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| Report to: | Cabinet | Date: 13 July 2022 |
| Subject: | Public Electric Vehicle Charging Infrastructure (EVCI) Procurement of a Concessionary Contract | |
| Report of | Cabinet Member for Environment, Climate Change and Operations | |

1. Summary

- 1.1. As part of our Climate Action Strategy Bury Council needs to encourage the decarbonisation of transport within our area. One way to do this is to encourage residents and visitors to make the transition from Internal Combustion Engine (ICE) vehicles to Zero Emission vehicles including Electric Vehicles (EVs).
- 1.2. One of the main reasons that people give for not adopting an EV is the lack of Electric Vehicle Charging Infrastructure (EVCI). This is especially relevant for residents who do not have access to off-street parking.
- 1.3. Bury currently has 24 public EV charging points, which is roughly 12 per 100,000 of the population. This is significantly below the UK average of 45 per 100,000.
- 1.4. The Council has already been approached by a supplier willing to invest in public EVCI based on the Council giving access to its land i.e. in car parks. This equated to more than 30 chargers consisting mainly of rapid and ultra-rapid infrastructure at an investment value of approximately £7million. The Council has followed this up with soft market testing, which has demonstrated significant interest from the private sector receiving replies from 13 suppliers. Feedback from the soft Market testing will be used to inform the procurement process in relation to issues such as the appropriate contract period, form of contract and pricing mechanism.
- 1.5. The Council has identified a list of locations for public EVCI. This list has been established in consultation with a number of council departments including, Planning, Business Growth and Infrastructure, Parking Services and Highways and the list has been approved by the Executive Member for the Environment, Climate Change and Operations. The locations are listed in Table 1 below:

Table 1: EVCI Locations

| Name and Location | Ward | Link to Google Maps |
|---|-----------------|---|
| Ripon Close | Unsworth | https://goo.gl/maps/yrWVRCvwPyEW6VAG8 |
| Scholes Walk | Sedgely | https://goo.gl/maps/stbxeiUcBB4oSzBQ6 |
| Gingham Park, Radcliffe | Radcliffe North | https://goo.gl/maps/RryxhV4vw4fnPTwH9 |
| Spinney Drive | Moorside | https://goo.gl/maps/dPB1gfmGpGJgkPb16 |
| Moyse Avenue | Tottington | https://goo.gl/maps/EpJ44c47Auxpq4Qq9 |
| Shakespeare Avenue, | Radcliffe West | https://goo.gl/maps/NQLg1ZvSzPYcYY4K7 |
| Kay Street Car Park | Moorside | https://goo.gl/maps/A2UkvKthG18ZkFT87 |
| Bannerman Avenue, Prestwich | Sedgely | https://goo.gl/maps/SHbtGFvLwP4DX7mx8 |
| Cross Street Car Park, Radcliffe | Radcliffe East | https://goo.gl/maps/XXwBnBbBKvJpKGzB7 |
| The Market Car Park, Bury Market | Bury East | https://goo.gl/maps/QnuJpPrWhk7pCWLe8 |
| Ruby Street, Summerseat | North Manor | https://goo.gl/maps/Y6uKhNTJwp3rBQ5JA |
| Burrs Country Park | Elton | https://goo.gl/maps/QnuJpPrWhk7pCWLe8 |
| Parsons Lane Car Park, Bury Town Centre | Bury East | https://goo.gl/maps/WRQnTVTFwj7miQez6 |
| Masefield Avenue, Radcliffe | Radcliffe West | https://goo.gl/maps/1dhy3U6Xg9GkFyUc7 |
| Orpington Drive | Church | https://goo.gl/maps/r35EDeVzGRAXzAZv8 |
| Lomond Drive Car Park | Elton | https://goo.gl/maps/PFAWxzHUrSUNAcTA |
| Irwell Street Car Park | Radcliffe East | https://goo.gl/maps/jWXfjWnNk96kzfD6 |
| George Street Car Park | Sedgely | https://goo.gl/maps/UrUwqmBpAZv97byr7 |
| Clifton Road Car Park | St Mary's | https://goo.gl/maps/FXVJqkkfhrkqK2g78 |
| Upper Wilton Street Car Park, Heaton Park | Holyrood | https://goo.gl/maps/VeMT1eNGvL7SKCyh8 |
| Station Car Park, Railway Street, Ramsbottom, BLO 9AL | Ramsbottom | https://goo.gl/maps/D9TPnyj6TGYWzclj8 |

- 1.6. Consultation will take place after approval is received. It will start on the 18 July for eight weeks. A one-community page will be established with the suggested locations mapped out for residents to see and comment on. This will be accompanied by the questions included in Appendix 1.
- 1.7. Some of the sites are in residential areas and will therefore require greater engagement with local residents for example with a letter drop. This will happen after the one-community consultation, once a supplier has been appointed, but before any actual works at these locations are carried out.
- 1.8. Residents have access to a site where they can make suggestions of where they think EVCI is needed or vote for locations that have already been identified. This is provided for by TfGM at the "Suggest a charging point location" part of their website [Public charging point maps | TfGM Electric Travel](https://electrictravel.tfgm.com/chargers-everywhere/) (<https://electrictravel.tfgm.com/chargers-everywhere/>).

- 1.9. The map in the PDF in Appendix 2 shows the locations listed in Table 1 and the suggested locations so far from the TfGM site mentioned above. It shows several of the locations suggested on the TfGM site will be serviced by the proposed locations and those locations not catered for can be considered once a supplier is in place. To do this, we will look to ensure the contract is procured in such a way to allow for future sites to be added.

2. Recommendations

- 2.1. To approve the approach to procure a concession contract for public EVCI, which offers Council Land to suppliers to install, operate and maintain a network of EVCI. In return the council significantly increases its EVCI and will look for profit share/rental income opportunities as part of the procurement process.
- 2.2. To approve an eight-week consultation starting on the 18 July using One Community Bury to engage the public on the proposed locations.
- 2.3. To provide delegated authority to the Executive Director of Operations and Executive Director of Finance in consultation with the portfolio lead for Environment, Climate Change and Operations to award the subsequent concession contract once procured.
- 2.4. To provide delegated authority to the Executive Director of Place and the Cabinet Members for Strategic Growth and Environment, Climate Change, and operations alongside the Executive Director of Finance to negotiate and agree terms for leases to site the charging points once a contract has been procured.

3. Reasons for recommendation(s)

- 3.1. There is a lack of Public EVCI in Bury (12 EV charging points per 100k of the population) compared to the national average (45 EV charging points per 100k of population) and the Northwest average (26 EV charging points per 100k of population).
- 3.2. It will help to provide a substantial increase in Rapid and Ultra Rapid EVCI that will help to give residents and visitors confidence to make the transition to an EV.
- 3.3. This is a no capital cost option to the Council and shifts all operational responsibility and ongoing maintenance of the EVCI to the supplier.
- 3.4. Bury Council has adopted the Greater Manchester EVCI strategy. The strategy adopts an approach which focuses on providing EVCI hubs. Charging hubs are better suited to faster EVCI i.e., a 50kw rapid charger, which can give an 80% charge in an hour. The current government

funding available to local authorities only permits the installation of 7kw fast chargers, which take typically 6 hours to charge a vehicle.

4. Alternative options considered and rejected

- 4.1. Using Council funds or funding we can apply for to install Council owned EVCI. This option is still available to us if we adopt the recommendation of a concession contract for EVCI on Council land, but the council does not have the funds required to invest in rapid / ultra-rapid charges needed to improve the network so could not deliver the same impact / service for residents.
- 4.2. Officers continue to work with Transport for Greater Manchester (TfGM) to install EVCI. TfGM are currently awaiting a report on their and other authorities' role in supporting the transition to EVs with EVCI and are unlikely to look at any projects until this is completed later this summer. Similar to 4.1, the Council can still explore this option as well as what is being proposed in this report.

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5. Strategy and Policy Background

- 5.1. The government have announced a ban on selling petrol and diesel vehicles from 2030 and released its Taking charge: the electric vehicle infrastructure strategy [Taking charge: the electric vehicle infrastructure strategy \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk) this year.
- 5.2. The strategy illustrates that EVCI requires both local government and the private sector to work together to increase reliable EVCI to encourage EV uptake.
- 5.3. The strategy highlights that there is a commercial model for Rapid (50kw) or Ultra-Rapid (150kw+) EVCI due to the available high turnover and therefore is not looking to provide funding for this type of EVCI. It expects the private sector to fulfil this role.
- 5.4. The Council has adopted Greater Manchester's EVCI Strategy [link](#). As part of this strategy, we are avoiding installing on-street EVCI for the following reasons:
 - The Council cannot utilise street lighting as our lampposts are positioned at the back of the footway.
 - Installing dedicated chargers on-street can be difficult and cannot be achieved in high numbers without compromising carriageway or footway space. This space is already at a premium in many areas.

- It may also require a dedicated 'charging' bay to be created using a Traffic Regulation Order (TRO) to ensure it can be used by electric vehicles. This effectively provides a protected private car parking space on the public street and reinforces car use as the dominant mode of travel by formalising and locking-in on-street car parking. This does not support the long-term goals of reducing private car ownership and encouraging sustainable modes of travel.
 - This type of EVCI is less profitable due to reduced turnover of vehicles able to access the infrastructure as it takes 6 hours to charge. Therefore, it requires more support/upfront investment from the Council to help make it attractive to private suppliers.
- 5.5. Instead, the strategy suggests an approach of installing EVCI in hubs. This approach is better suited to quicker charging EVCI (i.e. rapid and ultra-rapid) as it will allow more people in an area to be confident of having access, as it takes less than an hour to charge a vehicle and therefore can be used by multiple vehicles in one day.
- 5.6. In the Council's Climate Action Strategy, it highlights how important the shift to zero emission vehicles is in achieving our 2038 carbon neutral target.
- 5.7. According to Friends of the Earth [Near You: Bury \(takeclimateaction.uk\)](https://www.takeclimateaction.uk) Bury requires 976 EV charging points by 2030. This is based on the UK Government's estimate of 300,000 charging points required nationwide and the total current number of vehicles licenced in Bury.

6. Current Situation

- 6.1. As of May, the national average number of EVCI devices per 100k of the population was 45 and the Northwest average was 26. Bury currently has 12 devices per 100k. This suggests there is currently a lack of interest from the private sector to fill the gap.
- 6.2. The Council has explored using the TfGM EVCI contract to install public EVCI, but it cannot demonstrate value for money for Bury and the council does not have the required capital investment to pursue this option
- 6.3. The Council has funding (£110K) allocated to installing EVCI. There are other Government EVCI funding sources that the council can apply for. However, this funding only supports lower power chargers 7-22kw, which take 4-6 hours to charge a typical EV. This type of EVCI is more suitable for on-street charging, which as stated above we are not currently progressing in line with the GM strategy.
- 6.4. The Council could choose to leave EVCI entirely up to the private sector. The Council is aware that some private operators will be installing EVCI on private land soon and this is likely to increase as the EV market matures.

- 6.5. However, to encourage private investment, we are proposing to offer a concession contract to an EVCI supplier for some key locations in Bury, made up mainly of car parks and other off-street parking. See Table 1 in section 1.5.
- 6.6. Residents have access to a site where they can make suggestions of where they think EVCI is needed or vote for locations that have already been identified. This is provided for by TfGM at the "Suggest a charging point location" part of their website [Public charging point maps | TfGM Electric Travel](#).

7. Links with the Corporate Priorities:

- 7.1. Achieving Carbon Neutrality is one of the 7 core outcome measures of the Let's Do it strategy. Our Climate Strategy sets out how we will work to achieve carbon neutrality by 2038 and this includes the decarbonisation of transport. One way to do this is to encourage residents and visitors to make the transition from Internal Combustion Engine (ICE) vehicles to Zero Emission vehicles including Electric Vehicles (EVs).

8. Equality Impact and Considerations:

- 8.1. Advice has been sought and a full EIA is not required as this project aims to increase provision of EVCI and has little impact on inclusion.
- 8.2. The procurement process will ensure that accessibility is considered and access to the infrastructure procured will be open to all.

9. Environmental Impact and Considerations:

- 9.1. This decision will help to provide the necessary infrastructure to help residents and visitors to bury to make the switch to Zero Emission vehicles, which in turn will improve air quality and reduce carbon emissions in Bury.

10. Assessment and Mitigation of Risk:

| Risk / opportunity | Mitigation |
|---------------------------|--|
| Loss of parking income | Only a minority of the car parks are at full capacity and therefore the likelihood for loss of income is reduced as cars will be displaced to another spot rather than unable to access the car park. Through the procurement exercise the Council will be seeking a revenue income, via rent, revenue share or profit share. |

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|---|---|
| | There is the option to still charge for parking. |
| Long (20 year) leases may be required to allow supplier to make a return on their investment. | This has been approved by the Land and Property team. The team also commented that we can ask to see their standard lease as part of the procurement process. In the Lease the Council can ensure there are clauses that cover: <ul style="list-style-type: none"> • Access • Wayleaves • Break clauses • Lift and shift clauses |
| Different providers will have different payment mechanisms and tariffs | This will happen naturally as private suppliers install EVCI on their own land with their own payment mechanisms and tariffs. Increased competition is beneficial for making a supplier choose a competitive tariff. |

11. Legal Implications:

- 11.1. The proposed procurement route for the grant of a concession is a cost-effective one and appropriate for this type of transaction. In the light of the significant expenditure outlay by the winning bidder, it also requires a long-term commitment on the part of the Council in the form of the grant of an accompanying Lease. The Council needs to be satisfied that it will be receiving value for money as well benefiting from a profit-sharing or concession fee arrangement. A competitive bidding process will ensure this and will be compliant with the Public Contracts Regulations 2015.

12. Financial Implications:

- 12.1. This approach supports the Council in its carbon action strategy without the need for significant capital investment by the Council. The Council may subject to the terms of the procurement also be able to secure revenue income via rent, profit or revenue share from the successful provider. The proposed procurement route also allows the Council to evaluate the best model and ensures all outcome measures are considered and weighted.

13. Background papers:

- 13.1. Taking charge: the electric vehicle infrastructure strategy [Taking charge: the electric vehicle infrastructure strategy \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/82222/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf)
- 13.2. Greater Manchester's EVCI Strategy [link](#)
- 13.3. Friend of the Earth: Climate Action [Near You: Bury \(takeclimateaction.uk\)](https://www.friendoftheearth.org.uk/near-you/bury)

14. Glossary of Terms

| Term | Meaning |
|-----------------------|---|
| ICE | Internal Combustion Engine |
| EVs | Electric Vehicles |
| EVCi | Electric Vehicle Charging Infrastructure |
| TfGM | Transport for Greater Manchester |
| Fast Charger | 7kW output – charges a standard EV in roughly 6 hours |
| Rapid Charger | 50kW output – charges a standard EV in roughly 40 mins to an hour |
| Ultra – Rapid Charger | 100-150kW – charges a standard EV in 10-20 minutes. |

15. Appendices

- 15.1. Appendix 1 - Draft Consultation Questions
- 15.2. Appendix 2 – EVCi Locations