

REPORT FROM: HOUSING, HEALTH AND ENGINEERING MANAGER

TO: CLIMATE EMERGENCY WORKING GROUP

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ELECTRIC VEHICLE CHARGE POINTS IN PENDLE

PURPOSE OF REPORT

To provide further information to the Climate Emergency Working Group about the proposals received to enable the Council to develop its own electric vehicle charging infrastructure.

RECOMMENDATIONS

- (1) That the report be noted.
- (2) That the Climate Emergency Working Group review the proposals outlined in the report and resolve to approve Liberty Charge as the preferred supplier to deliver charging facilities in the Council's car parks.

REASON FOR RECOMMENDATIONS

- (1) To assist the Council in developing solutions to tackle climate change and increase sustainable travel within Pendle.

BACKGROUND

1. At the last meeting of the Climate Emergency Working Group, it was resolved that –
 - (1) The Housing, Health and Engineering Services Manager be asked to seek further information on the proposals, to include –
 - The cost to the consumer;
 - The availability of the required capacity at each car park;
 - Reliability/performance details of each company;
 - References from a selection of Councils or other organisations for which the companies already provide the service.

- (2) That fast charging units be the preferred option, with the technology that the charge be adjusted across adjacent charging points depending on how many were in use at any one time.
- (3) That consideration be given to awarding the tender to two suppliers, with a view to one of these being grant supported.

FURTHER INFORMATION

2. A range of additional information has now been obtained from the suppliers and is outlined below.

Tenderer	Charging Tariffs		Operational Hours
	Members	Non-Members	
AMP EV Ltd	£0.40 to £0.80/kWh		99.5%
Iduna Infrastructure	£0.32/kWh	£0.35/kWh	99%
Instavolt	£0.66/kWh		99.7%
Liberty Charge	£0.65/kWh		99%
Mer Charging UK	0.37/kWh (22kW) £0.52/kWh (150kW)	£0.39/kWh (22kW) £0.55/kWh (150kW)	99%
Osprey	£0.40 to £1/kWh		Did not clarify
Pluscharge UK	Did not clarify*		Did not clarify

*Pluscharge UK stated that their tariffs would be dependent on the cost of electricity at each location, but have not provided example rates.

3. Suppliers were requested to confirm the availability of the grid capacity required to achieve their proposed charge speeds. Two suppliers have submitted applications to the relevant utilities to confirm this but are still awaiting confirmation. They have advised that this is due to a backlog of applications being administered by a third party, but that in the event that there was insufficient capacity, they would then provide the nearest available charge speed to what they have proposed.

Tenderer	Capacity Availability
AMP EV Ltd	Confirmed
Iduna Infrastructure	Confirmed
Instavolt	Require contract agreement
Liberty Charge	Awaiting confirmation from utilities
Mer Charging UK	Awaiting confirmation from utilities
Osprey	Require contract agreement
Pluscharge UK	Confirmed

4. References for all suppliers have been received from existing customers, comprising of other Councils in addition to several public and private sector organisations. All feedback received for the various tenderers has been positive.
5. An overview of the proposed number of charging bays and charge speeds at each car park is provided in Appendix 1.

FUNDING REQUIREMENTS AND INCOME GENERATION

6. The Climate Emergency Working Group has allocated £30,000 towards the provision of electric vehicle charge points in the Council's car parks.

7. A further source of funding is the Government's Office for Zero Emission Vehicles (OZEV) which offers grants of up to £100k for this type of project, subject to at least 25% match funding.
8. Some tenderers confirmed that they would not require a contribution from the Council, nor would they require OZEV funding and would therefore be in a position to fully finance the project. The remaining proposals require match funding and an overview of each tenderer's requirements is provided below.

Tenderer	Submitted Price	Requires PBC Funding?	Requires OZEV Funding?	Ownership/ Responsibility
AMP EV Ltd	£110,579.20	Yes	Yes	Tenderer/PBC
Iduna Infrastructure	N/A	No	No	Tenderer
Instavolt	N/A	No	No	Tenderer
Liberty Charge	N/A	No	No	Tenderer
Mer Charging UK	N/A	No	Yes	Tenderer
Osprey	N/A	No	No	Tenderer
Pluscharge UK	N/A	No	Yes	Tenderer

9. Amp EV proposed that they would take on responsibility for the first three years following their installation, but would then expect the Council to do so beyond this period. The remainder of tenderers would take on full liability for the charging facilities.
10. Pluscharge UK requested that the Council apply for OZEV funding to contribute towards the cost of the project but in the event that an application was unsuccessful, they have confirmed that they would be in a position to solely fund this project.
11. Some tenderers have confirmed that they are willing to share profit generated from the charging facilities with the Council and the proposed income generation for each proposal is listed below.

TENDERER	INCOME GENERATION
AMP EV Ltd	See below note*
Iduna Infrastructure	£250 per charger per year
Instavolt	£1,000 per charger per year or 10% of net profit (whichever is greater)
Liberty Charge	£1,500 per charger per year or 10 to 15% of net profit (whichever is greater)
Mer Charging UK	15% profit share
Osprey	Would offer income but did not confirm %
Pluscharge UK	20% profit share

*AMP EV Ltd would offer a profit share arrangement after 3 years if the Council agreed to shared responsibility for the charge points. Alternatively, the Council would be fully responsible but receive all income generated.

RECOMMENDATIONS

12. Each proposal has been evaluated by Officers against a set of criteria, as outlined in Appendix 2. Liberty Charge scored highest in the evaluation and it is therefore recommended that they are approved by the Climate Emergency Working Group as the preferred tenderer.

13. If approved, the Council would then need to enter into a contractual arrangement with Liberty Charge and subject to this reaching a satisfactory conclusion, this would then enable works to be undertaken and the charging network would be implemented.
14. Prior to entering into a formal contract, agreement will need to be reached with the preferred tenderer to ensure that the Council will not encounter difficulties if it is to develop or sell any of its sites in future. Therefore, liaison will be required between the appointed tenderer and Legal Services, with input from the Council's Transport & Coordination Manager regarding the strategic implications for the selected car parks.

IMPLICATIONS

Policy: Electric vehicles are now integral to the Government's policies for climate change and transport, highlighted by its Industrial Strategy which identifies clean growth and mobility as two of the four "Great Challenges" facing the UK economy.

The provision of electric vehicle charge points would also help achieve aims set out in the Council's Climate Emergency Action Plan, Sustainable Communities Strategy and in its Local Plan.

One of the aims of the Council's Air Quality Action Plan for the Skipton Road/Windsor Street area of Colne is to replace older more polluting vehicles with newer cleaner ones. Electric vehicle charging facilities would have a positive impact in meeting the targets within the Air Quality Action Plan.

Financial: Some tenderers have proposed to fully fund the provision and future operation of the charge points, with no funding required by the Council. Other submissions have stated the need for a capital contribution by the Council and/or grant funding from the Government's Office for Zero Emission Vehicles (OZEV).

Funding from OZEV would require a bid submission by the Council and would be conditional on meeting set criteria and there being sufficient funding available at that time, as the funding is allocated yearly on a first come, first served basis.

£30,000 has been allocated towards this project as part the Council's Climate Change Emergency Fund.

The Government's Local EV Infrastructure (LEVI) fund would be another potential source of funding. This is, however, currently a £10m pilot competition which the Government anticipates using for between three and eight projects.

All costs relating to the future maintenance of the units would be the full responsibility of the appointed supplier, except in the cases of AMP EV who would require the Council to take on responsibility or agree to joint responsibility after three years.

Legal: Suppliers would require the Council to lease the number of parking bays required for an agreed term, in the form of a hosting agreement. The contract duration and details proposed vary amongst the tender submissions (typically 15 to 20 years) and the Council's Legal Services team would need to examine the agreement put forward by the preferred tenderer to be assured of its suitability.

Allowance would need to be made to ensure that the Council has the ability to re-develop, sell or transfer sites to other bodies in future, without incurring substantial costs as a result of the contractual agreement with the tenderer.

The existing Traffic Regulation Order for the car parks would need to be updated to reflect this change in parking bay designation.

Risk Management: It is predicted that each charge point has an average lifespan of 7 to 10 years, dependent on usage. However, this risk to the Council could be removed entirely by the liability remaining with the successful tenderer depending on which proposal was accepted.

Health and Safety: Depending on the ownership model chosen, all liability would remain with the successful tenderer and would be detailed in the contract between the successful tenderer and the Council.

Sustainability: Encouraging the take-up of electric vehicle use would reduce emissions in Pendle, therefore improving air quality and reducing local air pollution. Reducing carbon dioxide generated from road transport will also help combat climate change.

Community Safety: None arising directly from the report.

Equality and Diversity: The proposal would improve access for Pendle residents and businesses to a developing technology in an area that is currently underserved with charging facilities.

APPENDICES

Appendix 1: Overview of Proposed Car Parks and Charge Speeds.

Appendix 2: Scoring Matrix for Proposals.

LIST OF BACKGROUND PAPERS

None.

TOWN/PARISH	CAR PARK	AMP EV LTD	IDUNA INFRASTRUCTURE*	INSTAVOLT**	LIBERTY CHARGE***	MER CHARGING UK LIMITED
Barnoldswick	Brook Street				2 bays x 50kW	2 bays x 22kW
	Rainhall Road				4 bays x 50kW	2 x 150 & 2 x 22kW
	Station Road				2 bays x 50kW	
	Wellhouse Road	2 bays x 40kW	2 bays x 43kW	2 bays x 120kW	6 bays x 50kW	2 bays x 150kW
	West Close Road					2 bays x 150kW
Brierfield	Cross Street					2 bays x 150kW
	Tunstall Square	2 bays x 40kW	4 bays x 100kW		2 bays x 50kW	2 bays x 150kW
	Wood Street				2 bays x 50kW	2 bays x 150kW
Colne	Colne Lane				2 bays x 50kW	2 bays x 150kW
	Cross Skelton Street				4 bays x 50kW	2 bays x 150kW
	Dockray Street	2 bays x 40kW	4 bays x 43kW	2 bays x 120kW	6 bays x 50kW	2 bays x 150kW
	Greenfield Road				4 bays x 50kW	2 bays x 22kW
	Midgley Street				2 bays x 50kW	2 bays x 150kW
	Nelson Street				4 bays x 50kW	2 bays x 150kW
	Parliament Street				2 bays x 50kW	2 bays x 150kW
	Queen Street				2 bays x 50kW	2 bays x 150kW
	Stanley Street				5 bays x 50kW	4 bays x 22kW
Nelson	Broadway				4 bays x 50kW	2 bays x 150kW
	Calder Street				6 bays x 50kW	2 bays x 22kW
	Carr Road				2 bays x 50kW	2 bays x 150kW
	Chapel Street	2 bays x 40kW	4 bays x 43kW		2 bays x 50kW	2 bays x 150kW
	Cuba Street				2 bays x 50kW	2 bays x 150kW
	Every Street				2 bays x 50kW	2 bays x 150kW
	New Brown Street				2 bays x 50kW	2 bays x 150kW
	Palace	2 bays x 40kW	4 bays x 50kW		2 bays x 50kW	2 bays x 150kW
	Rigby Street				4 bays x 50kW	2 bays x 150kW
	Sagar Street					2 bays x 150kW
	Stanley Street				2 bays x 50kW	2 bays x 150kW

TOWN/PARISH	CAR PARK	OSPNEY****	PLUSCHARGE LTD
Barnoldswick	Brook Street		
	Rainhall Road		
	Station Road		
	Wellhouse Road	6 bays x 75kW	2 x 22 & 1 x 120kW
	West Close Road		
Brierfield	Cross Street		
	Tunstall Square	6 bays x 75kW	2 x 22 & 1 x 120kW
	Wood Street		
Colne	Colne Lane		
	Cross Skelton Street		
	Dockray Street	6 bays x 75kW	2 x 22 & 1 x 120kW
	Greenfield Road		
	Midgley Street		
	Nelson Street		
	Parliament Street		
	Queen Street		
	Stanley Street		
Nelson	Broadway		
	Calder Street		
	Carr Road		
	Chapel Street	6 bays x 75kW	2 x 22 & 1 x 120kW
	Cuba Street		
	Every Street		
	New Brown Street		
	Palace		2 x 22 & 1 x 120kW
	Rigby Street		
	Sagar Street		
	Stanley Street		

*Iduna Infrastructure advised that they would seek to install charge points at Palace Car Park as part of a second phase of the project.

**Instavolt have said that once they are satisfied with the contract agreement, they would apply for power at their two proposed sites.

***Liberty Charge and Mer Charging UK have yet to confirm the grid capacities for their proposals but advised that in any cases where the speeds listed are not possible, they would install the next fastest charger.

****Osprey confirmed that they would not obtain the grid capacities until the Council agreed to non-binding terms.

Scoring Matrix for Proposals

Appendix 2

SCORING MATRIX								
	% WEIGHTING	AMP EV LTD	IDUNA INFRASTRUCTURE LTD	INSTAVOLT	LIBERTY CHARGE	MER CHARGING UK LIMITED	OSPREY	PLUSCHARGE LTD
ORGANISATION	15%							
Financial Background/Stability	5%	2%	3%	4%	3%	4%	4%	0%
Experience/Qualifications	5%	5%	5%	5%	5%	5%	5%	5%
References/Testimonials	5%	5%	5%	5%	5%	5%	0%	0%
CURRENT WORKS	7%							
Current Contracts	4%	4%	4%	4%	4%	4%	4%	4%
Total Value >£100k	3%	3%	3%	3%	3%	3%	3%	3%
SUB CONTRACTORS	3%							
Internal	3%			3%			3%	3%
External	1%	1%	1%		1%	1%		
TECHNICAL SCOPING	45%							
Charger Type/Quantity/Location	30%	15%	21%	15%	25%	27%	21%	15%
Operational Hours/Availability	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7%	0%
Repair/Maintenance	7.5%	3.5%	7.5%	7.5%	7.5%	7.5%	7.5%	3%
CONTINGENCY MANAGEMENT	10%							
Low Risk	10%		10%	10%	10%	7%	7%	7%
High Risk	5%	5%						
No Contingency Plans	0%							
FUTURE PROOFING	5%							
Ability to Start (Within 0-6 months)	5%	5%	5%	5%	5%	5%	5%	5%
Ability to Start (Within 6- 9 months)	3%							
INCOME GENERATION	5%							
Over 10% Profit Share	5%				5%	5%		5%
Up to 10% Profit Share	3%	3%		3%				
OWNERSHIP/RESPONSIBILITY	10%							
Contractor Fully Responsibility	10%		10%	10%	10%	10%	10%	10%
PBC Partial/Full Responsibility	-10%	-10%						
FEASIBILITY/FUNDING	-15%							
Requires PBC Funding?	-10%	-10%						
Requires Grant Funding?	-5%	-5%				-5%		-5%
TOTALS		34%	82%	82%	91%	86%	77%	55%