



Policy & Resources Committee

13 December 2022

Title	Procurement of Electric Vehicle Charge Points
Report of	Chair of the Policy and Resources Committee
Wards	All
Status	Public
Urgent	No
Key	Yes
Enclosures	None
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Summary

The Committee is requested to authorise officers to carry out two separate procurement exercises with the intention to secure two service providers to supply, install, operate and maintain Electric Vehicle Charging Points. One of the procurements will be related to streetlamp mounted charge points and the other will enable an alternative EV charging solution where lamp columns are not in appropriate locations.

Officers Recommendations

1. That Committee instruct officers to begin the work to conduct a procurement exercise in order to test the EV market and to inform a future decision to award a contract, in accordance with due governance process, to an EV charge point service provider for the rollout and maintenance of further lamp column mounted EV charge points
2. That Committee also approve a further procurement exercise in order to test the EV market and to inform a future decision, in accordance with due

governance process, of a turnkey concessions contract for a non-lamp column charge point solution

3. That authority to apply for the necessary grant funding for, and procurement of, the charge points be delegated to the Director for Street Scene in consultation with the Chair of Environment and Climate Change Committee

1. Why this report is needed

- 1.1 Since the initiation of Barnet's electric vehicle charge point programme in 2018, over 200 charge points have been installed across the borough. The programme is one of many positive steps the council has taken in decarbonising residential transport and supporting more sustainable travel modes.
- 1.2 Since 2018 the council has installed over 200 electric vehicle charge points, including:
 - 78x 3.5kWh CityEV lamp column mounted charge points
 - 128x 5kWh Ubitricity lamp column mounted charge points
 - 2x 7kWh community charging hubs, each of 6 dual charge points, located within our town centre car parks
 - 4x 7kWh freestanding charge points located within our town centre car parks
- 1.3 However, it is important that we continue to increase the rollout of charge points across the borough in order to support a more sustainable future for our residents and support them in adapting to the expanded Ultra Low Emissions Zone (ULEZ). Although currently making up just 1.8% of all new vehicle registrations in the UK, projections indicate that there will be well over 100,000 Ultra Low Emissions Vehicles (ULEVs) on London roads by 2025. It is forecasted that this demand will only continue to grow in the period leading up to 2030, when new petrol and diesel vehicles will no longer be available.
- 1.4 The main focus of Barnet's electric vehicle charge point programme has been, and will continue to be, lamp column mounted charge points due to their reliability and cost effectiveness. However, they are not suitable for all locations, including where the lamp column is located at the back of the footway. It is therefore important that we not only look at continuing to rollout lamp column charge points where possible, but also look to the market for alternative ways in which we can support residents on the journey to net zero.
- 1.5 In 2021 the council made the decision to end its existing contract with CityEV for the provision of lamp column charge points. This decision was made in part due their lack of an in-column charge point at that time, which raised potential safety concerns over the structural integrity of the respective lamp columns. An alternative provision was sought through the TfL EV framework contract, which allowed local authorities in London to carry out a mini competition in order to secure a new service provider. Through this exercise, Siemens Ubitricity was selected as the chosen provider for the rollout of a further 128 lamp column charge points. However, due to the rapidly changing nature of the EV charge point market, this existing Siemens Ubitricity contract no longer provides a viable commercial solution, and it is therefore time to retest the market through a further competitive process. This will ensure that the Council are achieving best value for money for both residents and the Council.

- 1.6 Officers are therefore seeking the committee's authority to undertake the procurement necessary to gauge the markets interest in an alternative provision, which may then replace the Siemens contract. This will allow officers to continue to grow the programme and support residents' sustainable transport choices through the provision of additional lamp column charge points. The proposed procurement would look to the market for a partner that would enable the council to scale up its plans for EV charge points, without the need for substantial grant funding or council investment. The proposed contract would provide Barnet with the potential to install between 3,500-5,000 charge points over the next 3 years, followed by an agreement on the management and maintenance of the charge points for the following 8-12 years, for a total contract length of up to 15 years. This has been identified as the most cost-effective model having conducted market research with the key specialist service providers within the EV charge point market. However, it should be noted that by undertaking the procurement exercise, Barnet would not obligate itself to enter a contract with any given provider. Following the procurement exercise, a more detailed financial business case will be produced; after which the decision to enter a contract will either be made by the Director for Street Scene, in consultation with the Chair of the Environment and Climate Change Committee, or the Environment and Climate Change Committee, in accordance with the Councils Contract Procedure rules.
- 1.7 Lamp column charge points will remain a key part of Barnet's electric vehicle charge point programme, due to the relatively small investment in time, cost and effort required. However, they are only a viable solution for approximately half the borough's roads due to the location and number of lamp columns on residential streets. Officers therefore began to explore alternative solutions for these sites in 2021, which resulted in the securing of over £3.5m of grant funding to support a major project of installing 500+ non-lamp column mounted EV charge points.
- 1.8 A procurement exercise was conducted using the Oxford City Council DPS contract, which specialises in the procurement of EV charge point service provision, and this led to the award of a contract to Trojan Energy to deliver a turnkey solution to supply, install, manage, maintain and operate 510 EV charge points for a period of 15 years. This project is currently in progress with the final installations due to be completed by the end of this financial year.
- 1.9 Following the success of this previous grant funding application and the planned completion of the project by the end of this financial year, officers are now planning the next phase of works. We are therefore seeking the authority to explore a further turnkey concessions contract to support alternative charging infrastructure in those parts of the borough for which lamp column charge points are not suitable. Officers are in the process of preparing a further grant funding bid to OZEV to secure the relevant funding; however, it is important that we look to procure a potential partner as soon as possible, as this will support our funding bid and indicate the council's ambition in this area. This time we are being more ambitious and looking to bid for sufficient funding to support a project double the size (up to 1,000 charge points) and therefore an estimated cost of up to £10m for the initial works to install the infrastructure. Under a turn-key arrangement, the contract will then include the management, maintenance and operation of the charge points for the remainder of the contract term. However, following the procurement exercise, should Barnet be unsuccessful in its funding bid or the market be unable to provide a suitable offer, the council will reserve the right to not enter any agreement
- 1.10 This funding will facilitate a major rollout of additional charge points and support the council's key objective of building a charging network which supports all residents in

making the shift to more sustainable modes of transport. We will continue to explore all avenues for funding, including government grants and private sector funding sources, to ensure the programme continues to provide value for money for residents and the council. However, whatever the funding source, there are likely to be match funding requirements, for which it should be noted that the greater the council's financial investment, the better the commercial terms. As part of the procurement exercise, we will ask the market to present a variety of options which will then be analysed to ensure the best commercial arrangement for LBB in both the short, medium and long term. As with the lamp column procurement, we will engage with the council Finance Team when analysing and assessing the options that are returned by the market, and the final decision will either be made by the Director for Street Scene, in consultation with the Chair of the Environment and Climate Change Committee, or by the Environment and Climate Change Committee, in accordance with the Councils Contract Procedure rules.

- 1.11 As the charge point market continues to grow, the funding available through these grant funding schemes is gradually being reduced, with the expectation that the shortfall will be met by either the Council or the market. Therefore, while Barnet will continue to make the most of these funding schemes and hence the reason for the planned ambitious bid, the council must also be prepared to look for alternative ways to ensure the continuing viability of the programme in future years. The council will look to define its future programme, and the proposed method for rolling out charge points, in its Electric Vehicle Infrastructure Strategy, which will be presented to the Environment and Climate Change Committee in 2023 following the results of Barnet's Climate Assembly.

2. Reasons for recommendations

- 2.1 Recommendation 1: the rollout of further lamp column charge points plays a key role in Barnet's sustainability agenda and is integral to meeting the net zero targets laid out within the Sustainability Strategy Framework. Furthermore, it will support the council in meeting the Labour manifesto commitment of increasing the number of publicly accessible charge points to 1,219 by 2030. Lamp column charge points provide an easy and cost-efficient solution to meeting the demands of residential charging.
- 2.2 Recommendation 1: while the programme so far has proved successful, if we are to meet the target of building a comprehensive charging network capable of allowing us to reach net zero by 2042, it is important that we look to expand and accelerate the programme. The programme will not only look to support residents who already own an electric vehicle, but will also look to encourage the uptake of sustainable modes of transport across the borough. It is therefore important that officers look to procure a major rollout of lamp column charge points to support residents in their journey to net zero.
- 2.3 Recommendation 2: following on from the success of the Trojan Energy programme, it is evident that we must look for ways to support residents other than lamp column charge points. It is therefore recommended that we look to capitalise on the recent successful projects and funding applications by putting in another funding bid. Furthermore, government have indicated that they will shortly begin reducing the amount of funding available, with the grants now having a 40 to 50% match funding requirement rather than the previous 25%. It is therefore advisable that we make the most of this funding while it lasts.

- 2.4 Recommendation 2: while lamp column charge points provide the cheapest and easiest form of charge point installation, they are still not suitable for all locations. It is therefore important that we look to alternative providers where necessary. This will ensure that all residents are equally able to make the switch to electric vehicles; it will also mitigate any potential impact on parking as the discrete charging solution will not require the dedication of bays as 'EV Only'.

3. Alternative options considered and not recommended

- 3.1 Recommendation 1: The council could choose to not rollout any further charge points; however, this is not recommended as it would impact the council's ability to meet its net zero targets, as well as the targets laid out within the Labour manifesto.
- 3.2 Recommendation 2: The council could choose to not seek funding for alternatives to lamp column charge points. This is not recommended as approximately half the roads in Barnet are not suitable for lamp column charge points and so it would seriously impact the council's ambition of supporting all residents in shifting to sustainable travel modes.

4. Post decision implementation

- 4.1 Officers will commence the two planned procurement exercises and, on receipt of the tenders, will conduct detailed analyses of the options and make further recommendations on the most advantageous option in each case. This will inform the next stage of identifying appropriate funding sources and the recommending of the entering into contracts with two new service providers. The tender exercises will look to explore a variety of commercial options to ensure that the council achieves best value from the rollout of further EV charge points. Work will be concluded on the preparation of grant funding bids to support the procurement of a turnkey concessions contract for the non-lamp column charge points and this bid will be submitted to OZEV.

5. Implications of decision

5.1 Corporate Priorities and Performance

- 5.1.1 The Council's Corporate Plan 2021-25 sets out four priorities for the Council, they are:
- Clean, safe and well run – a place where our streets are clean and anti-social behaviour is dealt with, so residents feel safe. Providing good quality, customer friendly services in all that we do.
 - Family friendly – creating a Family Friendly Barnet, enabling opportunities for our children and young people to achieve their best.
 - Healthy – a place with fantastic facilities for all ages, enabling people to live happy and health lives.
 - Thriving – a place fit for future, where all residents, businesses and visitors benefit from improved sustainable infrastructure & opportunity.
- 5.1.2 Investing in the rollout of electric vehicle charge points supports a healthy and thriving borough, as well as the new administration's commitment to supporting residents in the shift to more sustainable modes of transport, as well their climate emergency declaration and net zero target.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 Finance & Value for Money: the council has a budget for EV charging which can support the proposed procurement activities.
- 5.2.2 The proposal to maximise external funding and/or seek the successful providers to fund the ongoing costs plus installation fees to ensure no General Fund pressure is prudent and appropriate. Officers will work to achieve the most advantageous outcome for the council.
- 5.2.3 The council has income from EV charging embedded in its MTFS proposals arising from 2025/26. Progressing with the proposals in this report could increase the level of savings in future years.
- 5.2.4 Not progressing with the procurement activity will place the success of gaining external funding at risk as funding partners are seeking to work with organisations that are ready to mobilise rapidly upon receipt of agreement to fund.
- 5.2.5 Delays to the procurement activity could introduce additional costs to the programme from, for example, the macro-economic environment including general inflation (11.1% Consumer Price Index as of November 2022) and supply chain bottlenecks from scarcity of suitable materials and/or labour.
- 5.2.6 Procurement: any procurement proposals identified within this report in support of strategy delivery will be subject to procurement in accordance with the Council's Contract Procedure Rules.
- 5.2.7 Sustainability: the programme supports the ambitions of the Sustainability Strategy Framework, as well as the council's net zero targets by supporting the shift to more sustainable modes of transport.
- 5.2.8 The rollout of further lamp column charge points plays a key role in Barnet's sustainability agenda and is integral to meeting the net zero targets laid out within the Sustainability Strategy Framework. Furthermore, it will support the council in meeting the Council's commitment of increasing the number of publicly accessible charge points to 1,219 by 2030. Lamp column charge points provide an easy and cost-efficient solution to meeting the demands of residential charging.
- 5.2.9 Barnet's Long Term Transport Strategy 2020-2041 highlights the role that electric vehicles must play in the future of transport across the borough; a role that has only been heightened by the subsequent government announcements on the ban of the sale of new internal combustion engine vehicles in 2030, and the expansions of the ULEZ in 2021 and 2023.
- 5.2.10 There are no staffing, IT or property implications at this time.

5.3 Legal and Constitutional References

- 5.3.1 The Council's Constitution, Article 7 Committees, Forums, Working Groups and Partnerships, sets out the functions of the Policy and Resources Committee:
1. To be responsible for:
 - a. Strategic policy, corporate procurement, finance and corporate risk

management including recommending: Capital and Revenue Budget; Medium Term Financial Strategy; and Corporate Plan to Full Council

5.3.2 The subject matter of this report falls within the terms of reference of this Committee

5.3.3 The Council will comply with the requirements of; the Public Contracts Regulations 2015 when procuring the specialist EV charge point service provider for the rollout and maintenance of further lamp column mounted EV charge points; and the Public Concession Contracts Regulation 2016 in relation to any in-scope concession contract for the non-lamp column charge point solution.

5.3.4 The said procurements will also be carried out in accordance with the Council's Contract Procedure Rules.

5.3.5 The Council will also comply with its statutory requirement to provide a notice to residents once the locations of the EV points have been identified and finalised.

5.4 Insight

5.4.1 Charge point locations have been determined through resident requests, as well a range of additional data sources to determine future demand.

5.4.2 The published data related to new EV registrations which relate to Barnet postcodes shows us that uptake of electric vehicles in Barnet is the second highest of all London Boroughs; this data shows a continuing upward trend month on month. This will only continue to increase as we move closer to the point when petrol and diesel vehicles are no longer available and as such demand for a suitable EV charge point infrastructure will significantly increase.

5.5 Social Value

5.5.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This will be considered as part of the procurement process.

5.6 Risk Management

5.6.1 None

5.7 Equalities and Diversity

5.7.1 Decision makers should have due regard to the public sector equality duty in making their decisions. The equalities duties are continuing duties they are not duties to secure a particular outcome. The equalities impact will be revisited on each of the proposals as they are developed. Consideration of the duties should precede the decision. It is important that Cabinet has regard to the statutory grounds in the light of all available material such as consultation responses. The statutory grounds of the public sector equality duty are found at section 149 of the Equality Act 2010 and are as follows:

5.7.2 A public authority must, in the exercise of its functions, have due regard to the need to:

- a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.7.3 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

- a) Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- b) Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

5.7.4 The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

5.7.5 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

- a) Tackle prejudice, and
- b) Promote understanding.

5.7.6 Compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act. The relevant protected characteristics are:

- a) Age
- b) Disability
- c) Gender reassignment
- d) Pregnancy and maternity
- e) Race
- f) Religion or belief
- g) Sex
- h) Sexual orientation
- i) Marriage and civil partnership

5.8 Corporate Parenting

5.8.1 No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole

5.9 Consultation and Engagement

5.9.1 Resident requests were gathered to inform the delivery of charge points. Residents will also receive notice in advance informing them of any forthcoming works

5.10 Environmental Impact

5.10.1 Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact.

6. Background papers

6.1 None applicable.