health and Wellbeing)

Is this report confidential?	No
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#### **Purpose of the Report**

1. To seek approval to submit a grant application for on-street electric vehicle charging points and to appoint a contractor to undertake the installation and operational works. This will help to achieve Council commitments under the published Air Quality Action Plan, approved by DEFRA, Climate Emergency Strategy, Interim action plan and the Green Agenda program.
2. To allocate £10,374 toward the cost of the charging points from the Climate Change Budget.
3. A request to waive contract procedure rules will be undertaken if grant application is successful to allow selection of a single supplier.

#### **Recommendations**

4. That authority be given to apply for a grant to part fund the installation of electric vehicle charging points primarily for use by residents with no off-street car parking provision.
5. If the bid is successful to authorise (subject to obtaining a waiver of Contract Procedure rules if required) the use of Electric Blue as the contractor to install, manage and maintain the equipment. The maintenance and management will be at their expense.
6. To authorize expenditure of approximately £103,740.00 (75% to be grant monies) to supply 12 new charging points across the borough each capable of charging a minimum of two vehicles at once.

#### **Reasons for recommendations**

7. The Council has an opportunity to apply for grant funding to secure on-street electric vehicle charging points to assist residents with the move to electric vehicles in line



with the Council's commitments in the adopted Air Quality Action Plan, the Climate Emergency Strategy and Interim Action Plan. This will constitute 75% of the cost in the sum of £77,805.

8. The remaining 25% is to be sourced by the authority which includes 10% from the Council's Climate Change budget and 15% from the identified contractor.
9. Time scales for the bids are short, an application is required and work to commence before the end of the financial year. The Council does not therefore have time to undertake a full procurement process to choose the consultants who will deliver and operate the charging points.
10. As part of the previous Office for Low Emission vehicles OLEV bid with the other five Lancashire authorities a mini tender and framework document were used to choose the best contractor. Out of six tenders received and reviewed Electric Blue were the winners and subsequently awarded the contract.
11. As part of the current bid we are proposing to install electric chargers in some of the same car parks, these being King Street Leyland, Hope Terrace (Williamson Street) Lostock Hall and Kingsfold Community Centre, Penwortham. The utilisation of existing identified and surveyed locations will speed up the installation process, save money as we only need to dig up the car park once and provide a uniformed charging infrastructure on our land.
12. Utilising the information previously obtained from the previous round of bids, on the savings that can be made during the installation and the financial commitment from Electric Blue (15% of the costs) and given the very short timescales available if the Council wishes to proceed with the commitment made to enhancing the electric vehicle infrastructure then this is the only viable option at this time.

#### Other options considered and rejected

13. That the Council does not apply for any funding and thus will not benefit from the available grants. The work will still need to be undertaken at some point in the near future, especially if the Council wish to achieve its target of net zero carbon emissions by 2030.

#### Corporate outcomes

14. The report relates to the following corporate priorities: *(tick all those applicable)*:

An exemplary council	x	Thriving communities	x
A fair local economy that works for everyone	x	Good homes, green spaces, healthy places	x

#### Background to the report

15. The Council were successful in winning a previous grant from OLEV for the installation of four rapid chargers within the borough. This application was made in conjunction with five other Lancashire authorities with a total value of £630,000, with



South Ribble's shared amounting to £105,270. Work on installing these chargers is currently underway.

16. Another round of funding is currently available for on-street charging points to enable residents with no off-street car parking provision to be able to access convenient charging points close to their homes.
17. The provision of suitable charging facilities is often seen as a key barrier to the uptake of electric vehicles and in the recent public consultation undertaken by the Council for the development of the Climate Emergency Action Plan this point was raised time and again by residents.
18. The provision of on-street charging points will facilitate the move towards electric vehicle usage, something the government has pledged with the banning of petrol and diesel cars sales in a few years, with many car manufacturers already committed to producing only electric cars.
19. The current grant offering will provide up to 75% of the costs of installing the charging units. As South Ribble Borough Council are not the highway authority it has been proposed to use publicly available car parks owned by the Council to locate the charging points in areas that will benefit the above identified residents. These have been discussed with the relevant director, estates, and legal and confirmed as acceptable.
20. The remaining 25% will be split between the Council and the installation contractor, who will then maintain and manage the recharging points. A 'pay as you charge' system will be used with the contractor receiving the income. The proposed contract has a clause whereby above a certain usage level the Council will receive an income per kilowatt of power consumed.
21. The council's contribution will be 10% of the installation costs, approximately £10,374. This sum is to be sourced from the existing Climate Emergency budget as the scheme has been identified with the interim action plan for this program.
22. The identified locations of these car parks may also attract additional users, who will hopefully use local facilities while their cars are charging and eventually lead to some income for the council. along with funding to undertake a decarbonisation plan of the Council assets.
23. If successful, the funding will help to secure significant investment into the borough's electric vehicle recharging infrastructure. An area that has been highlighted within the published and adopted Air Quality Action Plan, the Climate Emergency Strategy and Interim Action Plan helping to improve air quality across the borough and achieving our ultimate goal of net zero-carbon emissions by 2030.
24. The grant requires charging points are maintained for a minimum of three years, however it has been agreed that we will be looking at a minimum term of ten years with a potential break at five years for either party.
25. The installation of these charging points will not be possible without external funding and the costs involved will be increasing expensive as more properties and charging points area constructed. The sooner the Council acts the more charging points that can be deliver.

26. As part of the current bid we are proposing to install electric chargers in some of the same car parks as those identified for the original successful bid, these being King Street Leyland, Hope Terrace (Williamson Street) Lostock Hall and Kingsfold Community Centre, Penwortham. The utilisation of existing identified and surveyed locations will speed up the installation process, save money as some of the investigatory/preparation works have already been undertaken and we will only need to dig up the car park once to lay cabling reducing not only costs but disruption to the car parks. The final charging point offering will provide a uniformed charging infrastructure on our land.
27. As stated the timescales for applying and install the charging points are short. The Council does not have the time to undertake a full tender process and it is intended to use a framework agreement to secure the contract with an identified supplier – Electric Blue.
28. Electric Blue were successful in the tender process to deliver the previous round of charging points, with the other five Lancashire authorities. The process involved a detailed mini tender process involving six different companies leading in the UK and international installation of electric vehicle charging point.
29. Utilising the information previously obtained from the previous round of grant bids, the savings that can be made during the installation and the financial commitment from Electric Blue (15% of the costs) and given the very short timescales available if the Council wishes to proceed with the commitment made to enhancing the electric vehicle infrastructure then this is considered to be the only viable option at this time.

#### **Proposals**

30. That authority is given to apply for the grant bid, if successful committing the council to a spend of 10% of the total value of the contract, approximately £10,374.00.
31. That the authority is given to seek approval to submit a grant application for on-street electric vehicle charging points and to appoint a contractor to undertake the installation and operational works. Helping to achieve Council commitments under the published Air Quality Action Plan, approved by DEFRA, Climate Emergency Strategy, Interim action plan and the Green Agenda program.

#### **Risk**

32. The process has been developed and has been reviewed by Audit at every stage so that measures are in place to ensure fraudulent activity is minimised.

#### **Equality and diversity**

33. None, the scheme is open to the public sector only.

#### **Comments of the Statutory Finance Officer**

34. The council has set aside £250k to fund climate change projects. If successful, the council will commit £10,374 of this fund. As outlined in the report a mini tender has already been undertaken to identify the most appropriate contractor. The council will not be responsible for maintenance of the charging points and may receive additional income depending upon usage.

#### Comments of the Monitoring Officer


35. The importance of projects like this to tackle issues such as Air Quality and Climate Change is self-evident. No doubt more projects of this type will come forward over time. A formal contract will be entered into with the company concerned if the grant application is ultimately successful. A waiver of Contract Procedure Rules may need to be obtained prior to entering into any agreement.

#### Background documents

There are no background papers to this report.

Report Author:	Email:	Telephone:	Date:
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Following careful consideration and assessment of the contents of this report, I approve the recommendation(s) contained within this report in accordance with my delegated power to make executive decisions.

Signed:	
	Councillor Michael Titherington Deputy Leader and Cabinet Member (Health, Wellbeing and Leisure)
Date:	04.03.21
Publication Date (DSO use only):	04.03.21

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This decision will come into force and may be implemented five working days after its publication date, subject to being called in in accordance with the Council's Constitution.