

**Report of: Sustainable Energy & Air Quality (SEAQ)**

**Report to: Director of Resources and Housing**

**Date: 21 September 2020**

**Subject: EV On-Street Residential Charge Point Scheme**

Are specific electoral wards affected? If yes, name(s) of ward(s):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has consultation been carried out?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will the decision be open for call-in?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, access to information procedure rule number: Appendix number: 10.4 (3)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

**Summary**

**1. Main issues**

- Leeds City Council (LCC) has been allocated a grant of **£97,500.00** through the Energy Saving Trust as part of the Office for Low Emission Vehicles' (OLEV) On-Street Residential Charge point Scheme (ORCS). The funding awarded to LCC will facilitate the authority along with its commercial partner Electric Blue Ltd. to install 15 slow to fast chargepoints (capacity permitting) across the city centre and surrounding district areas, for the benefit for residents and members of the general public.
- OLEV are providing 75% of the total capital costs required to cover full cost of the procurement and installation of on-street electric vehicle chargepoints for residential use in areas without off-street parking. 17.5% of capital costs are provided through the commercial partner, Electric Blue Ltd, and the remaining 7.5% is provided by LCC via the Sustainable Energy and Air Quality Team utilising funding already secured through Early Measures Air Quality funding with a total scheme cost of £130,000.
- The ORC Scheme supports the installation of chargepoints in residential areas that do not have sufficient off-street parking facilities, as part of the ORCS criteria, chargepoints must be a short walk from residential properties and sites must be accessible to residents 24/7. By creating charging infrastructure in residential areas OLEV are encouraging options charge opportunities other than typical charge-point 'destinations' - often in commercial, leisure or retail outlets. Considering value for money, all proposed ORCS sites are on LCC owned land, either in car parks or on

council estates – contributing to the building of a public electric vehicle charging infrastructure network across LCC sites.

- The ORC Scheme grant funding is awarded on the basis that chargepoints will be operational by the end of March 2021

## **2. Best Council Plan implications** (see the [latest version of the Best Council Plan](#))

- The contents of this report have implications for a number of best council plan priorities in particular:
  - a. Working towards being a net zero carbon city by 2030
  - b. Improving air quality, reducing pollution and noise
  - c. Achieve the savings and efficiencies required to continue to deliver frontline services

## **3. Resource implications**

- This funding identified in this report will provide the additional resource necessary to extend and provide variety to the Council's charge point network, supporting the expansion of chargepoints made available to the residents of the city. This approach forms part of the successful relationships established with external funders to continue to deliver on priorities relating to the Climate Emergency.

## **Recommendations**

The Director of Resources and Housing is requested to:

- a) Approve the receipt of funding from the Office for Low Emission Vehicles and subsequent injection of £97,500.00 grant funding into the Early Measures Capital Scheme.
- b) Authorise the expenditure of the £97,500.00 ORCS external grant funding to cover the work streams itemised above.
- c) Authorise expenditure of up to 7.5% of the total project cost (£9,750) from the Early Measures budget to cover capital costs. (There is an existing ring fenced budget for public charge point delivery within this scheme).
- d) Approve the additional investment of £22,750 that will be provided by the charge point operator. This funding will be the operator's contribution to the overall costs of the scheme and will not be received by the authority. This provides a total expenditure of £130,000 for the scheme, of which £107,250 is from the capital budget secured by SEAQ from external funding.
- e) Approve the award of this work directly to EB Charging Ltd in line with the reasoning in 3.3 and 3.4 through the approved KCS framework contract.
- f) Note the consideration of the adoption of NetX technology at agreed EV charge-point sites. This technology is being developed by EB Charging Ltd as part of an Innovate UK funded trial project and has the potential to increase the charging capacity by 1:3, extending the charging infrastructure that can be delivered through this project and maximising the outputs possible from the OLEV award. This additional charge capacity will be added outside of the delivery of the ORCS

project, so further approval will be sought if this additional scheme is to be delivered.

## **1. Purpose of this report**

1.1 This report provides a summary of the EV ORCS project including:

- 1.1.1 The proposed sites for electric vehicle charge point installation as part of the ORC Scheme
- 1.1.2 Outline the economic benefits of having the chargepoints monitored and maintained by a commercial partner
- 1.1.3 How the installation of chargepoints will service a need for local residents considering EV ownership and requests from Housing Leeds tenants
- 1.1.4 The costs associated with the EV-ORCS project (including a cost breakdown off all shareholders)
- 1.1.5 The purpose of this report is to seek approval for up to £9,750 from the Early Measures budget to finance 7.5% of capital costs for the ORC Scheme, the funding will be used to cover the remaining capital costs after the contribution of OLEV and EB Charging Ltd.

## **2. Background information**

- 2.1 Leeds City Council made a commitment in March 2019 to be a carbon neutral city by 2030. As part of the Big Leeds Climate Conversation consultation, 59% of respondents said providing more charging points for electric vehicles was of high importance, 30% said it was of medium importance. 44.9% of respondents said that they would consider switching to an electric or hybrid car, if current barriers were addressed. The main barrier cited during this consultation was the lack of available electric vehicle chargepoints.
- 2.2 The need to support the expansion of a charge point network across the city is vital to reach the 2030 zero carbon objective.
- 2.3 The ORC Scheme facilitates LCC, working in partnership with EB Charging Ltd, to deliver a network of chargepoints across the city made available to residents and the wider general public.
- 2.4 The service delivery will be administered by EB Charging Ltd. All monitoring and maintenance and be conducted by EB Charging for a period of seven years, data on usage will be provided to OLEV by request. This is a commercially viable arrangement as LCC does not incur any operational costs providing a small revenue stream through a profit share arrangement with the local authority to be confirmed in the final contract with the partner installer.
- 2.5 Charge point sites were shortlisted from recommendations from Housing Leeds colleagues, discussions with Community Hub managers, Parks & Countryside development team and a list of total LCC owned car parks. Sites were deemed

viable if they fit the ORCS criteria, however other factors including; size, power supply and resident requests were all taken into account.

2.6 The EV-ORC Scheme project facilitated the installation of electric vehicle chargepoints across 15 sites which are accessible to residents and the general public. The prospective electric vehicle charge point locations are outlined below.

Site	Postcode	Twin Charger 7Kw	NetX viable
Burley Road Car Park	LS4 2EA	3	Yes
Maude Street Car Park	LS2 7DR	1	No
Saxton Gardens Estate  (The Close, The Garth, and Flax Place)	LS9 8HW LS9 8HP LS9 8HF	1	Yes
Hunslet Lane Car Park	LS10 1ES	1	Yes
King Lane Park 'n' Ride, Moortown	LS17 7AG	3	Yes
Annie Street Car Park, Morley	LS27 8QH	1	Yes
Rothwell Community Hub, Marsh Street Car Park	LS26 0AE	3	Yes
Netherfield Lane Car Park, Guiseley	LS20 9FA	2	Yes
<b>Total</b>	<b>8</b>	<b>15</b>	<b>N/A</b>

2.7 All installs will be for 7Kw twin chargers, these chargepoints are dual provision so each point will support charging across two parking bays. In locations which have

been designated as 'hubs' - where more than one charger is to be installed, depending on grid capacity an additional 22Kw twin charger may be installed to meet demand.

2.8 Site visits have been conducted in partnership with EB Charging Ltd, the sites were categorised on an RAG scale to determine priority and secondary sites

2.9 The grant offer and delivery plans as agreed between Leeds City Council and EST and OLEV allow for changes to the sites detailed above should issues such as grid capacity issues or high connection quotes be received in order to ensure that units can be delivered within the existing project budget.

### 3. Main issues

3.1 The data EB Charging Ltd receives from customer transactions will provide up-to-date information on EV usage across Leeds and highlight areas of growing EV ownership. It is recognised that there will be a period whereby the rate of utilisation is undetermined. Data received will be provided to LCC and OLEV upon request.

3.2 The project will deliver additional benefits for residents and members of the public which are not quantifiable in terms of cashable savings but instead raise the profile of electric vehicle chargepoints within the public domain across the city, to overcome issues associated with lack of uptake of electric vehicles such as charge/range anxiety (the fear that the destination travelled to by the electric vehicle owner will not have available electric vehicle charging infrastructure).

3.3 No open tender procurement process is proposed to be undertaken due to the timescales required within the bid application and the delivery time allowed by OLEV. EB Charging Ltd were chosen as the commercial partner because of their existing charge point installation contract with the authority. Additionally EB Charging Ltd are able to offer the unique added value of the NetX project they are leading on that enables additional connectors to be applied to units installed through this project without the need for additional installation and charge point connection costs. EB Charging Ltd have demonstrated their knowledge and evidenced value for money in being contracted as suppliers on a number of approved frameworks and in previous projects and as such, it is recommended that they be given the contract for this project.

3.4 EB Charging Ltd are also able to provide additional value through use of their unique NetX charge point system that provides for the trebling of connection points from the install of a single unit. This therefore provides significant value for Leeds and supports the objective to increase the number of public charge points in the city. The NetX project is funded by Innovate UK with Electric Blue as a project lead – as such this technology can be utilised in Leeds as a user case study at no additional cost to the local authority and will be delivered outside of the ORCS project that this report is seeking approval for.

#### 3.5 ORCS bid application total costs

Cost Breakdown	
7kw Twin Unit Cost	£ 2,380.74
DNO Estimate Cost	£ 3,785.92

Installation Cost	£ 2,500.00
Total Estimate per charger	£ 8,880.74
Number of chargers	15
Total cost	£ 130,000.00
75% from OLEV (maximum £6500 per install)	£ 97,500.00
Balance from EB Charging Ltd/LCC	£ 32,500.00
Electric Blue contribution	£ 22,750.00
LCC contribution	£ 9,750.00

3.6 Electric Blue Ltd committed to a contribution of £22,750, LCC has covered the remaining £9,750 through existing grant budgets for public charging.

## 4. Corporate considerations

### 4.1 Consultation and engagement

- 4.1.1 The Big Leeds Climate Conversation demonstrated that there is a desire from residents to engage with Ultra Low Emission and Electric Vehicle transportation, and a subsequent need to expand chargepoints infrastructure across the Leeds area.
- 4.1.2 The Sustainable Energy and Air Quality team (SEAQ) have consulted with colleagues in Housing Leeds, Parking Services, Asset Management and Community Hubs and Parks & Countryside to establish suitable locations for charge point installs and compile resident enquiries relating to EV charge points – these enquiries could have been directed via phone, email or in person. The information from Housing Leeds has supported LCC's ORCS bid as resident interest is a key part of the application criteria.
- 4.1.3 Once a list of feasible sites had been determined following site inspection by the operator, engagement with applicable ward members will also be undertaken as part of the consultation process for installations.

### 4.2 Equality and diversity / cohesion and integration

- 4.2.1 An equality, cohesion and diversity impact assessment has been undertaken as part of LCC's plan to deliver an infrastructure of electric vehicle charging points across LCC's estate. This showed that there were no equality, diversity or cohesion issues.

### 4.3 Council policies and the Best Council Plan

- 4.3.1 This report draws attention to co-ordinated working that demonstrates a contribution towards the following priorities contained in the Best Council Plan
- Developing sustainable infrastructure – turning Leeds into a Low Carbon city
  - An ambition to be carbon neutral as a city by 2030
  - Working as a team for Leeds - creating a sustainable travel infrastructure which improves air quality, reduces pollution and noise

## Climate Emergency

4.3.2 The Climate Emergency is a key driver for the priorities identified in this report; improving the city's air quality and reducing carbon emissions are direct contributors to the cities response. Transitioning to EV supports the decarbonisation of transport and increases use of vehicles with zero-tailpipe emissions.

### **4.4 Resources, procurement and value for money**

4.4.1 As part of the Best Council Plan the SEAQ team have committed to spending money wisely and achieving value for money by working with business partners and industry specialists who have agreed to monitor and manage chargepoints.

4.4.2 The investment in chargepoint infrastructure to support LCC's residents and members of the public provides value for money via the following means:

- LCC will receive a small revenue share from utilisation of the charge points from EB Charging Ltd.
- Through the work with commercial partners EB Charging Ltd on Innovate projects there is the opportunity to identify potential future revenue streams, or revenue savings that can be offered.

4.4.3 This work continues to support LCC's carbon neutral ambition for 2030 by creating sustainable infrastructure which acts as a reliable alternative to petrol and diesel powered vehicles.

### **Capital funding and cashflow**

<b>Authority to Spend required for this Approval</b>	<b>TOTAL £000's</b>	<b>TO MARCH 2021 £000's</b>
LAND	0	0
CONSTRUCTION	0	0
FURN & EQPT	0	0
DESIGN FEES	0	0
OTHER COSTS	9,750	0
TOTALS	9,750	0

<b>Total overall Funding (As per latest Capital Programme)</b>	<b>TOTAL</b>	<b>TO MARCH 2021 £000's</b>
LCC Supported Borrowing	0	0
Private Sector	22,750.00	0
Section 106/278	0	0
Government Grant	97,500	0
Any Other Income	0	0

(Specify)		
Total Funding	130,000.00	0

#### **4.5 Legal implications, access to information, and call-in**

- 4.5.1 This is classified as a Significant Operational Decision and is not subject to call in.
- 4.5.2 There should be no legal issues relating to this report and all information within this report is publicly available.
- 4.5.3 The procurement process will be compliant with LCC's Contract Procedure Rules and involves a call off from an established framework that is compliant with European Union legislation as outlined in Section 3.3.
- 4.5.4 Due to the value of this procurement exercise the decision is not subject to call in.

#### **4.6 Risk management**

- 4.6.1 A full risk assessment has been undertaken and risk register has been developed in partnership with our commercial partners on the ORCS project

### **5. Conclusions**

- 5.1 In order to meet the ambition of being a carbon neutral city by 2030 there must be sufficient sustainable travel infrastructure in place to accommodate the growing EV market. Following the public Clean Air Zone consultations, residents are now more aware of the long term financial savings they will receive in comparison to if they were to keep running petrol or diesel vehicles. Furthermore, the placing of electric vehicle chargepoints in LCC owned sites and car parks demonstrates the Council's commitment to providing an accessible and robust charge point network, and prioritising these chargepoints for residents without adequate on-street parking facilities.

### **6. Recommendations**

- 6.1 The Director of Resources and Housing is requested to:

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- d) Approve the additional investment of £22,750 that will be provided by the charge point operator. This funding will be the operator's contribution to the overall costs of the scheme and will not be received by the authority. This provides a total expenditure of £130,000 for the scheme, of which £107,250 is from the capital budget secured by SEAQ from external funding.
- e) Approve the award of this work directly to EB Charging Ltd in line with the reasoning in 3.3 and 3.4 through the approved KCS framework contract.
- f) Consider the adoption of NetX technology at agreed EV charge-point sites. This technology is being developed by EB Charging Ltd as part of an Innovate UK funded trial project and has the potential to increase the charging capacity by 1:3, extending the charging infrastructure that can be delivered through this project and maximising the outputs possible from the OLEV award. This additional charge capacity will be added outside of the delivery of the ORCS project, so further approval will be sought if this additional scheme is to be delivered.

## **7. Background documents<sup>1</sup>**

### **7.1 Grant Offer Letter from the Office of Low Emission Vehicles (OLEV)**

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<sup>1</sup> The background documents listed in this section are available to download from the council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.