



Report for: Cabinet

Date of Meeting:	27 July 2023
Subject:	Electric Vehicle Charging in Harrow: Update and Implementation
Key Decision:	Yes, affects multiple wards and over time will be significant in terms of its impact on our communities.
Responsible Officer:	Dipti Patel, Corporate Director for Place
Portfolio Holder:	Councillor Anjana Patel, Portfolio Holder for Environment and Community Safety Councillor David Ashton, Portfolio Holder for Finance and Human Resources
Exempt:	No, except for appendices 1 - 4 which are exempt by virtue of Paragraph 3 of Schedule 12A of the Local Government Act 1972 because they contain information relating to the financial & business affairs of the council.
Decision subject to Call-in:	Yes
Wards affected:	All
Enclosures:	Appendix 1 – Draft Call off Contract (Exempt) Appendix 2 – Draft Specification (Exempt) Appendix 3 – Draft Invitation to Tender (Exempt) Appendix 4 – Draft Pricing Schedule (Exempt)

Section 1 – Summary and Recommendations

This report sets out an update on electric vehicle charging provision in Harrow, including rapid charging provision, and seeks authority from Cabinet to implement phases 2 and 3 of the Council's on-street residential charge point scheme by procuring lamp column charge points under the Oxford City Council Dynamic Purchasing System (DPS) for the Supply of Electric Vehicle Charging Infrastructure and Associated Services.

Recommendations:

Cabinet is requested to:

1. Note the update on the expansion of electric vehicle charging provision in the borough and authorise officers to develop proposals for the installation of additional rapid chargers in Harrow, and to delegate authority to the Corporate Director for Place, following consultation with the Portfolio Holder for Environment and Community Safety, to award a contract for rapid charging installation in Harrow, following a compliant procurement process.
2. Approve the commencement of a procurement process for a concessionary contract for the provision of approximately 225 lamp column charge points for residents in Harrow by conducting a call for competition under the Oxford City Council Dynamic Purchasing System (DPS). The successful charge point operator will be responsible for installing, commissioning, and maintaining the charge points. The term of any future call-off contract following the call for competition under the DPS will be 10 years plus an additional 5-year extension option.
3. Approve the draft tender documents for lamp column charge points.
4. Delegate authority to the Corporate Director for Place, following consultation with the Portfolio Holder for Environment and Community Safety, to make any changes required to the tender documents for lamp column charge points, following approval.
5. Delegate authority to the Corporate Director for Place, following consultation with the Director of Finance and Assurance, the Portfolio Holder for Environment and Community Safety and the Portfolio Holder for Finance and Human Resources, to award the contract for lamp column charge points, following a compliant procurement process.

Reason:(for recommendations)

To enable the expansion of electric vehicle charging infrastructure on public assets for the benefit of Harrow residents, whilst contributing to decarbonisation of transport in Harrow. Cabinet authorisation is required to comply with the Council's Contract Procedure Rules and Financial Regulations.

Section 2 – Report

Introductory paragraph

2.1 A key theme of the Council's Climate and Nature Strategy 2023-2030, which was approved by cabinet in April 2023 in draft for public consultation, is Green Mobility. The Green Mobility theme includes the overarching objective to support the decarbonisation of transport within the borough by enabling low-carbon sustainable travel. This involves in part a shift towards increased walking, cycling, public transport, and car-sharing. However, in addition, transitioning from fossil fuel vehicles to electric vehicles is also a key outcome that enables the journey to net zero. In addition to tackling a major part of Harrow's carbon emissions, the progressive electrification of vehicles in the borough will significantly reduce air and noise pollution in Harrow, lead to better health outcomes, improve biodiversity and result in a more pleasant place in which to live and work.

2.2 To help support these objectives, the Council's Corporate Plan also has a flagship action to double the number of electric vehicle charging points on Council assets.

Options considered

2.3 The options are to approve the development of proposals for rapid charging provision in Harrow and implementation of the next phases of on-street electric vehicle residential charging points through the procurement of lamp column charge points, or to choose not to. It is recommended to proceed with implementation and procurement as failure to do so will result in significant grant funding being lost, will not advance the Council's decarbonisation aims and will fail to support residents in the transition to electric vehicles.

2.4 Given the timescales and availability of a suitable DPS framework, where EV providers have already been financially and technically vetted, and can be procured relatively quickly, there is no need for the Council to undertake a lengthy full open tendering process for this procurement.

Background

2.5 Harrow plans are underway to increase Electric Vehicle (EV) charging infrastructure across the Borough as part of its Traffic Management Programme, Walking and Cycling Strategy and based on requests from residents living in residential streets with no off-street parking possibilities. A Transportation Strategy and Electric Vehicle Strategy are under development by the Harrow Transportation Team for presentation to Cabinet later this year, which will set targets to roll out EV charging infrastructure and how this can contribute to the Green Mobility and decarbonisation objectives in its overarching Climate & Nature Strategy.

2.6 In the meantime, following the announcement of £20 million grant funding by the Office for Low Emission Vehicles (OLEV), Harrow has now secured £520,840 in funding from the Office for Zero Emission Vehicles (OZEV) for Phases 2 & 3 of 'on street' residential charging locations, to deliver 225 charge points. This is in addition to the 24 residential charge points and 5 on-street chargers already installed and operational as part of Phase 1 On-street Residential Chargepoint Scheme successfully delivered in May 2021, and 1 rapid charge point commissioned in March 2023. Usage has been demonstrably strong with increased demand over successive quarters. Current charging session times are spread across various times of day and night, averaging 7hrs 53mins.

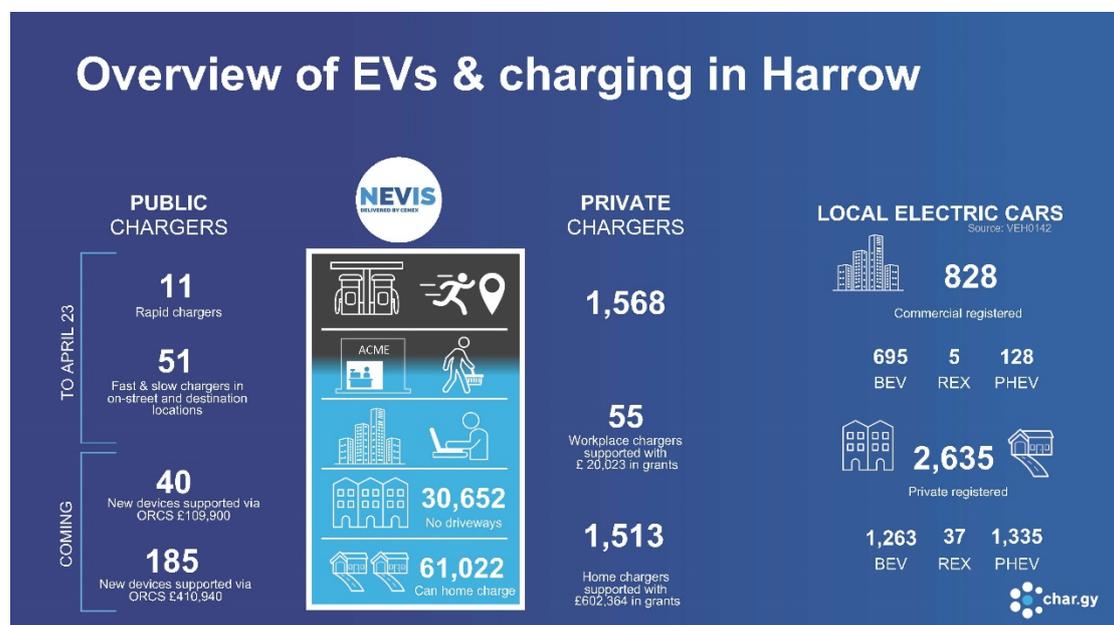
2.7 It is anticipated that by 2035 100% of new car and van sales will be electric to meet the government's net zero by 2050 target. The Climate Change Committee has recommended that if the UK is to meet the 2050 net zero target, 100% of new vehicle sales should be electrically propelled by 2035 at the latest (and ideally by 2030).

2.8 The focus of Harrow's electric vehicle programme is to expand EV charge point installations as demand from residents is high. Residents are encouraged to register requests for residential on-street EV charging via the Harrow Council website.

Current situation

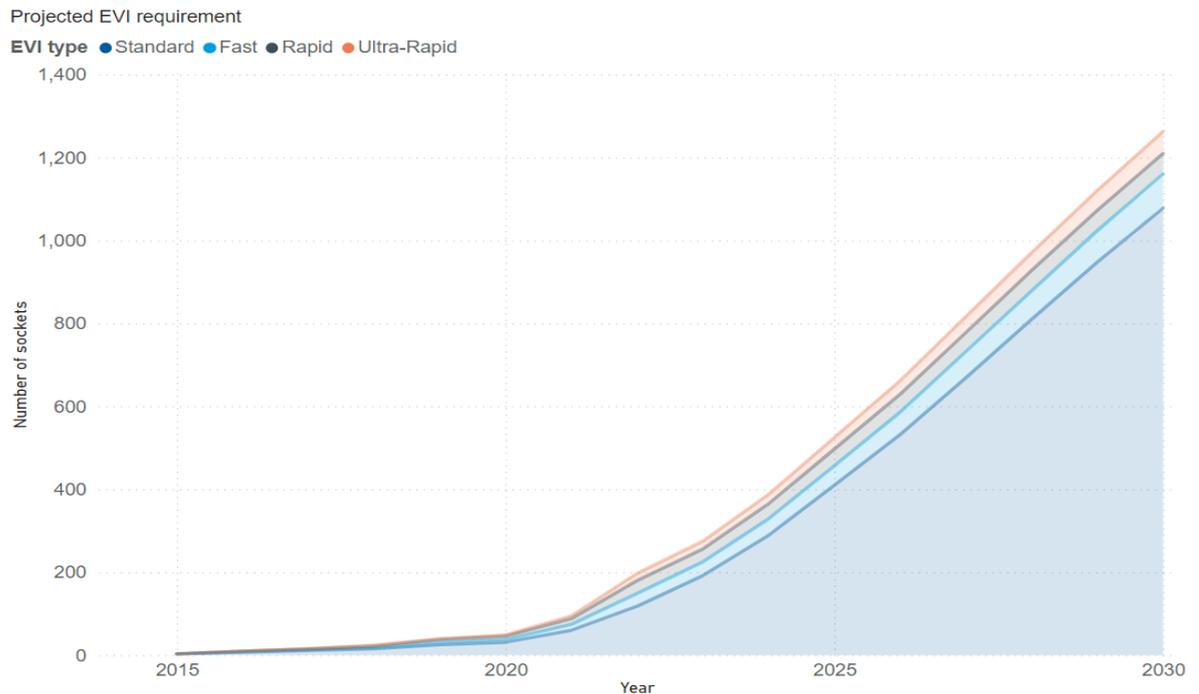
Harrow overview

2.9 The current mix of charging provision in Harrow, both public and private, along with the number of local electric vehicles registered in the borough, is summarised on the following slide. The types of electric vehicle shown are BEV Battery Electric Vehicle (BEV); Battery Electric Vehicle + Range Extender (REX), and Plug-in Hybrid Electric Vehicle (PHEV).



Projected EVI requirement for Cars and LGV's in Harrow

2.10 Initial data from Cenex for the borough indicates that a substantial and sustained programme of expansion of EV charging provision will be required to meet future demand through to 2030. This data and the mix and locations of demand, will be further explored and modelled through the Council's EV Strategy.



Insights Toolkit - © Cenex 2023

2.11 Data summary

'Years in dataset'[Year]	Number of sockets	EVI type
2030	1,078	Standard
2030	83	Fast
2030	53	Ultra-Rapid
2030	49	Rapid

Council Progress

2.12 Since the start of Harrow's electric vehicle charge point programme in 2018, 30 charge points have been installed in residential and commercial areas. Five charge points were installed as part of the Neighbourhoods of the Future Greenhill Go Ultra Low City Scheme. 24 residential charge points were installed using On-Street Residential Charge Point (ORCS) funding. 1 rapid charge point was commissioned in March 2023.

The table below details the type of charge points that have been installed by Harrow:

No of Chargepoints	Charge Point Operator	Year of Installation	Charging type	Power Output
2	BP Pulse	2018	Slow	7kW
3	BP Pulse	2018	Fast	22kW
24	Char.gy	2021	Slow	5.1kW
1	BP Pulse	2023	Rapid	50kW

2.13 Slow chargers are 7Kw units mounted on or in streetlighting columns providing for a slow overnight charge. Fast chargers, typically around 22kw, are bollard sized units located on dedicated parking spaces, providing a charge to 80% in 3-4 hours. Rapid chargers over 50Kw, are a petrol pump sized unit providing charge to 80% in under an hour for most electric vehicles.

2.14 The Council has taken the opportunity to apply to various funds to provide support with EV installations. In 2018 the Go Ultra Low City Scheme (GULCS) provided funding for the first 5 on-street chargers as part of the Greenhill Go Ultra Low City Scheme. In 2019 the On-Street Residential Chargepoint Scheme (ORCS) provided funding for 24 Lamp Column charge and GULCS 1 rapid charge point.

2.15 A contract with Char.gy was secured via the Transport for London (TfL) GULCS framework. Frameworks save significant time and money, while delivering specific services that not only meet local requirements but support local decision making. The GULCS framework expired in July 2022, therefore the recommendation for this report is to secure a provider through a call for competition under the Oxford City Council DPS.

New Funding

2.16 It is clear that the pace and scale of delivery of on street charging needs to increase in Harrow and in 2022 the Council therefore developed bids for additional funding. In March 2023, the Council was successful in being awarded an ORCS grant of £410,940 (tranche 3) to install up to 185 lamp column charge points. A previous ORCS grant of £109,900 (tranche 2) was awarded in September 2021 to install 40 lamp column charge points. Whilst resourcing issues resulted in delays in procuring a provider at that time, With OZEV's consent that funding has been carried over and will be utilised in the proposed procurement. The total amount of available funding for installations is therefore £520, 840. Charge Point Operators will be expected to agree to a minimum match funding at 25% (tranche 2) and 40% (tranche 3).

Rapid Charging Provision in Council Car Parks and other locations

2.17 The installation of residential on street charging provision, which is suitable for longer stay and overnight charging, should also be supplemented by faster

charging options. The Council has commenced initial discussions with rapid charging providers with a view to better understanding the market and identifying suitable locations across our car park estate, and other on and off-street locations close to town centres and high footfall sites. The key findings from these initial discussions are:

1. To justify the higher capital levels of investment required in the equipment for rapid charging providers generally require lease terms of 15-30 years. Sites therefore require careful selection to ensure they are not likely to be subject to development within those timescales, and otherwise offer the shorter visitor dwell times appropriate for rapid charging.
2. Electricity capacity upgrades are almost always required for installation of rapid chargers, which can range in output from 50kw to 300kw, and sites need to be selected where this is economically viable to achieve. The timescales for installation of rapid charging provision are generally around 12 months allowing for capacity upgrade works, although this can be shorter for smaller installations.
3. Subject to securing the length of tenure required, costs of installation and capacity upgrades are borne by the provider, with an annual rental and / or profit share arrangement paid to the landowner.
4. The potential for expansion of rapid charging in the borough is good and providers are keen to work within Harrow.

2.18 Authority is requested to develop a procurement approach for an initial tranche of rapid charging expansion in council owned car parks and other council run locations.

Why a change is needed

2.19 Many residents have made the decision to switch to EV or use an EV for work purposes. Lamp Column mounted charge points offer a solution for residents who do not have access to off street parking and want to purchase an EV. Lamp column charge points are often the better choice for residential areas due to their reliability and cost effectiveness. The existing 24 lamp column charge points currently operate on a Pay As You Go charge, currently at 69p/kWh day tariff and a reduced rate of 29p/kWh night tariff. Following the removal of a government subsidy on energy pricing, the daytime rate will reduce to 60p per kWh and the night-time charging rate will increase to 39p per kWh.

2.20 As the charge point market continues to expand, the availability of funding is gradually being reduced, with the expectation that installation and operational costs are met by Councils and the market. Harrow will continue to make the most of these funding schemes, however the council should be prepared to look for alternative ways to ensure the continuing viability in future years. The Council will set out its future programme, and the proposed method for rolling out charge points in its Electric Vehicle Strategy due for completion this year.

Reasons for Recommendation

2.21 The rollout of further lamp column charge points plays a key role in the reduction of transport-based emissions and is integral to meeting net zero targets. Furthermore, it will support the council in meeting transport decarbonisation objectives set out in the Climate and Nature Strategy. Lamp column charge points provide an easy and cost-efficient solution to meeting the demands for residential charging.

2.22 Adhoc development of EV charging in Harrow to date means an accelerated and effective programme is required to work towards net zero. The programme will not only look to support residents who already own electric vehicles but also look to encourage the uptake of ownership in the borough.

2.23 Following on from the successful installation of 24 lamp columns charge points, it is necessary to expand a range of options for residents and visitors, to deliver additional fast chargers and rapid charge points. While lamp columns are currently the preferred type of infrastructure for charging in residential areas, and residential charging provision will remain the mainstay of future charging infrastructure locally and nationally, faster charging provision in other areas such as Town Centres, Council Car Parks and main routes are also crucial in expanding options in Harrow and enabling the progressive electrification of road transport in the borough.

Implications of the Recommendation

2.24 Officers are therefore seeking, firstly, authority to develop proposals for an increase in rapid charging provision on Council assets, and to award a contract for rapid charging installation in Harrow, following a compliant procurement process and consultation with the Portfolio Holder for Environment and Community Safety and Director for Place. Secondly, authority is sought to undertake a procurement necessary to test the market and secure a charge point operator to install and maintain our next tranche of residential lamp column charge points. This will significantly increase the network of available options to residents and visitors in Harrow over the next year. The proposed procurement will secure a partner that can meet project deliverables and will enable the installation of up to 225 charge points by March 2024 for a total contract length of 10 years plus an additional 5-year extension option. By undertaking the procurement exercise, Harrow would not obligate itself to enter a contract until a full decision has been made in consultation with the Portfolio Holder for Environment, and Director for Place, in accordance with the Council's Contract procedure rules.

Ward Councillors' comments

2.25 None as it impacts all wards

Risk Management Implications

2.26 Risks included on corporate or directorate risk register? **No**

2.27 Separate risk register in place? **Yes**

2.28 The relevant risks contained in the register are attached/summarised below. **Yes**

2.29 The following key risks should be taken into account when agreeing the recommendations in this report:

Risk Description	Mitigations	RAG Status
If the proposed recommendation(s) are not agreed, the expansion of electric vehicle charging on public assets in the borough will not proceed, or be delayed, and wider progress on the LBH Climate and Nature Strategy slowed	<ul style="list-style-type: none"> ▪ Agreement to the report's proposed recommendation(s) will mitigate this risk 	GREEN
Delay in procurement resulting in loss of grant funding.	<ul style="list-style-type: none"> ▪ Undertaking a timely procurement in accordance with the council's Contract Procedure Rules. 	GREEN
Delay in procurement resulting in additional costs to the allocated budget such as inflation, supply chain bottlenecks and scarcity of suitable materials and/or labour.	<ul style="list-style-type: none"> ▪ Undertaking a timely procurement in accordance with the council's Contract Procedure Rules. 	GREEN
Council unable to procure a suitable Charge Point Operator and concession agreement.	Making use of the Oxford City Council DPS as pre-qualified providers complaint with ORCS and OZEV standards have been appointed to the DPS and the DPS contains a concession call-off contract template	GREEN

Procurement Implications

2.30 This report seeks delegated authority to procure and award an Electric Vehicle Charging points concessionary contract by Public Contract Regulation compliant means of Call for Competition under Lot 1 of the EV Charging Infrastructure Dynamic Purchasing System DN519227 created by Oxford City Council ("the EVI DPS").

2.31 The EVI DPS comprises a group of EV charging equipment/infrastructure Suppliers and EVI service providers, some of which (under Lots 1 and 2) can deliver EVI requirements under a Concession Contract. The EVI DPS is available for use by all UK Public Sector Bodies.

2.32 Value of the contract is below Concession Contracts Regulations 2016 financial thresholds for concessions.

2.33 Use of the proposed procurement approach is compliant with the Councils Contract Procedure Rules.

2.34 Bidders will be required to provide technical and commercial submissions, with all Tenders being evaluated for both their technical and commercial suitability in relation to the Councils requirements.

2.35 The Invitation to Tender will set out the high-level evaluation criteria with a price weighting of 55% quality rating of 45%.

Legal Implications

2.36 The Traffic Management Act 2004 places obligations on highway authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

2.37 Under section 16 of the London Local Authorities and Transport for London Act 2013 (LLATLA 2013), the Council has the power to provide and operate, or grant permission to a person to provide and operate, charging apparatus for electric vehicles.

2.38 The Council must comply with its Constitution and Contract Procedure Rules (CPRs). Procurements by means of a concession contract, greater or equal to the financial threshold (currently £5,336,937 incl VAT for works and service contracts) must also comply with the Concession Contracts Regulations 2016 (CCR). This procurement is below threshold and therefore not caught by the CCR.

2.39 The Council is proposing to procure a concession arrangement for the provision of the lamp column charge points and propose to procure the charge points under a Dynamic Purchasing System (DPS), set up by Oxford City Council. The Council intends to conduct a call for competition under lot 1 of the DPS: *End to end services Turnkey solutions*. This will involve submitting an invitation to tender setting out the Council's specific requirements and any accompanying documentation, and all suppliers on that lot are invited to submit a bid. Once the bids are evaluated and the call-off contract is awarded, the Council will need to inform Oxford City Council of the award by completing the confirmation of award document.

2.40 The Council's legal team (HBPL) is satisfied that the DPS is suitable for the provision of the proposed concession arrangement. HBPL is also satisfied that the Council can lawfully access the DPS as it is open to all UK public

sector bodies including local authorities and the Council has signed the relevant Access Agreement enabling the Council to use the DPS, providing that the Council complies with the rules of the DPS. The DPS currently expires on 30th August 2025 (subject to extension or re-procurement).

2.41 As the estimated value of the procurement meets or exceeds £500,000, approval to procure must be obtained by way of a Cabinet Report and a Cabinet decision must be obtained prior to any tender activity commencing, as required under the Council's CPRs (*Table 1 Authorisation and Acceptance Thresholds*). Under section 14 of the CPRs, the Portfolio Holder with responsibility for Finance and Human Resources must be consulted at the pre procurement planning stage and the Directorate Portfolio Holder must be consulted throughout the commissioning planning and procurement phase of the project. Under paragraph 14.1 of the CPRs, all Cabinet reports seeking approval to commence a procurement for the acquisition of Works, Goods or Services must be accompanied by the tender documents and a recommendation seeking approval of the tender documents and under paragraph 14.2, the development of the tender documents prior to seeking approval by Cabinet must be done in close engagement and consultation with the portfolio holder for the service and any other portfolio holder that is considered to have an interest in the outcome of the tendering exercise.

2.42 In line with paragraph 6.1 of the CPRs, all procurement over £100,000 requires the engagement of the Corporate Procurement Team and HB Public Law. HBPL will continue to support with this project.

Financial Implications

2.43 The Council has successfully secured funding of £520,840 from Office for Zero Emission Vehicles (OZEV) as part of Tranches 2 and 3 funding rounds. The grant conditions require supplier(s) of the EV charging points to provide a match funding of 25% and 40% respectively. These are summarised in the table below.

Scheme	Grant Funding	Match fund requirement by Supplier	Match fund by supplier
OZEV 2	£109,900	25%	£36,633
OZEV 3	£410,940	40%	£273,960
	£520,840		£310,593

2.44 The majority of the grant funding is expected to be retained by the Council to fund civil works and signage. This is estimated at £479k in total. Therefore, the financial contribution to the installation of EV charging points is £41k and the rest of the installation costs will be borne by the successful bidder of the proposed procurement exercise in a form of match funding. The successful bidder will be responsible for installing and maintaining the EV charging points and charging customers for the use of the facility. There will be no on-going revenue costs to the Council.

2.45 The pricing schedule of the tender pack also asks bidders to propose a % income share with the Council. It is anticipated that there will be a modest income which will be used to contribute towards the saving target in relation to EV charging in the approved MTFs.

2.46 The proposal of rapid charging provision in Council car parks and other locations is subject to a further Cabinet report. Funding sources will need to be identified for this.

Equalities implications / Public Sector Equality Duty

2.47 There are no physical changes to the highways as a result of these works which might affect accessibility.

2.48 There are no equalities implication to this decision.

Council Priorities

2.49 The expansion of EV charging provision aims to deliver a lower carbon borough. It will help deliver the Council's overall vision of Restoring Pride in Harrow by realising the opportunities of new jobs and investment in Electric Vehicles and associated infrastructure, improved health and air quality and a more pleasant, thriving environment for local people.

2.50 The increase in public charging helps to put residents first by delivering much needed infrastructure to enable greater levels of green mobility in Harrow and contributes to a borough that is clean and safe. The focus on on street residential charging also aims to support those households who live in smaller homes with no off-street parking.

Section 3 - Statutory Officer Clearance

Statutory Officer: Dawn Calvert

Signed by the Chief Financial Officer

Date: 4th July 2023

Statutory Officer: Patricia Davila

Signed on behalf of the Monitoring Officer

Date: 4th July 2023

Chief Officer: Dipti Patel

Signed off by the Corporate Director

Date: 5th July 2023

Head of Procurement: David Hayes

Signed on behalf of the Head of Procurement

Date: 4th July 2023

Head of Internal Audit: Neale Burns

Signed on behalf of Head of Internal Audit

Date: 3rd July 2023

Has the Portfolio Holder(s) been consulted? Yes

Mandatory Checks

Ward Councillors notified: NO as it impacts on all Wards

EqlA carried out: NO

There are no equalities implication to this decision as covers all Wards and residents.

Section 4 - Contact Details and Background Papers

Contact:

Dalton Cenac / Interim Head of Traffic, Highways and Asset Management dalton.cenac@harrow.gov.uk

Matthew Adams / Assistant Director of Climate Change & Natural Reserves matthew.adams@harrow.gov.uk

Background Papers: None

Call-in waived by the Chair of Overview and Scrutiny Committee - NO