


Cabinet 21 October 2020	 TOWER HAMLETS
Report of: Ann Sutcliffe, Corporate Director Place	Classification: Unrestricted
Approval of Procurement of Electric Vehicle Charge Points	

Lead Member	Councillor Dan Tomlinson, Cabinet Member for Environment and Public Realm
Originating Officer(s)	Margaret Cooper, Team Leader Programme Monitoring & Commissioning
Wards affected	All wards
Key Decision?	No
Forward Plan Notice Published	No
Reason for Key Decision	This report has been reviewed as not meeting the Key Decision criteria.
Strategic Plan Priority / Outcome	A borough that our residents are proud of and love to live in :Outcome 5: People live in a borough that is clean and green

Reasons for Urgency

The report was not published five clear days in advance of the meeting. The reason for urgency of this report is that we have recently secured some additional DfT funding to allow us to install extra Electric Vehicle Charge Points in the current financial year. The deadline for delivery is March 31st and to achieve that we need to raise an order as soon as possible to start the procurement process. We have already have approval to use the TfL Supply contract and have placed a first call off for 82 charge points for delivery by January with previously approved funding.

Executive Summary

Additional funding was announced in June by DfT Office for Low Emission Vehicles (OLEV) for provision of on-street electric vehicle charge points (EVCPs). Bids were coordinated through London Councils. The Council submitted a bid in line with the delivery of the Strategic Priority target for delivery of 100 on-street EVCPs. On 16/9/20 we received confirmation of £170,250 grant funding for works to be completed by 31/3/21. This is to be matched by 25% borough funding, which will therefore be £56,750 and will be provided via the Council's Street Scene Enhancements Revenue account to cover the revenue elements of the projects (i.e. statutory consultation, ongoing maintenance etc.) The overall project cost is therefore £227,000 and a Capital estimate of £170,250 must therefore be adopted to

approve this expenditure.

Procurement will be made by call off from the TfL (GULCS) Electric Vehicle Charging Infrastructure Framework. To ensure delivery, orders must be placed by a deadline of 31/10/20. Due to previous procurement on this contract, the total value of works will be in excess of £400k therefore Cabinet approval is required in order to proceed.

Recommendations:

The Mayor in Cabinet is recommended to:

1. Adopt a capital estimate of £170,250 to be included in the capital Programme 2020/21, and earmark £56,750 from the Highways & Transportation Service Streetscene Enhancement Revenue budget to deliver 100 Electric Vehicle Charge Points by 31 March 2021.
2. Approve the use of the TfL (GULCS) Electric Vehicle Charging Infrastructure Framework to procure these EVCP's.

1 REASONS FOR THE DECISIONS

- 1.1 To ensure Financial Regulations are followed in the procurement of EVCP's.
- 1.2 To ensure progress on the delivery of the Strategic Plan target for 250 EVCP's on street by 2022.

2 ALTERNATIVE OPTION

- 2.1 Do nothing

3 BACKGROUND

- 3.1 The Strategic Plan 2020-23 seeks to promote use of cleaner fuel types amongst residents and businesses under Outcome 5: People live in a borough that is clean and green. The development of a network of on-street electric vehicle charge points (EVCPs) is a central element of this objective and targets have been established to deliver 250 EVCPs by 2022 and 500 by 2025.
- 3.2 In September 2017 Cabinet approved an Electric Vehicle Delivery Plan which agreed a network of points would be developed across the borough using a mixture of types of charging point:
 - Slow chargers mounted on or in streetlighting columns within CPZ bays (providing for a slow overnight charge).

- Fast chargers – bollard sized units located on dedicated parking spaces (providing a full charge in 3-4 hours)
 - Rapid chargers – a petrol pump sized unit providing a full charge in 20-30 minutes)
- 3.3 The majority of EVCP's provided within the borough will be the slower variety as these do not have an impact on restricting residential parking and provide a protected facility for residents use during operational CPZ hours. Approximately 20% of the network will be fast chargers providing supply for visitors as well as residents while according to TfL guidance it is unlikely that demand will require more than 10 rapid chargers in the borough before 2025.
- 3.4 Since 2018, the Council has invited residents to request EVCP's in their streets through the website with a particular priority being given to "early adopter" drivers who already own or are intending to purchase an electric vehicle. These requests are assessed for suitability and site constraints before being progressed to a shortlist for delivery as funding becomes available.

PROGRESS

- 3.5 At present there are 42 EVCP's installed on streets in the borough – 21 slow charge points onstreet lighting columns and 21 fast chargers which are bollard style points located in dedicated parking bays. These were part funded by GULCS (Go Ultra Low City Scheme) Tranche 1 funding of which the Council received £36k.
- 3.6 A further 82 EVCP's are now on order. Installation was originally targeted for the end of December 2020 but due to works having to be temporarily halted during the COVID 19 lockdown, a Londonwide backlog of orders has led to the delivery deadline being extended to 31 March 2021. These EVCP's will all be on street lighting columns and are funded through GULCS Tranche 2 £100,000 funding with £86000 additional contribution from Highways & Transportation revenue funding.

NEW FUNDING

- 3.7 In June 2020, the DfT through the Office for Low Emission Vehicles (OLEV) doubled the amount of grant funding available for on-street residential EVCP's and invited further bids. These were coordinated by London Councils and on 16 September 2020 the Council received notification that it had been successful in securing a further £170,250 which is to be matched by £56,750 LBTH funding (via Highways& Transportation Service). Implementation must be complete by 31st March 2021 to fulfil the grant funding requirement therefore it is proposed to follow the same procurement route as with Tranche 2 (see below).
- 3.8 In order to satisfy Financial Regulations, the Mayor in Cabinet is recommended to adopt a capital estimate of £170,250 to include this

expenditure in the Council's Capital Programme. This new funding secured will then be formalised through the Capital Governance process.

- 3.9 As a result of the above work, by April 2021 there will be 224 EVCP's installed on borough roads and work is continuing to deliver additional fast chargers and rapid charge points.

4 Procurement

- 4.1 In order to maximise value for money and efficiency in the delivery of this infrastructure across the capital, TfL and London Councils established a framework contract for use by all London local authorities. Access to this contract has been considered by Legal and Finance officers and approved as being compliant with current procurement regulations: it is numbered contract P5690 internally.
- 4.2 A call off contract for the supply and installation of approx. 82 slow charge electric vehicle points to be installed on street lighting columns with maintenance covered by the supplier has already been procured through this framework for delivery originally by Dec 31 2020. Feasibility and survey work is progressing well with the shortlist of sites now agreed.
- 4.3 A further call-off contract is now proposed to be placed for the supply and installation of a further 100 EVCP's by 31 March 2021. It is again proposed to use the Direct Award route to appoint the supplier offering the lowest PAYG average price to the end user as per the contract rate card. The end user cost is something which has been shown to be of importance to residents in their feedback to us.
- 4.4 The Mayor in Cabinet is therefore recommended to approve the use of the TfL (GULCS) Electric Vehicle Charging Infrastructure Framework to procure these EVCP's.

5 EQUALITIES IMPLICATIONS

- 5.1 There are no physical changes to the highways as a result of these works which might affect accessibility.
- 5.2 The equipment is being procured through a nationally recognised supplier who is working collaboratively to continually improve standards of practice in service delivery.

6 COMMENTS OF THE CHIEF FINANCE OFFICER

- 6.1 The report proposes total spending of £227k on the installation and ongoing maintenance of 100 Electric Vehicle Charging Points throughout the Borough. The installation will require capital spend with the ongoing maintenance requiring revenue budget allocation.

- 6.2 The Council has received notification that it had been successful in securing a capital grant for £170,250 (75% of the total cost) from the Department for Transport to meet the installation costs. The capital grant requires that the works are completed by 31 March 2021. This amount and associated funding will need to be adopted within the current year's capital programme.
- 6.3 It is a condition of the grant award from Department for Transport that LBTH will match fund 25% of the total cost of the scheme. It is proposed therefore that LBTH will ringfence £56,750 of revenue funding within its street scene enhancement budget to meet the ongoing maintenance of the charging points. There is sufficient capacity within existing budgets to meet this cost.

7 COMMENTS OF LEGALSERVICES

- 7.1 In accordance with the Council's constitution, Cabinet has the powers to approve the capital estimate pending the receipt of a grant.
- 7.2 The TfL (GULCS) Electric Vehicle Charging Infrastructure Framework has been procured in accordance with the provisions of Regulation 33 of the Public Contracts Regulation 2015. As such, call-offs from this framework in accordance with the framework terms will be valid
- 7.3 Having previously issued a call-off from this framework for a similar scheme, the Council is conversant with the terms of the framework and call-off terms as such the risk associated with the use of the framework is very low and Transport for London has given all London Borough Councils access to use the framework without entering into an access agreement.
- 7.4 The framework permits direct awards (without a mini competition) if the Council deems the framework terms suitable to cover its requirements

Linked Reports, Appendices and Background Documents

Linked Report

- NONE

Appendices

- NONE.

Background Documents – Local Authorities (Executive Arrangements)(Access to Information)(England) Regulations 2012

- NONE

Officer contact details for documents:

N/A