

Report of:	<i>Councillor Eric Polano, Executive Member For Regeneration Richard Horniman, Director of Regeneration and Culture</i>
-------------------	---

Submitted to:	<i>Single Executive Member Meeting -12 January 2022</i>
----------------------	---

Subject:	<i>Off-street Electric Vehicle Charging Point Installations</i>
-----------------	---

Summary

Proposed decision(s)
<p>It is recommended that:</p> <p>The Executive Member for Regeneration approves the proposals to work in partnership with Tees Valley Combined Authority and contractors EB Chargers to install electric vehicle charging points within Middlesbrough Council operated Car Parks.</p>

Report for:	Key decision:	Confidential:	Is the report urgent?¹
<i>Decision</i>	Yes	N/A	No

Contribution to delivery of the 2021-24 Strategic Plan		
People	Place	Business
<i>The proposal will provide infrastructure to support people to uptake Electric Vehicles (EV) within Middlesbrough by providing up to date charging facilities within popular Council operated car parks.</i>	<i>The proposal will assist in making Electric Vehicles more attractive, and improve the local environment through zero emission journeys. This will help to reduce pollution, and make the area more attractive</i>	<i>By improving available services, the proposal will contribute to the resilience of the local economy, thereby ensuring that the transport network does not act as a barrier to future economic growth.</i>

Ward(s) affected
<p>The wards that host the car parks are as follows:</p> <p>Central Ward – Zetland, Captain Cook, France Street, MIMA</p> <p>Marton East – Stewart park (pending further discussions surrounding accessibility)</p>

¹ Remove for non-Executive reports

What is the purpose of this report?

1. To seek Executive Member approval to work with Tees Valley Combined Authority (TVCA) and their preferred contractor EB, to install Electric Vehicle (EV) Charging Points at specified Council operated Car Parks within Middlesbrough.

Why does this report require a Member decision?

2. Although the installations are to be fully externally funded via TVCA, the value of the proposals are £230,936.82, which is over the financial threshold. As a result, an Executive Member decision is required to allow the scheme to be progressed

Background

3. With the Government's ambitions for banning the sale of petrol and diesel fuelled vehicles by 2030, along with advances in technology that improves affordability and suitability; EV's are gaining popularity. The benefits of a changing fleet to more sustainably fuelled vehicles are well documented, and will be a major driver toward national Carbon reduction, and the Councils Green Strategy; aiming to be Carbon neutral by 2029.
4. As trends and behaviours change, alterations to infrastructure is required. For EV's, the only alternate infrastructure required is charging facilities. The Council currently has a very limited public offer, subsequently creating a barrier to people being able to fully utilise, and adopt, EV's within Middlesbrough and the wider region.
5. Infrastructure is costly, and in times of rapid innovation and technological advances, investment can quickly become superseded and redundant. The Council benefitted previously in infrastructure via the Plugged in Places programme. The chargers were installed and over time / as the market has advanced; they do not provide the rapid charge facility or forward compatibility with many of the main models of vehicle that are popular on the market.
6. The Council is working with TVCA and the four other neighbouring authorities to develop a suite of infrastructure improvements and policy, to ensure consistency for provision across the region. TVCA has identified an allocation of funding within its Transforming Cites Fund allocation to support the delivery of publicly accessible EV charging points.
7. As part of this programme, TVCA undertook a tender exercise to appoint a preferential supplier to work with. There are a number of differing methods to delivering EV Charging Points (EVCP) ranging from fully funded / maintained at Authority's expense, to fully operated / installed and managed by a private company.
8. Following discussions at Tees Valley Management Group (TVMG), it was agreed that the most appropriate method of provision was a hybrid of the aforementioned options. This requires collaboration with an organisation that would assess / manage the infrastructure at their expense, but to make this more accessible; TVCA would provide the capital investment.

9. The successful tenderer is working on a call-off contract basis to identify costs, suitability and delivery of proposals for installations. TVCA (with other external funding ORCS (On-street Residential Chargepoint Scheme) being considered to support provision in Stewart Park (if this is supported / feasible) would provide the installation investment.
10. EB Charging provided the most competitive tender model. Their business model works on the basis of charging end users for the volume of energy that is used during a charging session. As part of the arrangements, TVCA have negotiated a share of the profit, which will be invested back in to the regional programme to deliver further infrastructure improvements.
11. The net cost to the Council is nil and it benefits from the installation of infrastructure at no cost to the authority, with all associated maintenance and administration costs being borne upon EB Charging. A legal agreement between the organisations establishes the requirements and expectations from all parties. There are no restrictions to the minimum number of chargers to be installed, or that EB is a sole provider of EVCP in Middlesbrough; enabling the Council being able to enter into similar arrangements with other providers at any time in the future.
12. The Transport & Infrastructure department has identified the following sites to form part of phase 1. These sites have had feasibility studies undertaken by EB Charging to assess their viability, levels of provision and capacity to connect to the national grid supply network. The following table provides the information.

Location	Charger speed (kW)	No. chargers	No. sockets	Estimated installation cost (£)
France Street	22	5	10	£53,085.24
MIMA	50	1	2	£48,021.38
Stewart Park	22	6	12	£76,863.43
Wood Street	22	4	8	£52,966.77
	Total	16	32	£230,936.82

13. Under the proposals, the Council is set to:
 - a) Make benefit from £230,936.82 of infrastructure improvements
 - b) Create a more attractive service within car parks for EV uptake
 - c) Align with the Councils Green Strategy to improve local Environment through encouraging zero emission vehicles
 - d) Help to address local and national climate change agenda
 - e) Provide a service to residents and visitors to Middlesbrough
 - f) Have infrastructure maintained and administered at external expense
 - g) Have no responsibility for providing updated facilities in the event
 - h) Maintain the ability to invest in alternate companies/delivery models

What decision(s) are being asked for?

14. It is recommended that:

The Executive Member for Regeneration approves that the Council works with Tees Valley Combined Authority and contractors EB Chargers to install Electric Vehicle Charging Points at key Council operated Car Parks within Middlesbrough.

Why is this being recommended?

15. The proposal will allow the Council to provide a suite of EV Charging Points at no cost to the authority, while supporting TVCA to further invest into the charging network in Middlesbrough.

Other potential decisions and why these have not been recommended

16. The other potential decisions that have not been recommended include:
 - a) Do nothing. This is not recommended, as the Council needs to provide EVCP facilities aligned with increasing demand across its own workforce and any other electric vehicle using its network. Doing nothing will not help the Council to realise the benefits of EV uptake.
 - b) Invest the Council's own resources in to the provision of EVCP. The cost assessment to provide the proposed infrastructure improvements is £230k. This requires a significant capital investment that is currently not budgeted for. This approach exposes an element of risk to the authority if uptake is not sufficient to make a return on the investment. This proposed approach may be profitable to EB/TVCA, but this will be monitored, and the Council has opportunities to invest in its own charging facilities at any time.
 - c) The Council undertakes its own "procurement exercise" and appoints a similar contract of its own. This has been dismissed, as under the current arrangements, TVCA have been able to benefit from economies of scale due to being able to provide a regional market opportunity. If the Council was to undertake a similar procurement exercise, it is believed that the returned tender offers would not be as viable in terms of overall benefit. This would also mean that the Council would not benefit from the regional policy / approach being developed and would have to implement its own strategies.

Impact(s) of recommended decision(s)

Legal

17. There are legal issues associated with this proposal as it requires the authority to enter in to contracts with EB Charging for installations. Each location will be addressed individually. Legal Services are aware of the proposals.

Financial

18. The net cost to the Council is nil. The charging points will still be covered by Council Civil Enforcement Practices as per all other vehicles on the network, so revenue is not expected to be affected. The infrastructure will be maintained at the expense of EB charging. Electricity use will be paid for by the end user.

Policy Framework

19. The decisions recommended within this report align fully with the Council's policy framework.

Equality and Diversity

20. It is not anticipated that any protected groups will be impacted upon negatively as a result of implementing the proposal. Please see attached Equality Impact Assessment contained within the appendix.

Risk

21. The contract will be delivered in line with the Council's established risk management protocols. Appropriate measures will be put in place to ensure that all risks associated with the scheme are minimised.

Actions to be taken to implement the decision(s)

22. Council officers will commence the implementation of the proposal upon approval.

Appendices

23. Equality Impact Assessment.

Background papers

24. N/A.