

EV On-Street Residential Charge point Scheme – Bid 2

Date: 13 May 2022

Report of: Senior Project Officer, Sustainable Energy & Air Quality

Report to: Chief Officer of Sustainable Energy & Air Quality

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

What is this report about?

Including how it contributes to the city's and council's ambitions

- Leeds City Council (LCC) has been allocated a grant of £202,500 through the Energy Saving Trust as part of the Office for Zero Emission Vehicles' (OZEV) On-Street Residential Charge point Scheme (ORCS). The funding awarded to LCC will facilitate the authority along with its commercial partner Electric Blue Charging Ltd. to install 27 slow to fast twin chargepoints (capacity permitting) providing 54 charging bays across 9 charging hubs across the district for the benefit of residents and members of the general public.
- OLEV are providing nearly 70% of the total capital costs required to cover full cost of the procurement and installation of on-street electric vehicle chargepoints (EVCPs) for residential use in areas without off-street parking. 15% of capital costs are provided through the commercial partner, Electric Blue Ltd, and the remaining capital 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 £294,462.55.
- The contents of this report have implications for a number of best council plan priorities in particular:
 - Working towards being a net zero carbon city by 2030
 - Improving air quality, reducing pollution and noise
 - Achieve the savings and efficiencies required to continue to deliver frontline services

Recommendations

- a) Approve the receipt of funding from the Office for low Emission Vehicles and subsequent injection of £202,500 grant funding into the Early Measures Capital Scheme.
- b) Authorise the expenditure of the £202,500 ORCS external grant funding to cover the work streams itemised above.
- c) Authorise expenditure of up to £47,793.16 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 £44,169.39 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 £294,462.55 for the scheme, of which £250,293.16 is from the capital budget secured by SEAQ from external funding.
- e) Approve the direct 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.

Why is the proposal being put forward?

- 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 This project is being delivered in line with the Electric Vehicle Charge Infrastructure Strategy approved by Executive Board in February 2022 – ORCS2 is part of an action in that strategy and follows on from successful delivery of a prior ORCS scheme with 6 residential hubs with 30 charging bays having been completed.
- 3 The central government ORCS funding stream is available for local authorities to deliver EVCPs, and the Council is seeking to utilise this as an alternative to its own resources to deliver the infrastructure needed to support Leeds residents' transition to electric vehicles
- 4 The project 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 and the scheme also provides a small revenue stream through a profit share arrangement.

What impact will this proposal have?

Wards affected:

Have ward members been consulted?

Yes

No

- 5 This proposal will deliver 27 EVCPs across 9 charging hubs (see Table 1) in multiple wards, improving access to electric charge point infrastructure for those living and working in Leeds. All installs will be 7Kw twin chargers, these charge points are dual provision so each point will support charging across two parking bays.
- 6 Whilst availability of EV charging infrastructure is increasing, there is still a significant need for improved accessibility in near-home environments so those without off-street parking have charge point infrastructure close to home.
- 7 The grant offer and delivery plans as agreed between Leeds City Council and EST and OLEV allow for changes to the sites detailed below 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.

Table 1: ORCS 2 Site List

Site	Number of twin chargers (7.5Kw)
Barley Hill Road, Garforth	3
Clayton Court, West Park	3
Broomfield Crescent, Headingley	2
Kirkstall Abbey, Kirkstall	2
Westfield Road, Morley	3
Naburn Close, Whinmoor	4
Rycroft Avenue, Swinnow	4
Westover View, Bramley	3
Glebelands, Garforth	3
Total	27

- 8 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. The Kent Commercial Services (KCS) Electric Vehicle Charge Point framework permits direct award appointments as a result of the suppliers having already been assessed on price and quality. EB Charging Ltd were utilised for the first phase of ORCS funding and there will be significant efficiencies using them for this second phase thanks to successful negotiations of contract and lease terms. This will enable the Council to meet the delivery timescales stipulated in the terms of the grant funding.

What consultation and engagement has taken place?

- 9 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.
- 10 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 chargepoints – 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.
- 11 The Executive Member for Infrastructure & Climate has been consulted. Relevant individual ward members were advised of ORCS plans in Area Community Committee events. Ward members will be consulted further following formal approval of grant funding.
- 12 This grant funding application was referenced in the Climate Emergency Annual Report submitted to Executive Board on 9th February 2022.

What are the resource implications?

- 13 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.
- 14 The contract award and project management will be delivered by existing SEAQ resource.
- 15 LCC will receive a small revenue share from utilisation of the charge points from EB Charging Ltd.

What are the legal implications?

- 16 There should be no legal issues relating to this report and all information within this report is publicly available.
- 17 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 paragraph 8.
- 18 Due to the value of this procurement exercise the decision is not subject to call in.

What are the key risks and how are they being managed?

- 19 The key risks and mitigations are as follows:

Risk	Mitigation
Charge points must be installed and commissioned by March 2023	An experienced supplier familiar with delivery in Leeds has been selected. Previous delivery of ORCS1 means existing contractual terms

	can be utilised and lease arrangements have been agreed by both parties
Electricity grid constraints may prevent delivery at site	Contingency sites have been selected in the event that deployment cannot take place at planned sites

Does this proposal support the council’s three Key Pillars?

- Inclusive Growth Health and Wellbeing Climate Emergency

20 The transition from internal combustion engines to electric vehicles will improve air quality through the reduction in emissions, whilst also contributing to the city’s action on the Climate Emergency. The roll out of EVCPs in near-home environments will support Inclusive Growth through increasing accessibility of EVCPs for a wider demographic of those living and working in Leeds.

Options, timescales and measuring success

What other options were considered?

21 Alternative frameworks and suppliers were considered, however the timescales for delivery necessitated direct award. The KCS framework and Electric Blue Charging Ltd were utilised for the first phase of ORCS funding, and as a result the timely process of negotiating contracts and lease terms has already been completed which will result in a significantly smoother roll out of this second phase of ORCS-funded charge points.

How will success be measured?

22 The commissioning of 27 twin-charge electric vehicle charge points prior to March 2023 for those living and working in Leeds to access and support the transition to electric vehicles in Leeds.

What is the timetable for implementation?

23 All charge points must be installed and commissioned prior to March 2023.