

**WEST OXFORDSHIRE DISTRICT COUNCIL**

**FINANCE AND MANAGEMENT OVERVIEW AND SCRUTINY COMMITTEE**

**17 JULY 2019**

**ELECTRIC VEHICLE CHARGING POINTS**

**REPORT OF THE GROUP MANAGER – COMMISSIONING**

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**1. PURPOSE**

To report on the work underway, both at the District and County Councils, to deliver Electric Vehicle Charging Points within West Oxfordshire.

**2. RECOMMENDATIONS**

That FMOS note the progress set out within this report.

**3. BACKGROUND**

- 3.1 At the request of FMOS in April 2017 a working party was set up to explore the installation of Electric vehicle charging points. Initially a piece of work was undertaken to explore opportunities and offers from suppliers. This pre-market engagement took place in July 2017 and was reported to FMOS in October 2017. Further dialogue with the working group took place to consider options to fully fund charging points or work in partnership with suppliers, receiving some subsidy but relinquishing some control. It became clear that it was impossible for Members to make an informed decision on the route they wished to take without a full picture of the likely costs and benefits of each funding option. It was therefore decided on 29<sup>th</sup> November 2017 that a procurement process which explored all the options would be preferable. Due to the potential value of the contract for EVCPs a full OJEU procurement process would be required to ensure the Council comp.
- 3.2. From December 2017 work therefore commenced on the procurement process and it was concluded rather than procure on a one-off basis for a set number of EVCPs in defined locations, a Framework agreement should be procured which would enable the Council to procure suppliers onto a list which it could then use repeatedly over the four year life of the agreement, to install more and more EVCPs as demand for them increased.
- 3.3. Following an initial request to Legal in March 2018 to produce draft contract documents for the procurement, it was concluded that the work required specialist legal input. A quote was obtained by an external firm of solicitors and a report taken to FMOS and then Cabinet in July 2018 seeking funding for the legal work. At the same time, Cotswold District Council agreed to jointly fund this work. The joint procurement for both Councils, halved the costs for WODC and is likely to result in better EVCPs prices being submitted due to economies of scale.

- 3.4. There have been considerable delays in obtaining the final legal documents to support this Framework and the process and timescales are set out in the appended Review, which was produced for Environment Overview and Scrutiny Committee in June 2019.
- 3.5. The OJEU notice was posted on 22<sup>nd</sup> May 2019 and the procurement is live at the time of writing. The closing date for bidders is 14<sup>th</sup> July and the evaluation is scheduled to commence that week. Unless there are further clarifications required from bidders, regarding financial standing, legal status etc. that cause delays in concluding the evaluation, it is anticipated the evaluation process will be concluded by the end of July and a report can then be brought before Overview and Scrutiny Committees before going to Cabinet in September/October.
- 3.6. The report will set out the successful bidders against each lot and enable Members to compare costs and benefits before making a choice on which Lot they wish to use and then allocating appropriate funding, which is already earmarked within the MTFS.
- 3.7. In short the Lots offer the following options:
- Lot 1 – basic purchasing agreement with the Council fully funding the EVCPs and setting all criteria and policy i.e. where the points are installed, what charges apply etc.
- Lot 2 – partnership arrangement, Council part fund but some subsidy provided by supplier in return for certain conditions being met. This could include supplier specifying where points are installed or setting and taking some/all income.
- Lot 3 – Supplier would fund and dictate terms. In this scenario the Council could, for example, provide the land i.e. car parking spaces (possibly with a rental income) and the supplier would fund the installation and maintenance of the points but also take receipt of all income.
- Lot 1 enables the Council to maintain total control but may mean a relatively small number of EVCPs can be installed with the funding available. With Lot 3 the Council has an enabling role and could result in far more charging points being installed if they are seen as being financially viable by the private sector.

### **Oxfordshire County Council EV Integration**

- 3.8. At the same time that WODC is progressing this work the County Council is also carrying out work to deliver EVCPs across the County. Their Innovation Hub is progressing a number of projects including:
- Vehicle to Grid V2Go – this would use the energy left in a vehicles battery to power houses, when the vehicle is plugged in (probably not available until 2022). OCC are currently recruiting commercial fleets, analysing how they use their vans and then installing technology in a trial.
  - Electra – this project is funding development of the best possible charger with advanced diagnostic equipment working with some local

Oxfordshire companies; 'zeta lighting' and 'Urban integrated' (software).

- Park and Charge – a feasibility project being carried out for three months looking at how the problem of on-street chargers for people with no off-street charging can be solved. The concept is that council car parks could be used as EV charging hubs for local on-street residents – during the day the public (shoppers, commuters etc.) would use the EVCPs in the car parks and then overnight residents could use them. This initiative tries to maximise the use of the equipment, whilst providing affordable charging for residents that is no more expensive than charging at home. The project has used information from all the districts on the location of their car parks (98 in total countywide) and looked at where there is a high density of residential properties with no driveway. There are a large number of car parks located optimally to provide parking for residents, so they are now overlaying these with electrical supply information and projections on where EV ownership is likely to start. The total project cost is over £5M and OCC has applied to Innovate UK for £3.1M funding. OCC should learn if their bid has been successful at the end of June. The intention would be to install chargers into 25 – 30 car parks. OCC have included costs in the funding bid for districts to deliver this – staff resources, legal costs and communications etc. as well as initial 18 month funding for installation, maintenance and management after which the district would need to fund this if they were to continue [note: charges could make this cost neutral for Councils].
- V PaC – Virgin Media Park and Charge project to re-utilise existing Virgin network cable and broadband street cabinets to provide power and data connection to 1200 on-street chargers across the UK. Oxfordshire are involved in the feasibility work for this project so are a preferred location which means on-street chargers should be installed in Oxfordshire through this project if it becomes viable.
- Clearly for WODC there is a need to ensure the work being progressed by the District and by the County complements each other and that the provision for our communities is maximised. OCC have confirmed that their projects will not just be focused on Oxford and that most EVCPs will be in Market towns and some Parishes, and locations could include pub or village shop car parks. A link can be made to Air Quality Management Areas in Chipping Norton and Bridge Street, Witney to argue the case for EV infrastructure in those areas.

- 3.9. There is also a desire to have a common strategy and standards for equipment across districts so there is continuity of service for residents. There is also potential for a common set of planning standards for new developments and the need to consider opportunities such as the Garden village where new build properties could have provision for solar PV, electric vehicles and battery storage. OCC are updating their Transport plan and doing a street design guide which will include EV charging.

**4. ALTERNATIVES**

None relevant to this report.

**5. RISKS**

To ensure District and County projects complement each other and there is no duplication or lost opportunities, the officers working on these projects will remain in close contact and share information.

**6. FINANCIAL IMPLICATIONS**

There are no financial implications associated with this paper.

**7. REASONS**

To ensure that Publica are delivering services which meet the needs of the Council's residents, businesses, workers and visitors.

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Date: 19<sup>th</sup> June 2019