



COTSWOLD DISTRICT COUNCIL

Council name	COTSWOLD DISTRICT COUNCIL
Name and date of Committee	CABINET - 4 JANUARY 2021
Report Number	AGENDA ITEM 7
Subject	SUSTAINABLE TRANSPORT - ELECTRIC VEHICLE CHARGING POINT DELIVERY
Wards affected	All
Accountable member	Cllr. Rachel Coxcoon - Cabinet Member for Climate Change and Forward Planning Email: rachel.coxcoon@cotswold.gov.uk
Accountable officer	Claire Locke - Group Manager - Commissioning Tel: 01285 623427
Summary/Purpose	To set out a delivery strategy for Sustainable Transport with an initial focus on Electric Vehicle Charging infrastructure across the Cotswolds.
Annexes	Annex A - Sustainable Transport Strategy & Delivery Plan
Recommendation(s)	<i>That Cabinet:</i> <i>a) adopts the Sustainable Transport Delivery Strategy for Electric Vehicles and commences delivery of the Delivery Plan;</i> <i>b) agrees to consider using existing public procurement frameworks to appoint a supplier with strong green credentials if appropriate;</i> <i>c) delegates authority to make the EVCP contract award to the Chief Executive in consultation with the Chief Finance Officer, Deputy Leader and Cabinet Member for Finance and the Cabinet Member for Planning Policy, Climate Change and Energy</i>
Corporate priorities	Responding to the challenges presented by the climate crisis Presenting a local plan that's green to the core
Key Decision	NO
Exempt	NO
Consultees/ Consultation	Specialist Officers

1. BACKGROUND

- 1.1 The Council's Climate Emergency Strategy 2020 - 2030 adopted in September 2020 identifies a number of actions including the delivery of an Electric Vehicle (EV) Charging Strategy. The strategic approach to EV is one aspect of a wider Sustainable Transport Strategy and needs to build on the work embedded within the Gloucestershire Sustainable Transport Plan. Whilst the full scope of initiatives which will drive a modal shift to more sustainable forms of transport still need to be mapped out, delivery of an EV charging Infrastructure can be seen as the first step towards achieving this. The Strategy and delivery plan will continue to be developed and will be brought back to Cabinet at key stages to agree further actions.

2. MAIN POINTS

- 2.1 The existing coverage of Electric charging points in the Cotswolds is poor. The Council installed charging points in its car park in Moreton-in-Marsh and in the Beeches car park, Cirencester in 2015 and has recently installed charging points in the new Whiteway car park, Cirencester (which opened in December) however there is limited alternative provision available to the public.
- 2.2 The Council has ambitious plans to lead change, tackling carbon emissions and changing the way in which people live, work and travel. The Council will encourage a switch to greener modes of transport, which includes facilitating its residents, workers and businesses to move to low emission vehicles. Its role will go beyond the direct delivery of a charging infrastructure for electric vehicles, as it leads in policy development and uses its influence to change the way in which developments are built, people travel and businesses operate. The strategy sets out initial actions for achieving this but additional actions will be added as they are identified.
- 2.3 In order to deliver EV charging points, the Council has to comply with its procurement policy, which is set out in the Council's Contract Rules. The Council previously procured a Framework for EVCP however the first round of mini tenders did not elicit any responses. Since the Framework was developed, the market has advanced, there are more suppliers becoming established and the Council has developed its plans to tackle the Climate Emergency. There are now suppliers who better fit with the Council's ambitions of being 'green to the core' than the suppliers on the initial Framework. The quickest route to procure a supplier that is truly green, utilises renewables and actively reduces carbon in its own business delivery is via an existing Public Procurement Framework.
- 2.4 A procurement is commencing this month with a mini tender process to obtain quotations for a delivery partner who can provide a complete EV charging solution. Bids have been invited via the Crown Commercial Services Framework for a supplier to scope sites and propose a phased delivery plan, install EVCPs, undertake repairs and maintenance and manage the back office and charging systems.
- 2.5 Evaluation criteria will consider the green credentials of suppliers to ensure opportunities are maximised to utilise a company that is actively reducing its own

carbon impact and will deliver added benefits through the contract such as green energy and innovation.

- 2.6 Quotations will be received in January/February and delegated authority is sought to appoint the preferred contractor. Once appointed the contractor will review all Council sites and carry out detailed site assessments for the first phase of installations, liaise with the Distribution Network Operator to assess the feasibility and cost of connecting to the grid and provide the Council with detailed costs. A report will then be brought to Council seeking to allocate funding from the capital set aside in the Medium Term Financial Strategy (MTFS) for investment in EVCPs.
- 2.7 Alongside this work will be a communication strategy which promotes and encourages electric vehicles. Communications to residents and businesses on issues including grant support available and the benefits of EV will be twin tracked with the EVCP delivery project. Key milestones in the project include the January 2021 Cabinet decision, appointment of the contractor (February/March 2021) and decision to allocate funds (provisionally June 2021).

3. FINANCIAL IMPLICATIONS

- 3.1 Funding has been allocated for EVCPs within the MTFS, with £600,000 available in 2020/2021 and then £150,000 each year thereafter. The Council will draw down on this allocation to fund actions within the Strategy. This may include some specialist consultancy support to ensure we maximise opportunities for the installation of EVCP and other renewable technologies across the Council's estate.
- 3.2 There is some Government funding available for EVCP installation which the Council will seek where viable. There is also some support available through energy agencies and Trusts to help develop feasibility work, again the Council will utilise any free support it can access.
- 3.3 The anticipated life of an EVCP is around 5 years, so investment now would need to be repeated in approximately 5 years. However as demand increases nationally the cost of EVCPs is likely to reduce, so budget requirements for an ongoing replacement plan should be lower. The Council will set and retain the charging fees that the customer pays, each time they charge their vehicle, and these fees will be set at a level to recoup the Council's costs. Fees and charges should factor in the cost of replacement charging units in the future. This will be the subject of a future more detailed report on fees and charges when costs are known. The contractor will be appointed for a five year term with the option to extend for a further 2 years. This will enable a rolling programme of EVCP installations in line with the Council's annual budget allocation for this infrastructure investment.

4. LEGAL IMPLICATIONS

- 4.1 The Council owns a number of car parks, land and buildings. Direct delivery of EV charging infrastructure will be relatively simple on its own land but in areas where the Council has no suitable car parks or land it could utilise it will need to

engage in discussions with Town and Parish Councils and other land holding entities to see if they have suitable sites that could be used and will then need to enter into lease agreements or suitable alternative arrangements to install EVCPs. This process may be protracted and therefore is recommended as Phase 2 and 3, so that more expedient delivery can be achieved in phase 1. Alternatively, the Council may support other landowners to make public access EVCPs available, enabling delivery through funding or other assistance.

5. RISK ASSESSMENT

- 5.1 Failure to deliver an EVCP infrastructure may deter local people from purchasing or leasing electric vehicles and will impact on the Council's ability to deliver its Climate Emergency Strategy.

6. EQUALITIES IMPACT (IF REQUIRED)

- 6.1 EVCPs installed will be Equality Act compliant. Provision will include disabled parking bays. Specific equalities issues will be covered by future reports when funding is sought.

7. CLIMATE CHANGE IMPLICATIONS

- 7.1 This Strategy will deliver directly against the Climate Emergency strategy, seeking to reduce carbon from transport in the Cotswold District. Individual actions delivered will identify the specific carbon and other environmental benefits that they will achieve.

8. ALTERNATIVE OPTIONS

- 8.1 The Council could decide not to install EVCP and leave it to the market and individual motorists to provide however this may result in a lack of provision particularly in historic market towns where many residents and businesses do not have their own off street parking.

9. BACKGROUND PAPERS

- 9.1 None.

(END)