TONBRIDGE & MALLING BOROUGH COUNCIL

COMMUNITIES and HOUSING ADVISORY BOARD

25 May 2021

Report of the Director of Street Scene, Leisure & Technical Services

Part 1- Public

Matters for Recommendation to Cabinet - Council Decision

1 PROVISION OF ELECTRIC VEHICLE CHARGING POINTS

Summary
This report outlines a proposed phased approach to the provision of Electric Vehicle Charging Points in the Council's car parks across the borough, in accordance with the Council's Climate Change Strategy.

1.1 Strategic Context

1.1.1 The Council has an aspiration for Tonbridge and Malling to be carbon neutral by 2030. A Climate Change Strategy has been adopted which includes a move to Ultra Low Emission Vehicles. Providing the infrastructure to support electric vehicles will be instrumental in facilitating the change to greener vehicles, and to achieve this the Strategy makes a commitment to provide electric charging points across the borough.

1.1.2 The Climate Change Strategy Action Plan includes an action to 'research cost and practicalities of introducing electric vehicle charging points at Council owned car parks and the Council offices.

1.1.3 The draft Kent and Medway Energy and Low Emissions Strategy 2020-2023 includes an action to work collaboratively with the public and private sectors to roll out electric vehicle charging points across Kent and Medway. The draft Strategy identifies the outcomes of this action as follows-

- increase EV charging capacity
- reduce greenhouse gas emissions from transport
- improved air quality

1.2 Electric Vehicle Charging Points

1.2.1 There are three main types of charging points available – Slow, Fast and Rapid. Each type has its own pros and cons which need to be carefully considered when deciding which option to pursue. I have attached at **Annex 1** a summary of the

pros and cons of each option. Members will note that for a typical electric family car the charging times are as follows-

- Slow [3kw] – 16 hours to charge 75%
- Fast [7-22kw] – 7 hours [7kw] and 2 hours [22kw] to charge 75%
- Rapid [50kw] – just less than 1 hour to charge 75%

1.2.2 Members will also note that the faster the charger, the greater the cost of installation, and also the greater the power capacity required. Only 10 % of the Council's car parks currently have the power capacity to support 2-3 fast chargers without major works. The power network requirements are an important criteria for selecting the type and location of the charging points at an acceptable cost. UK Power Networks has undertaken a desktop assessment of the Council's car parks, and the assessment is shown at **Annex 2**.

1.3 Procurement Options

1.3.1 There are several ways to deliver and manage charging points and each has its own advantages and disadvantages. The table below, produced by KCC, shows these for the main options.

Model	Advantages to LA	Disadvantages to LA
Own and Operate	• Control over hardware maintained by LA • All income returned to LA • Control over charger locations • Control over providing chargers in less busy locations	• Large installation cost to LA • Large maintenance risk to LA • Low usage costs incurred by LA • Risk of owning outdated assets
External Operator	• Reduced usage risk transferred to supplier • Control over hardware maintained by LA • Back office costs transferred to Supplier • Control over charger locations • Control over providing chargers in less busy locations	• Large installation cost to LA • Large maintenance risk to LA • Risk of owning outdated assets
Lease	• Fixed income to LA • Potentially reduced cost to LA • Usage Risk transferred to supplier • No Risk of owning outdated assets	• Installation cost to LA • Potentially reduced income if chargers use is high • Reduced control over charger locations • Reduced ability to provide chargers in less busy locations
Concession	• Reduced cost to LA • Majority of installation & usage risk transferred to supplier • No Risk of owning outdated assets	• Ground works cost to LA / reduced revenue share if funded by supplier • Potentially reduced income if chargers use is high • Reduced control over charger locations

		• Reduced ability to provide chargers in less busy locations
Private Funding	• No cost to LA • All installation risk transferred to supplier • Majority of usage risk transferred to supplier • No Risk of owning outdated assets	• Potentially reduced income if charges use is high • Reduced control over charger locations • Reduced ability to provide chargers in less busy locations

1.3.2 The market for electric vehicle charging points is changing rapidly and attention needs to be given to the level of risk, cost and timescales involved.

1.3.3 Having taken all the above into account it is suggested that provision of the charging points be progressed in 2 phases. Using the Concession model Phase 1 will be the provision of a network of slow and possibly some fast chargers installed in a number of primarily long stay car parks across the borough.

1.3.4 These chargers will be procured directly by the Council through the Kent Commercial Services Framework Y21002 and will be progressed as soon as possible. The Framework has a large selection of vetted and approved suppliers, adheres to government guidelines and is fully compliant with the Public Contracts Regulations 2015. Use of the Framework will require an exemption from contracts procedure rules and subject to Member approval this will be sought from the Council's 3 Statutory Officers.

1.3.5 There are grants available which can be used for car park chargers where on street charging is not available. These grants can be applied for by the Council or by the supplier on our behalf. To progress Phase 1 a number of proposed locations have been selected as follows-

- Upper Castle Field
- Sovereign Way North
- Bradford Street
- River Lawn
- Kings Hill offices
- Aylesford East

1.3.6 The proposed locations were selected based on power assessment, location, potential demand, parking classification and risk of flooding. Each location will be used to facilitate at least 2 charging points enabling 4 cars to charge at one time.

1.3.7 Phase 2 involves the Council being included in the Joint Procurement of a Service Provider to Plan, Install and Maintain Electric Vehicle Charge points. The

procurement is being led by KCC at no cost to the Council and involves 8 local authorities in Kent. The procurement will seek a single supplier to provide a concession contract across the local authorities' administrative areas with the supplier installing and managing the chargers on the Council's land.

1.3.8 A Memorandum of Understanding has been entered into with all the partners. This joint approach will focus on rapid and fast chargers, with the number of authorities involved increasing the buying power. The contract will be for up to 12 years enabling the supplier to recover the initial outlay through the generation of income.

1.3.9 The procurement exercise has commenced and tenders are due to be returned shortly. The tenders will be evaluated by KCC, and a single supplier will be selected. A full list of the car parks included in the procurement are attached at **Annex 3**. The supplier will select which of the car parks it is interested in with the final decision resting with the Council. This will enable the Council to determine if the car park has any other opportunities for development prior to a commitment being made.

1.4 Promotion

1.4.1 It is felt essential that a map of the borough be made available to show where there are publicly accessible electric vehicle charging points across the borough. The map will be hosted on the Council's website and will be updated on a regular basis.

1.5 Legal Implications

1.5.1 The procurement processes outlined in the report meet all the required regulations and contracts procedure rules.

1.6 Financial and Value for Money Considerations

1.6.1 The cost of the provision of the chargers is estimated at £120,000 which will be met through a combination of the successful supplier, government grants and a contribution estimated at £40,000 from the Council's own resources. This provides excellent value for money.

1.6.2 I have attached at **Annex 4** a capital plan evaluation template. Members will note that the Council's contribution of £40,000 is to be met, subject to Kent County Council approval, from Kent Business Rates Pool monies held in the Business Rates Retention Scheme reserve and under a concession model there are no annual revenue costs.

1.6.3 Based on a 10-year life and assuming no external grant funding is available at the time of renewal the annualised capital renewals cost at today's prices is £12,000 per annum. As such, all other things being equal, represents revenue **budget growth** and, in turn, **adding to the savings target**.

1.7 Risk Assessment

1.7.1 There is a risk that if the installation does not progress the Council's residents will not have convenient access to EV charging and the objectives laid out in the Climate Change Strategy will not be met.

1.8 Equality Impact Assessment

1.8.1 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There are no perceived impacts on end users.

1.9 Policy Considerations

1.9.1 Asset Management, Climate Change, Community and Procurement

1.10 Recommendation

1.10.1 It is, therefore, **RECOMMENDED TO CABINET** that:

1. the provision of electric charging points in Council car parks across the Borough be progressed in accordance with the phased approach outlined in the report;

2. subject to an exemption from contract procedure rules, the phase one charging points be procured through the Kent Commercial Services Framework Y21002;

3. the Phase 2 charging points be procured through the KCC joint procurement exercise;

4. the Phase 1 project be added to the Capital Plan List A for implementation in 2021/22;

5. the Council's contribution of £40,000 is met, subject to Kent County Council approval, from Kent Business Rates Pool monies held in the Business Rates Retention Scheme reserve; and

6. the budget growth of £12,000 and its impact on the Council's savings target be noted.

Background papers: contact: Andrew Young

Nil

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Technical Services