

CABINET

DATE OF MEETING: 4 AUGUST 2022

TITLE OF REPORT: TENDER ACCEPTANCE FOR ELECTRIC VEHICLE CHARGE POINTS IN HARTS CAR PARKS

Report of: Sustainability Officer

Cabinet Portfolio: Environment

Key Decision: No

Reasons for Urgency: Approval is required to avoid a delay in the procurement process.

Confidentiality: Non Exempt

PURPOSE OF REPORT

1. To obtain Cabinet approval to accept a tender for the installation of Electric Vehicle Charging Points (EVCP) in Hart's car parks.

RECOMMENDATION

2. That the tender submitted by Bidder B for the installation of EVCP in Hart car parks at locations detailed in section 3.2, is accepted.
3. That 5k is ring fenced in 22/23 climate change budget to provide a working fund for the installation of EVCP.

BACKGROUND

4. In recognition of increasing concerns about the impact of climate change in April 2020 Hart Council approved the declaration a climate emergency. This included the pledge to make Hart District carbon neutral by 2040 and areas under the direct control of the District Council by 2035.
5. In November 2020, the UK Government announced that new petrol and diesel cars will not be sold from 2030. This together with the Automated and Electric Vehicles Act 2018 sets the stage for what is being predicted to be the biggest technological advancement to hit UK roads since the invention of the combustion engine. Nationally transport accounts for 33% of the UKs carbon emissions.
6. Transport currently makes the largest contribution to carbon emissions in Hart. In response to this, Hart District Councils Climate Change Action Plan prioritises an action to instal EVCP in a range of the council's off street car parks.
7. Delivery of the action plan is monitored by the Climate Change Working group (CCWG) which is then reported to Cabinet. Having been consulted on the installation of EVCP the CCWG approved that these would be procured through the Kent EVCP Framework, in accordance with the council's contract standing orders.
8. The aim of the procurement process was to achieve the maximum number of EVCP in Hart's car parks at minimal cost to Hart District Council. With preference being allocated in the evaluation to the provision of rapid chargers (50+kW) as an alternative to fast chargers (7-22kW). Rapid chargers can charge an electric vehicle (EV) in approximately 30-60 minutes whilst fast chargers take much longer. The higher charging rate allows for an increased

turnover of the charging spaces so reducing the number of charge points and dedicated parking bays required.

FURTHER COMPETITION PROCUREMENT

9. An initial feasibility study identified the following car parks as being suitable sites for the installation of EVCP:
 - a. Monachus Lane, Hartley Wintney
 - b. Victoria Road, Fleet
 - c. Station Approach, Blackwater
 - d. Crossways, Reading Road, Hook
 - e. Hart Leisure Centre, Fleet
 - f. The Bury, Odiham
 - g. Deer Park, Odiham
10. The above locations were identified in the specification for further competition using the approved framework, which resulted in three bids being submitted.
11. All bids achieved the agreed aims of the procurement process, and the proposal submitted by the preferred bidder includes for the provision of EVCP in all of the above locations.
12. Following a detailed evaluation, in which Hart officers were supported by KCS (the framework administrator), Bidder B was identified as the preferred bidder.
13. A copy of the evaluation results is attached at Appendix 1.
14. The contract term for the provision and management of the EVCP has been specified as 15 years.
15. Subject to the outcome of a more detailed feasibility study the award of this contract will provide the following EVCP:
 - Monachus Lane, Hartley Wintney; 4x Rapid chargers (50kW+) and 4x Fast charger (7-22kW)
 - Victoria Road, Fleet; 6x Rapid chargers (50kW+) and 2x Fast charger (7-22kW)
 - Station Approach, Blackwater; 2x Rapid chargers (50kW+) and 2x Fast charger (7-22kW)
 - Crossways, Reading Road, Hook; 2x Rapid chargers (50kW+) and 2x Fast charger (7-22kW)
 - Hart Leisure Centre, Fleet; 6x Rapid chargers (50kW+) and 2x Fast chargers (7-22kW)
 - The Bury, Odiham; 2x Fast charger (7-22kW)
 - Deer Park, Odiham; 2x Fast charger (7-22kW)
16. Any changes to the number and location of the proposed EVCP will be subject to the approval of the CCWG.
17. In addition to the provision of charging points the tender submitted by the preferred bidder provides Hart with 20% of the operating profit from the charging income over the life of the 15-year contract.

MAIN ISSUES

18. The installation of EVCP in Harts car parks will provide more opportunities for EV owners to charge their vehicles and support the council in achieving its pledge of making Hart District carbon neutral by 2040.
19. Whilst it's predicted that the majority of EV charging will be done at home, it is important to provide charging options for residents who have no off-street parking or who live in rented properties where they may be unable to install a charger.
20. In addition to promoting reduced carbon emissions, Public Health England (PHE) states that air pollution is the biggest environmental threat to health in the UK, with between 28,000 and 36,000 deaths a year attributed to long-term exposure. One of the key interventions PHE suggests local authorities can take is promoting the uptake of low emission vehicles by setting more ambitious targets for EV charging points, as well as encouraging low emission fuels and electric cars.

CLIMATE CHANGE WORKING GROUP COMMENTS/RECOMMENDATIONS

21. At its meeting on the 19 July the CCWG considered the outcome of the EVCP evaluation and supported its recommendation to Cabinet for approval.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

22. Other frameworks were considered before the use of the Kent EVCP Framework was agreed.
23. Charging points are not being provided in Church Rd, or Gurkha Square car parks as EVCP are already provided in the former and the latter is a short-stay car park. Discussions are being held with Hampshire County Council about the possibility of installing charging points at Frogmore LC and these may be procured through the framework once agreed. The installation of charging points at the civic offices for staff and fleet vehicle charging is being considered outside of this procurement.

CORPORATE GOVERNANCE CONSIDERATIONS

Relevance to the Corporate Plan and/or The Hart Vision 2040

24. The installation of EVCP in Hart car parks is identified in the Climate Change Action Plan. It is also in line with Hart Climate Emergency commitment to becoming a net zero district by 2040.

Service Plan

- Is the proposal identified in the Service Plan? Yes
- Is the proposal being funded from current budgets? Yes
- Have staffing resources already been identified and set aside for this proposal?
Yes

Legal and Constitutional Issues

25. In accordance with Harts Constitution, Cabinet has the authority to approve the recommendations of this report.

Financial and Resource Implications

26. The EVCP contract is a concession contract, and as such there are no costs arising from acceptance of the preferred bidder's tender.

27. The preferred bid includes the proposal to share 20% of operational profits from EV charging income. It is estimated that this will provide Hart with an income of £600k during the term of the 15-year contract, which subject to Cabinet approval could be used to offset the anticipated costs to implement a range of Climate Change initiatives that the Council wishes to bring forward.
28. Grant funding will be sought in conjunction with the supplier from the Office for Low Emission Vehicles (OLEV). The preferred bidder has, confirmed that the tender submitted is not conditional on a successful grant application.
29. This report recommends that a 5k is identified in the 22/23 climate change budget, to fund incidental costs which may not have been identified in the tender.

Risk Management

30. A project risk register has been compiled for the installation of EVCP. This has not identified any significant risks.

EQUALITIES

31. The installation of EVCP bays will comply with the accessibility Electric Vehicle public charging standards due to be published by the Office of Zero Emission Vehicles in Summer 2022.

CLIMATE CHANGE IMPLICATIONS

32. Transport currently makes the largest contribution to carbon emissions in Hart. The installation of EVCP in the council's car parks will help promote a reduction in these emissions.

ACTION

33. Subject to approval of the recommendations of this report, a contract will be entered into with Bidder B for the provision of the EVCP in Hart's car parks.
34. A detailed feasibility study will be undertaken to ensure there is enough electricity grid capacity at the chosen car parks, and to determine the final location of the EVCP.
35. A grant application for funding will be submitted to the Office for Low Emission Vehicles (OLEV).
36. The CCWG will be kept updated on the progress with the EVCP installation.

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Appendix 1 – Evaluation scores from the EVCP further competition procurement process.

Evaluation scores from the EVCP further competition procurement process.

Scorer 1

No.	Supplier	Number & Type of EVCP (300)	Delivering the Contract (250)	Project Management & Install (100)	Service & Management (150)	TOTAL
1	Bidder A	280.00	175.00	80.00	105.00	640.00
2	Bidder B	229.00	225.00	90.00	135.00	679.00
3	Bidder C	116.00	175.00	60.00	90.00	441.00
No.	Supplier	Revenue Return (150)	Feasibility Study (50)	TOTAL		COMPLETE TOTAL
1	Bidder A	75.00	50.00	125.00		765.00
2	Bidder B	150.00	50.00	200.00		879.00
3	Bidder C	78.75	50.00	128.75		569.75

Scorer 2

No.	Supplier	Number & Type of EVCP (300)	Delivering the Contract (250)	Project Management & Install (100)	Service & Management (150)	TOTAL
1	Bidder A	280.00	200.00	80.00	120.00	680.00
2	Bidder B	229.00	200.00	80.00	120.00	629.00
3	Bidder C	116.00	175.00	60.00	120.00	471.00
No.	Supplier	Revenue Return (150)	Feasibility Study (50)	TOTAL		COMPLETE TOTAL
1	Bidder A	75.00	50.00	125.00		805.00
2	Bidder B	150.00	50.00	200.00		829.00
3	Bidder C	78.75	50.00	128.75		599.75