

Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 12 July 2023
Subject:	Electric Vehicle Charging Infrastructure (EVCI) to support Residents without access to off-street parking	
Report of	Cabinet Member for Environment, Climate Change and Operations	

1. Summary

- 1.1. The Council recently appointed Be.EV to install Electric Vehicle Charging Infrastructure (EVCI) under a concessionary contract on Council land. This contract is aimed at rapid charging infrastructure in areas with a good throughput of traffic. Although this contract will lead to a significant number of rapid chargepoints in areas where residents don't have off street parking (a drive) there are no specific means for us to insist on Be.EV targeting such areas. There will therefore still be a need for us to address chargepoint availability in many residential areas where properties do not have off street parking.
- 1.2. To respond to this issue, the Council will have access to nearly £2m of funding to install EVCI from the City Region Sustainable Transport Settlement (CRSTS) combined with the Local Electric Vehicle Infrastructure (LEVI) fund.
- 1.3. To use this funding and to encourage private investment we are proposing to carry out a procurement exercise to appoint a supplier to install, operate, and maintain a network of EVCI aimed at supporting residents who do not have access to off-street parking. The successful supplier will keep the income from the network and operate it independently, which will prevent any revenue implications for the Council.
- 1.4. The Council will look to gain an income from the relationship with the supplier as part of the procurement process, likely through a rental income or a revenue share agreement.

2. Recommendations

- 2.1. To approve the approach to procure a supplier to install, operate and maintain EVCI on Council land. The Council will use the available funding streams to match towards private investment from the supplier to significantly increase publicly available EVCI.
- 2.2. 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 contract once procured.
- 2.3. 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 recommendations

- 3.1. The Council has a target of being carbon neutral by 2038. To achieve this goal, we need to significantly reduce carbon emissions. A significant amount of carbon emissions come from petrol and diesel cars. One way to reduce these emissions is for people to transition to electric vehicles, which have zero emissions at the tailpipe and a reduced carbon impact overall.
- 3.2. There is roughly £2m of funding being made available to the Council to install EVCI for people who do not have access to off-street parking.
- 3.3. We cannot use our existing EVCI concession contract to spend this funding as the existing contract is a concessionary arrangement, meaning Be.EV will only install in areas that are profitable and therefore we need a solution for areas that are not profitable i.e., on-street.
- 3.4. The Council does not have the resources in place to install, operate or maintain a network of EVCI.
- 3.5. Therefore, we recommend appointing a supplier through a competitive procurement process to install, maintain, and operate EVCI. The Council can then combine this funding with investment from the supplier to increase the number of EVCI installed in Bury.

4. Alternative options considered and rejected.

4.1 Option 1

The Council could own and operate the EVCI keeping 100% of the income generated to support the operation and maintenance of the infrastructure. This would still require a procurement process to appoint a supplier to install the infrastructure and carry out the operation and maintenance.

This approach would not encourage private investment and shifts the burden of risk onto the Council.

4.2 Option 2

Do nothing.

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5. Background

- 5.1. Electric Vehicles (EVs) can play an important part in the decarbonisation of transport and help the Council achieve its carbon and air quality goals.
- 5.2. The Government has announced the ban of sales of new petrol and diesel cars by 2030 and currently EVs are the most viable alternative.
- 5.3. There is a need for increased public Electric Vehicle Charging Infrastructure (EVCi) to give people the confidence to make the transition to an EV if they wish.
- 5.4. According to government statistics [Electric vehicle charging device statistics: April 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/electric-vehicle-charging-device-statistics) there are 15 electric vehicle charging devices per 100,000 population in Bury. This is a quarter of the UK average of 60 devices per 100,000.

6. Strategy

- 6.1. The Council has adopted the Greater Manchester's EVCI strategy which outlines TfGM's approach (attached as Appendix 1).
- 6.2. As part of this strategy, we are avoiding installing EVCI on-street for the reasons outlined in the strategy, including:
- 6.3. Unlike other authorities the Council cannot use lamp post chargers as they are positioned at the back of the footway.
- 6.4. 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.
- 6.5. 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.
- 6.6. 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.

7. Current position

- 7.1. Over the last decade Transport for Greater Manchester (TfGM) has installed publicly available EVCI across GM. In Bury they have installed 11 charging points.
- 7.2. TfGM were struggling to meet the conditions to be able to apply for government funding aimed at installing EVCI, whilst at the same time operating a network of charging points that were financially sustainable.
- 7.3. Therefore, TfGM appointed consultants Grant Thornton to investigate the Public Sector's role in the future of supporting EVCI. The report is attached as Appendix 2. The report resulted in many recommendations, including:
 - Local Authorities (LAs) should move away from direct ownership of EVCI; work with private sector partners who will fund and own chargepoints on public land.
 - LAs must set out clear, ambitious plans for EVCI delivery and establish the necessary governance structure.

- Develop a flexible and replicable model for partnering with chargepoint operators on public land.
- Available public funding should focus on delivering chargepoints in underserved or uncommercial areas.

7.4. The Council carried out a procurement exercise at the end of 2022/beginning of 2023 and has appointed Be.EV to install EVCI on Council land under a concessionary arrangement. This contract is aimed at providing rapid and ultra-rapid charging infrastructure for public use. This should help to significantly increase the amount of publicly available EVCI.

7.5. This contract will be used to install 15-25 charging points over the next 24 months.

7.6. This is a concessionary arrangement meaning Be.EV will only install in areas that are profitable and therefore we need a solution for areas that are not profitable i.e., rural areas and on-street.

7.7. At the same time other privately owned but publicly available EVCI is being installed in Bury i.e., at petrol stations/supermarkets etc and this is likely to increase over time as demand increases.

8. Available funding

8.1. There are two funding pots available to the Council to increase EVCI in the borough.

8.2. CRSTS

8.2.1. TfGM allocated £8.5m for EVCI as part of the City Region Sustainable Transport Settlement (CRSTS). Originally this was going to be spent by TfGM but following the findings of the Grant Thornton report mentioned above, it was decided to distribute this funding around the LAs.

8.2.2. TfGM developed a methodology for distributing the funding and as can be seen from appendix 3, Bury have been allocated **£651,031**.

8.2.3. This funding can be accessed to help support installing EVCI in less commercial locations, which are not attractive under a concessionary arrangement. It can also be used to install EVCI to help to support residents without access to off-street parking.

8.2.4. This funding needs to be spent by March 2027.

8.3. LEVI Funding

8.3.1. The Office for Zero Emission Vehicles (OZEV) have announced their Local Electric Vehicle Infrastructure (LEVI) fund. This fund will be distributed to Tier 1 authorities to encourage a significant increase in EVCI to help those without access to off-street parking.

8.3.2. There are two elements that make up the LEVI fund, a capability element, and a capital element. This is demonstrated by the tables below:

Table 1 - LEVI Capability

Combined authority	Financial year 2022 to 2023	Financial year 2023 to 2024	Financial year 2024 to 2025	Total allocation
Greater Manchester CA	£259,200 (GM has claimed this already)	£590,400	£590,400	£1,440,00

Table 2 – LEVI Capital

Combined authority	Indicative allocation
Greater Manchester CA	£16,158,000

8.3.3. The Council have already submitted a request for an allocation of the capability funding to help fund resources internally. This ask was for £144,000 over two financial years, which will be used to pay for staff time to carry out the necessary tasks to procure and oversee the installation of the infrastructure.

8.3.4. A detailed breakdown can be seen in appendix 4. As can be seen by Appendix 4 the funding is distributed amongst a few different officers in the Council to reflect where the resources are required.

8.3.5. TfGM used the same methodology for distributing the £16,158,000 of capital amongst the 10 local authorities as they did for the CRSTS funding as demonstrated in Appendix 1. This was after allocating an amount to support their travel hubs project. This can be seen in the table below:

Table 3 – LEVI capital allocation to LAs

	£ Proposed LEVI Capital Allocations
Bolton	1,590,419
Bury	1,291,712
Manchester	2,245,216
Oldham	1,377,769
Rochdale	1,577,739
Salford	1,418,704
Stockport	1,357,051
Tameside	1,337,867
Trafford	1,160,209
Wigan	1,643,315
TfGM	1,158,000

8.3.6. As the table demonstrates there is £1,291,712 allocated for Bury.

8.3.7. It is not clear yet how long the Council will have to spend this funding. It has been suggested that it could be between 3-4 years.

8.3.8. Therefore, the Council has a total of **£1,942,743** of capital available to spend on EVCI over the next 3-4 years from both the CRSTS funding and the LEVI capital funding.

8.3.9. Depending on the type of infrastructure that we adopt and the amount of private investment we can generate this amount of money could fund between 100-200 charging points, which will be a significant increase in publicly available EVCI in Bury.

9. Proposal

9.1. The Council is proposing to carry out a procurement exercise in line with the Council's procurement rules and procedures to appoint an electric vehicle Charge Point Operator (CPO).

9.2. The Council is likely to use one of the existing procurement frameworks or dynamic purchasing systems (DPS) to assist with this process.

- 9.3. The intention is to invite the maximum amount of private investment from the CPO's by making this an element of the procurement competition.
- 9.4. Other overall aims will include keeping the tariff as low as possible for residents and generating an income for the Council.
- 9.5. The Council will be looking at installing infrastructure in line with the GM strategy so will avoid putting on footpaths and explore other options.
- 9.6. Once locations have been finalised the Council will carry out consultation with the affected areas.

10. Links with the Corporate Priorities:

Achieving Carbon Neutrality is one of the 7 core outcome measures of the Let's Do it strategy. Our Climate Action Strategy (Appendix 5) 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). To support this transition we need a comprehensive, reliable network of EVCI that residents feel confident in.

11. Equality Impact and Considerations:

Overall, there is no significant impact on equality diversity and inclusion. There is a potential impact on those with disabilities, which can be mitigated in the design of the infrastructure ensuring where possible PAS 1899:2022 is followed.

Where possible we will work with the supplier to ensure that language diversity is considered with any communications associated with the project.

We will also work with the supplier to ensure a wide range of payment methods are available.

By increasing the amount of publicly available EVCI it will increase equality of access as it will increase the available charging points to those who don't currently have anywhere to charge vehicles at their home.

However, it is important to note that public infrastructure is more expensive to use than private infrastructure that people have installed at their homes, therefore this has the potential to increase socio-economic inequality as those who have private

drives next to their houses can refuel their vehicles for a cheaper price compared to those people who are reliant on public charging infrastructure.

The only way the Council could remove this inequality would be to subsidise the tariff for public infrastructure. This would include all to associated costs of running the network including, software costs, back-office costs, maintenance, communications etc. For reference the Be.EV network of public EVCI currently charges £0.49/kWh (£0.46/kWh if you are a member), which is compared to an average of £0.34/kWh for home tariffs <https://energyguide.org.uk/average-cost-electricity-kwh-uk/>. This suggests the Council would have to subsidise in the region of 13-15p/kWh, which would not be sustainable with the Council's current financial situation and would disincentivise the Council to increase the network.

This is a wider issue than just this project, but to mitigate this, the Council will be looking to secure the cheapest tariff possible and is also involved in a wider project of work with TfGM and the Greater Manchester Combined Authority to improve public transport and active travel infrastructure as well as introducing shared mobility such as car clubs, to help to remove the need to own a private vehicle. A detailed impact assessment is included alongside this report.

12. Environmental Impact and Considerations:

Transport is the highest contributor to carbon emissions in Bury making up 45% of our total emissions according to the Council' Climate Action Strategy (Appendix 5). The decision outlined in this report will help the Council to provide the necessary infrastructure to help residents and visitors in Bury to make the switch to Zero Emission vehicles, which in turn will improve air quality and reduce carbon emissions in Bury.

13. Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Due to our adoption of the GM EVCI strategy (Appendix 1) we have made a strategic decision to avoid putting infrastructure on footpaths we are unable to find enough	We have already been working on an exercise to identify locations and will also work with the successful supplier to identify any more.

suitable locations to use all the grant funding.	We have several years to spend the funding.
As we are having another procurement exercise to appoint a supplier for this project it is very likely that they will be a different supplier to Be.EV who are already installing EVCI in Bury. This will mean that users of the network will have to have more than one app/membership to use EVCI across Bury.	This is already the case nationally and in Bury with different suppliers providing infrastructure at different locations i.e., supermarkets and petrol stations. We will be insisting that infrastructure can be accessed without membership and can be paid for by card.

14. Legal Implications:

The proposed procurement of an operator under a concessionary arrangement complies with Section 12 of the Council's Contract procedure Rules 2022.

15. Financial Implications:

This proposed procurement of an operator is the first step in the process of spending just under £2m of grant funding to significantly increase the availability of EV charging points in the Borough. The grant will be multi year, but full terms and conditions in respect of prescribed outcomes are not yet known. The terms of the contract and the scoring of the bids will be key in determining any future revenue to the Council from these EV charging points. The Council has submitted a bid to the CA for £144k over a 2-year period to contribute to staff costs, who will carry out the necessary tasks to procure and oversee the installation of the infrastructure. These staff work in several departments within the Council. The outcome of this bid is still awaited and is expected to be announced in the summer.

Appendices:

Appendix 1 – GM_EV_Charging_Infrastructure_Strategy

Appendix 2 – The role of the public sector in delivering EV charging infrastructure – Grant Thornton.

Appendix 3 – Table of CRSTS funding by local authority

Appendix 4 – Table of ask from LEVI capability fund.

Appendix 5 - [bury-climate-action-strategy](#)

Joint Equality Analysis EVCI Supplier for LEVI and CRSTS Funding

Background papers:

None.

Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning
EVCI	Electric Vehicle Charging Infrastructure
Be.EV	Charging Point Operator – also known as Iduna.
CRSTS	City Region Sustainable Transport Settlement
LEVI	Local Electric Vehicle Infrastructure
EV	Electric Vehicle
TfGM	Transport for Greater Manchester
TRO	Traffic Regulation Order
GM	Greater Manchester
LA	Local Authority
OZEV	Office for Zero Emission Vehicles
ICE	Internal Combustion Engine
CPO	Charge Point Operator
DPS	Dynamic Purchasing System