

Report of:	Executive member for Environment and Director of Environment and Commercial Services
Submitted to:	Executive
Date:	21 November 2023
Title:	On Street Residential Electric Vehicle Charging Points
Report for:	Decision
Status:	Public
Strategic priority:	Climate change
Key decision:	Yes
Why:	Decision(s) will have a significant impact in two or more wards
Urgent:	Not applicable
Why:	Not applicable

Executive summary

This report has been compiled to approve expending externally awarded funding to provide On-Street Electric Vehicle Charging Points (EVCP) in partnership with an external delivery partner (Ubitricity) on Middlesbrough Councils Highway Network. Funding to the value of £209,582 has been offered to the Council from ORCS (On-street Residential Chargepoint Scheme) (£125,750), and £83,333 from Ubitricity. As part of the agreement, the Council will earn an income of 5% of fees generated. The recommended decision involves expenditure in excess of £150,000, affects several wards, introduces new technology/policy/process and enters the authority into a commercial partnership with a private organisation.

The recommended option of approval is appropriate as this supports Council and national strategy and policy increase the use of electric vehicles.

Other options that could be considered include the Council investing its own Capital allocations (instead of external funding) or partnering with other infrastructure providers.

The report has been considered by legal, finance and governance sections, alongside LMT.

Purpose

1. To approve the acceptance of funding granted from On-street Residential Charge point Scheme (ORCS) for the value of £209,582 (£125,750 from ORCS, and £83,333 from Ubitricity) to provide up to 160 electric vehicle charging points, utilising existing lamp columns, in partnership with supplier Ubitricity.

Background and relevant information

2. As part of National policy, the sale of Internal Combustion Engine (ICE) vehicles will be banned from 2030. Electric vehicles are increasing in popularity/accessibility, however supporting infrastructure (such as charging facilities) is not yet in a position to fully support this transition.
3. Many residential properties have off-street parking opportunities; allowing a vehicle to be charged on privately owned land through dedicated charging facilities. However, access to private driveways is limited across some areas of the Borough, such as terraced house streets.
4. Research (such as the report published in March 2022 by BritainThinks <https://www.gov.uk/government/publications/public-electric-vehicle-charging-infrastructure-drivers-without-access-to-off-street-parking>) has shown that lack of convenient charging options for those that park on street is a major barrier to EV uptake. Ensuring residents are not disadvantaged because of this is a priority for the council. The council feels it will be unable to remove the main barrier to EV uptake (across the Borough) unless residents are able to charge at, or very close to home.
5. The Council has had limited success in engaging potential customers to identify likely demand locations. A recent social media campaign received 3 responses. Therefore, partnering with a specialist organisation provides an opportunity to provide infrastructure in desirable locations appears prudent.
6. Ubitricity have worked with a number of Local Authorities and have a proven track record of success. Middlesbrough Council will be able to utilise their expertise in siting of the proposed charging points with software identifying hot spots where there is likely to be current and future demand for such provision. Ubitricity are a market leader and UK's leading public EV charging provider for on-street electric charger provision with over 6,500 installed. Middlesbrough Council are seeking to install up to 160 new on street charging stations at 90 identified locations (see appendix 1) at a cost of £209,582.
7. Middlesbrough Council has successfully applied for ORCS funding for 60% (£125,750.00) of the value of the proposal. Ubitricity will provide the remaining 40% (£83,333) contribution; thus, making it nil cost to the council (see appendix 2 for Funding Agreement Letter).
8. The proposal will utilise existing lamp columns that are adjacent to the carriageway (or new bollards adjacent to the carriageway where lamp columns are unsuitable), which

reduces the risk of charging cable obstructing the throughfare. Bollard style charge points will be sited in a safe location compliant with Highways Regulations and Access For All guidelines, allowing a minimum of 1.5m of pavement space away from moving traffic.

9. The charging infrastructure will be located on residential streets with either no restrictions for parking (which are accessible to anyone to utilise), or in residential parking permit areas (restricted to residents with valid permits). This will ensure that residents are able to utilise the facilities cost effectively with smart payment via a QR code making them easily accessible.
10. The 90 indicative locations have been identified within existing residential on-street parking facilities which are fully disability access compliant. This includes appropriate footway widths and maintained paving.
11. A fixed term agreement of 15 years will be in place to ensure that both Middlesbrough Council and Ubitricity are aware of the requirements/terms and conditions for the delivery of the project. The Charge points will be in Middlesbrough Council owned assets, the service will be managed by Ubitricity. As part of the agreement, the Council will earn an income of 5% of fees generated.

What decision(s) are being recommended?

That the Executive:

- Approve the receipt of grant funding from ORCS and the match funding from Ubitricity
- Agree to enter into a 15-year contract
- Approve the methodology outlined to deliver the On-street electric vehicle charging points.

Rationale for the recommended decision(s)

12. To provide availability of on street charge points in residential streets where off-street parking is not available; therefore ensuring that living in locations without off-street parking capability is not a barrier to owning an electric vehicle.
13. To ensure that the Council is supporting the green agenda.

Other potential decision(s) and why these have not been recommended

14. Not accept the funding; this is not recommended as it will not allow the Council and residents to realise the benefits associated with the delivery of on-street residential electric vehicle charging points.
15. Fund the project using Council resources; A successful application has been made to provide grant funding (working in partnership with Ubitricity) which removes the requirement for any Council funding requirements.

16. Use an alternate delivery partner; Ubitricity (part of Shell) are a well-established provider of infrastructure, and can offer a competitive offer to Middlesbrough Council. Other operators cannot offer the same level of support, expertise and financial incentives.

Impact(s) of the recommended decision(s)

Legal

17. Upon approval, The Council will enter into a 15-year contract with Ubitricity. This will result in nil cost to the council and will earn an income of 5% of fees generated. There are a number of clauses in the contract to enable the Council to withdraw during the 15 year period. These have been examined and appropriate advice has been provided by Legal Services.
18. The Council, as Highway Authority, has the necessary legal power to approve the installation of equipment and undertake works on the Highway.

Strategic priorities and risks

19. The approval will allow The Council to support residents making the shift to Electric Vehicles; thereby supporting The Councils Green agenda ambitions.
20. Entering into this agreement will not preclude partnering with any other EVCP organisations or restrict alternate means to be investigated or implemented.

Human Rights, Equality and Data Protection

21. An EIA has been completed for the recommended decision (see appendix 3), which has identified that there are no adverse effects associated with the installation of on-street charging vehicles for people with protected characteristics.
22. No personal data will be held by The Council because of this project. The Councils data protection team have deemed the proposed contractual relationship compliant.

Financial

23. Funding is awarded on a grant basis to the Council as a combination of direct award from ORCS (£125,750), and match funding from Ubitricity (£83,333). There is no financial Council outlay required to deliver this project. The only costs to the Council will be officer time for "business as usual" tasks associated with processing, enquiries, and other related tasks. The supplier will install and maintain the charging infrastructure into existing lamp columns with appropriate metering allowing 24 hour charging capability for residents. The funding is expected to be fully expended in 2023/2024.
24. An income of 5% of fees generated will be earned by The Council. This will be net of any costs to the supplier and as such likely to be minimal.
25. Ubitricity will operate and maintain the EVCPs in good and safe condition and fully operational and in accordance with Good Industry Practice and all manufacturer

guidelines. They will provide a responsive maintenance service level agreement for damage and repair of columns.

26. Ubitricity will be responsible for any payments, taxes and costs associated with the provisions of the maintenance of the EVCP (charge points) however it will not be liable for upgrade, replacement, relocation and maintenance required to the District Network Operator connection
27. Any reactive maintenance excludes incidents relating to EVCP vandalism and third-party interference and damage, this includes defacing, tampering, interference, theft or physical damage. The Council will be liable to cover costs associated with vandalism, at approximately £1,000 per unit. From discussions with other authorities that have implemented this infrastructure, there have been very few incidents requiring action to remediate. The infrastructure is discrete, and therefore minimises the risk of misuse and vandalism.
28. The service and supply will be procured as a direct award concession contract.
29. Replacement of equipment after useful life (15 years) will be the responsibility of the Council, however due to the anticipated advances in technology it is not possible to estimate likely replacement costs.

Actions to be taken to implement the recommended decision(s)

Action	Responsible Officer	Deadline
Sign Funding Agreement Letter with ORCS	Chris Bates	19/11/23
Sign contract with Ubitricity	Chris Bates	19/11/23
Commence delivery of project	Chris Bates	19/11/23

Appendices

1	Potential Middlesborough CP location – Google My Maps – Proposed 90 locations for infrastructure installations
2	ORCS funding agreement letter
3	Equality Impact assessment level 1

Background papers

Body	Report title	Date
n/a	n/a	n/a

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