

Cabinet January 31 2024	 TOWER HAMLETS
Report of: Simon Baxter (Corporate Director, Communities)	Classification: Unrestricted
Procurement and delivery of new electric vehicle charging points 2024-2026	

Lead Member	Councillor Kabir Hussain, Cabinet Member for Environment and the Climate Emergency
Originating Officer(s)	Ashraf Ali, Acting Director Public Realm
Wards affected	All wards
Key Decision?	Yes
Reason for Key Decision	(a) to result in the relevant local authority incurring revenue or capital expenditure which is, or the making of savings which are in excess of £1,000,000. (b) to be significant in terms of its effects on communities living or working in an area comprising two or more wards
Forward Plan Notice Published	22/11/2023
Exempt information	N/A
Strategic Plan Priority / Outcome	Priority 7: A clean and green future Become a carbon-neutral council by 2025 and implement actions including insulation, electric vehicle charging, and sustainable energy schemes.

Executive Summary

This report seeks mayoral approval for officers to undertake three procurement projects for installing over 2000 new electric vehicle (EV) charging points across the borough in 2024.

This report also seeks mayoral approval to delegate the contract awarding for each of the above procurement exercises to the director of the public realm.

Recommendations:

The Mayor in Cabinet is recommended to:

1. Approve the procurement of 35 rapid charging points delivered over the next two years to 2026 and fully funded by the appointed supplier.
2. Approve procuring 2000 slow charging points to be delivered over the next two years to 2026.
3. Approve LBTH as the lead borough in undertaking the joint procurement with the London Borough of Barking and Dagenham of 200 fast and 30 rapid charging points delivered over the next two years to 2026 (200 fast charging points and 10 rapid charging points would go to LBTH) Two hundred fast charging points and ten rapid chargers would go to LBTH.
4. Authorise the Corporate Director Communities to approve the contract awards pursuant to the procurements referred to above
5. Authorise the Corporate Director Communities to approve the execution of any other documentation to give effect to the above recommendations
6. Authorise the Corporate Director Communities to enter into any grant agreement relating to the receipt of funding for charging points with the Department of Transport

1 REASONS FOR THE DECISIONS

- 1.1 This decision is required so that work can proceed to deliver on policies set out in the Strategic Plan Priority 7: A clean and green future.
- 1.2 Delegating the awarding of the contract for each of the above procurement exercises to the director of Communities would reduce the delay incurred to project delivery to return to the cabinet for decisions to award in May and September 2024.

2 ALTERNATIVE OPTIONS

- 2.1 Refusal to install the required number of electric vehicle charging points on the street: This would compromise the Council's ability to comply with its Strategic and Air Quality Action plans and London-wide Air Quality and Transport Policies.
- 2.2 Reduce the speed of delivery: current changes in the market and emissions legislation suggest that demand is likely to grow more quickly than predicted, and slowing delivery would lead to a significant undersupply of required charging point.

3 DETAILS OF THE REPORT

- 3.1 As of June 2023, Tower Hamlets has 23 fast charging Source London Points and 327 street lighting column charging points provided by multiple providers. The objective of the delivery plan will be to set out our approach to

encouraging the uptake of EVs within Tower Hamlets through the introduction of an expanded EV charging network.

- 3.2 Data shows that 93% of homes in Tower Hamlets do not have access to their off-street parking, and these homes are more likely to rely on public chargers.
- 3.3 By the first quarter of 2023, Tower Hamlets had 2533 registered plug-in vehicles (1439 battery electric vehicles and 1094 plug-in hybrid vehicles). This is an increase of 121% from the previous 5-year period.
- 3.4 The 1400 (by 2026) set out in the council EV delivery plan has therefore been reviewed, given the significant increase in the growth rate from Q1 2018 to Q1 2023. Table 1 below sets out a phased delivery of 2235 charging points to be delivered by the 2025/26 financial year (2000 slow chargers, 200 fast chargers and 35 rapid chargers).

Table 1: Amended Tower Hamlets charging points phasing plan from adopted EV delivery plan

Year	2024/25	2025/26	Total
Slow chargers	1000	1000	2000
Fast chargers	100	100	200
Rapid chargers	10	25	35
LEVI funded rapid chargers	10	0	10
Totals	1120	1125	2245

- 3.5 The estimated infrastructure costs of each project are £1.2m for the 35 rapid chargers and £6m for the 2000 slow chargers. The costs of the rapid chargers and slow chargers for these projects will be borne by the appointed suppliers for these chargers.
- 3.6 In July 2023, LBTH expressed an interest in funding new EV charging under the Department for Transport's LEVI (Local Electric Vehicle Infrastructure) scheme. One of the scheme's essential requirements to access the funding is for local authorities to form partnerships to purchase at scale and ensure value for money for public funding.
- 3.7 LBTH has partnered with the London Borough of Barking and Dagenham to access LEVI funding. In September 2023, this partnership was informed it has an allocation of £2.3m subject to a more detailed formal bid was submitted on 30th November 2023. This will fund 200 fast chargers and 10 rapid chargers for Tower Hamlets, and 20 rapid chargers for the London Borough of Barking and Dagenham.
- 3.8 For all three projects detailed in this report, there will be a revenue share payable to the council and an annual site fee for each charging point location

in the case of fast and rapid chargers. These figures will be secured through the competitive procurement process.

- 3.9 The key advantage is that it complies with the Councils Strategic and Air Quality Action plans, London-wide Air Quality and Transport Policies. Furthermore, there is potential to generate income to the council. However, the council's procurement approach would seek to minimise the cost of charging to local communities.
- 3.10 Over 2000 charging points will create a significant presence of charging points on the borough's highway. This may potentially have an adverse impact on existing pedestrian space. There are examples in other parts of London where charging points have been installed in unsuitable locations and left insufficient footway space for comfortable use by pedestrians. For this project, there will be a minimum of 1.8m footway to be retained after the installation of charging infrastructure to allow for comfortable footway use.

4 EQUALITIES IMPLICATIONS

- 4.1 A full EQIA will be prepared once the charging point locations are agreed upon, and a supplier is appointed. This is the stage at which information on the costs of charging and the type of charging point will be fully known.

5 OTHER STATUTORY IMPLICATIONS

- 5.1 This section of the report is used to highlight further specific statutory implications that are either not covered in the main body of the report or are required to be highlighted to ensure decision-makers give them proper consideration. Examples of other implications may be:
- **Best Value Implications:** The delivery of this strategy seeks to utilise procurement channels for installing charging points, which are being procured to ensure value for money is maximised through minimising costs to the council and maximising revenue.
 - **Consultation:** Section of the London Local Authorities and Transport for London Act 2013 Government legislation public notices to issue where charge points are proposed. This will be undertaken for each of the points to be installed through this delivery plan.
 - **Environmental (including air quality):** The entire objective of this plan is to facilitate a shift to cleaner electric vehicles and meet the Outcome of the Strategic Plan (People live in a borough that is clean and green).
 - **Risk Management:** Health and safety assessments and plans will be required from the relevant contractor in all implementation work to mitigate any risk to the Council, contractor's employees and/or the public in these facilities' delivery and ongoing operation.

- Crime Reduction: Caution will be applied in extending the initial supply of electric vehicle points to enable them to be monitored for any crime and antisocial behaviour issues which may arise.
- Data Protection: Contracts will be entered into with various suppliers, and they will cover GDPR implications.

6 COMMENTS OF THE CHIEF FINANCE OFFICER

- 6.1 The report is seeking Mayoral approval to procure 35 rapid charging points and 2,000 slow charging to be installed across the Borough over the next two years
- 6.2 The capital investment required is £1.2m for the rapid chargers and £6m for the slow chargers. These costs, along with any running costs will be borne in full by the suppliers and will therefore have no capital or revenue implication for the Council's budget.
- 6.3 LBTH has partnered with the London Borough of Barking and Dagenham to access LEVI funding for further investment in electric chargers. The partnership has been awarded £2.3m and will fund a further 200 fast and 10 rapid chargers within the borough. All costs associated with the installation of these chargers will be met from the grant.
- 6.4 The Council will receive a revenue share payable to the council and an annual site fee for each charging point location in the case of fast and rapid chargers. The additional income that will be generated is unknown at present and will be secured through the procurement process.

7 COMMENTS OF LEGAL SERVICES

- 7.1 The Council has the legal power to undertake the activities referred to in this report.
- 7.2 The Council has the legal duty to obtain Best Value. This will in part be satisfied by running an appropriate procurement process where the award is given to the most economically advantageous tender based upon pre-advertised evaluation criteria which are a blend of quality and price.
- 7.3 The legal duty referred to in 7.2 may be satisfied by running a mini-competition based on a framework which was set up in accordance with the Public Contracts Regulations 2015
- 7.4 The Council has the legal power to undertake a procurement on behalf of other public bodies. However, each public body has its own legal duty to correctly procure in line with the law and an agreement should be reached prior to the commencement of the procurement with each authority to determine the extent of the Council's liability to the others.

Linked Reports, Appendices and Background Documents

Linked Report

- None

Appendices

- Appendix A-EQIA
- Appendix B-Site List

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

- None

Officer contact details for documents:

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