

Public Document Pack



MEETING:	Cabinet
DATE:	Wednesday, 16 October 2019
TIME:	10.00 am
VENUE:	Reception Room, Barnsley Town Hall

AGENDA

1. Declaration of pecuniary and non-pecuniary interests
2. Leader - Call-in of Cabinet decisions

Minutes

3. Minutes of the previous meeting held on 2nd October, 2019 (Cab.16.10.2019/3)
(Pages 3 - 6)

Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.16.10.2019/4) (Pages 7 - 8)

Petitions

5. Petitions received under Standing Order 44 (Cab.16.10.2019/5)

Items for Decision/Recommendation to Council

Deputy Leader

6. Joint Strategic Needs Assessment 2019 (Cab.16.10.2019/6) (Pages 9 - 16)

Core Services Spokesperson

7. 2019/20 Accelerated Investment Proposals (Cab.16.10.2019/7) (Pages 17 - 20)

Regeneration and Culture Spokesperson

8. Installation of Electric Vehicle Charging Infrastructure (Cab.16.10.2019/8)
(Pages 21 - 34)
9. Exclusion of Public and Press
It is likely that the public and press will be excluded from this meeting during consideration of the items so marked because of the likely disclosure of exempt information as defined by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, subject to the public interest test.

Joint Regeneration and Culture and Core Services Spokespersons

10. Housing Property Repairs and Improvement Partnership (PRIP) Tender Strategy 2020 (Cab.16.10.2019/10) (Pages 35 - 84)

Reason restricted:

Paragraph (3) Information relating to the financial or business affairs of any particular person (including the authority holding that information)

To: Chair and Members of Cabinet:-

Councillors Houghton CBE (Chair), Andrews BEM, Bruff, Cheetham, Gardiner, Howard, Lamb and Platts

Cabinet Support Members:

Councillors Charlesworth, Franklin, Frost, Saunders, Sumner and Tattersall

Chair of Overview and Scrutiny Committee

Chair of Audit Committee

Sarah Norman, Chief Executive

Rachel Dickinson, Executive Director People

Matt Gladstone, Executive Director Place

Wendy Lowder, Executive Director Communities

Julia Burrows, Director Public Health

Andrew Frosdick, Executive Director Core Services

Michael Potter, Service Director Business Improvement and Communications

Neil Copley, Service Director Finance (Section 151 Officer)

Katie Rogers, Head of Communications and Marketing

Anna Marshall, Scrutiny Officer

Martin McCarthy, Service Director Governance, Members and Business Support

Corporate Communications and Marketing

Please contact Martin McCarthy on email governance@barnsley.gov.uk

Tuesday, 8 October 2019



MEETING:	Cabinet
DATE:	Wednesday, 2 October 2019
TIME:	10.00 am
VENUE:	Reception Room, Barnsley Town Hall

MINUTES

Present Councillors Houghton CBE (Chair), Andrews BEM, Bruff, Cheetham, Gardiner, Howard and Platts

Members in Attendance: Councillors Franklin, Frost, Sumner and Tattersall

85. Declaration of pecuniary and non-pecuniary interests

Councillor Tattersall declared a non-pecuniary interest as a member of the Berneslai Homes Board in respect of Minute 92.

86. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 18th September, 2019 had been called in.

87. Minutes of the previous meeting held on 18th September, 2019 (Cab.2.10.2019/3)

The minutes of the meeting held on 18th September, 2019 were taken as read and signed by the Chair as a correct record.

88. Decisions of Cabinet Spokespersons (Cab.2.10.2019/4)

The Record of Decisions taken by Cabinet Spokespersons under delegated powers during the week ending 13th September, 2019 were noted.

89. Petitions received under Standing Order 44 (Cab.2.10.2019/5)

RESOLVED that the report notifying the receipt of the following petitions be noted and the recommended actions for responding to them be endorsed:-

- (a) Containing the signatures of 235 signatories, in respect of BHF Lundwood and Grimethorpe GP Surgeries.

The Leader, Deputy Leader and the Director of Public Health met with a representative of the petitioners on 4/9/19. Barnsley CCG – the commissioner of primary care - was invited to the meeting but declined to attend and has provided a written response to Dan Jarvis MP. The CCG has offered a meeting with the Chair of the CCG at his drop in session. BHF (Barnsley Healthcare Federation) has provided a written response to Cllr Felton who headed up the petition. The representative of the petitioners has been assisted in getting a meeting arranged with the chair of the CCG on 20/9/19, and a follow up telephone call and letter has been provided to the resident to

give the relevant contact details for NHS England who co-commissions primary care with Barnsley CCG.

Children's Spokesperson

90. Annual Review of the Barnsley Placement and Sufficiency Strategy for Children in Care and Care Leavers 2018-20 (Cab.2.10.2019/6)

RESOLVED:-

- (i) that the progress made by the Council in meeting the Core Principle and aims of the refreshed Placement and Sufficiency Strategy for children in care and care leavers during 2018/19, as set out in the report, be noted; and
- (ii) that the action to be taken, within the current resource envelope, to address ongoing challenges in the placement of children requiring care, following the annual review, as detailed within Appendix 1 of the report, be noted.

91. Revision to the Borough's Elective Home Education Policy (Cab.2.10.2019/7)

RESOLVED:-

- (i) that the introduction of the revised policy on Elective Home Education within the Borough, following the publication of revised non-statutory guidance by the Department for Education be noted; and
- (ii) that the revised policy be subject to regular review by the Barnsley Alliance for Learning.

Regeneration and Culture Spokesperson

92. Berneslai Homes: BHS 2019/2020 Programme Resources Allocation (Cab.2.10.2019/8)

RESOLVED:-

- (i) that the additional schemes releasing resources within the Barnsley Homes Programme, as detailed in the report now submitted, be approved; and
- (ii) that Berneslai Homes be authorised to progress schemes 1 to 4 within the Property Repairs and Improvement Partnership (PRIP) and for Scheme 5 to appoint a suitable contractor following a procurement exercise and containment of costs within the approved sum.

93. Exclusion of Public and Press

RESOLVED that the public and press be excluded from the meeting during consideration of the following items, because of the likely disclosure of exempt information as described by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, as follows:-

Item Number Type of Information Likely to be Disclosed

94 Paragraph 3

Regeneration and Culture Spokesperson

94. Purchase of 35 Eldon Street (Cab.2.10.2019/10)

RESOLVED:-

- (i) that the Group Leader Assets be authorised to formally agree terms for the private treaty purchase of the property;
- (ii) that post purchase the Service Director Regeneration and Culture be authorised to procure a demolition contractor and associated surveys for the site;
- (iii) that following the appointment of a preferred demolition contractor a further report be presented including the costs for demolition, site clearance and works required to support the emerging public realm and servicing strategy of the town centre;
- (iv) that on obtaining vacant possession of the property, the land and property be appropriated for development purposes;
- (v) that the Executive Director Core Services be authorised to complete the above transactions subject to all necessary planning permissions being obtained where necessary; and
- (vi) that the Service Director Regeneration and Culture be authorised to:

In compliance with the Council's Contract Procedure Rules, and necessary for any aspect of the project and appoint the successful tenderers; and/or consider whether the works, services or goods can be provided in-house, subject to value for money considerations.

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Chair

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BARNSELY METROPOLITAN BOROUGH COUNCIL

CABINET SPOKESPERSONS' DECISIONS

Schedule of Decisions taken for week ending 27th September, 2019

<u>Cabinet Spokesperson</u>	<u>Item</u>	<u>Decisions</u>
1. Regeneration and Culture	Berneslai Homes – Commercial to Residential Conversions	(i) that a programme of suitable properties for conversion be identified, a business case prepared and the project delivery be managed by Berneslai Homes in line with current Standing Orders; and (ii) that relevant authorisation for individual conversion projects be delegated to Berneslai Homes Senior Management Team in line with the Council's approved Standing Orders.
2. Regeneration and Culture	Berneslai Homes – Sprinkler Installation Project to Four Independent Living Schemes	(i) that approval be given to the installation of sprinklers to the four remaining Independent Living Schemes within the Council's portfolio of properties and release the necessary resources as detailed in the report; and (ii) that authorisation be given to the appointment of a suitable specialist contractor following the outcome of a procurement exercise and containment of costs within the approved sum.

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BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has been included in the relevant Forward Plan

REPORT OF THE DIRECTOR OF PUBLIC HEALTH/ EXECUTIVE DIRECTOR CORE SERVICES TO CABINET

JOINT STRATEGIC NEEDS ASSESSMENT 2019

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to notify Cabinet that the Joint Strategic Needs Assessment (JSNA) has been refreshed and updated as an online resource.

2. RECOMMENDATIONS

- 2.1 It is recommended that Cabinet supports the publication of this JSNA as set out in this report.

3. INTRODUCTION

- 3.1 The purpose of a JSNA is to use available data and information to assess the current and future health, social care and wellbeing needs of the local population and to guide local strategies and plans. It is important that the JSNA is not just seen as a product but more importantly as a process that supports the development of strategies and plans.
- 3.2 The production of a JSNA is a statutory duty and from 1st April 2013, through the Health and Wellbeing Board, both Barnsley Council and the Barnsley Clinical Commissioning Group (CCG) have an equal and explicit obligation to prepare the JSNA for Barnsley.
- 3.3 The scope of the JSNA has been developed around the Barnsley Integrated Care Outcomes Framework. This framework has been developed by partners as a tool to assess improvements in population health, health inequalities and service integration. The JSNA is structured into the following ICOF key domains:-
- Overarching objectives
 - Lifestyle and wider determinants
 - Resilience and emotional wellbeing
 - High quality coordinated care
 - Improving quality of life
- 3.4 Other supporting indicators related to population and deprivation. There is no single document that can summarise the JSNA; therefore the JSNA has been developed as an online resource initially as part of the Council's website. A JSNA site has

been created by the Council's Digital Team <https://barnsleygovuk-test.azurewebsites.net/barnsley-jsna>.

- 3.5 The JSNA will be made live on the Council's website following its approval at the 8th October 2019 Health and Wellbeing Board meeting. The JSNA will be continually updated and individual topics will be added as they are developed. Any gaps identified in intelligence for all partners will be considered as topic areas and ensure that they are included as appropriate.
- 3.6 It is anticipated that the JSNA will then form part of the broader Barnsley information website. The site will be a publicly accessible website providing a one-stop shop for the wide range of information produced by the Business Improvement and Intelligence team (such as the Our Borough Profiles) as well as other needs assessments and intelligence reports. The site will include Power BI reports and interactive maps. The development of the website is taking place in-house with support from IT, and the release will be in early 2020.
- 3.7 The narrative and data is presented in a number of topic based profiles explaining why the issue is important, the Barnsley picture and how we compare, what we are doing, the assets or services and links to resources and supporting documents.
- 3.8 Alongside this a summary of the intelligence will be created to establish key facts about people's health and wellbeing in Barnsley.
- 3.9 The main audience for the JSNA is health and social care commissioners and service providers who use it to plan services. It can also be used as a resource for preparing bids and business cases by all sectors including voluntary and community groups.

4. PROPOSAL AND JUSTIFICATION

- 4.1 The justification to publish a Joint Strategic Needs Assessment is outlined in sections 3.2 to 3.9.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 Not applicable for this report.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 Not applicable for this report.

7. FINANCIAL IMPLICATIONS

- 7.1 Consultations have taken place with representatives of the Service Director – Finance (S151 Officer).
- 7.2 The Barnsley Information Website is initially being developed by the Council's Web Team and will be maintained by the Business Improvement and Intelligence Team going forwards.

7.3 There will be an estimated ongoing charge of £1,000 per annum to host the Barnsley Information Website, which will be contained within the existing resource envelope for Business Improvement and Intelligence.

7.4 The resource implications in terms of website maintenance will be included in the work plan for the Business Improvement and Intelligence team.

8. EMPLOYEE IMPLICATIONS

8.1 Not applicable for this report.

9. LEGAL IMPLICATIONS

9.1 Not applicable for this report.

10. CUSTOMER AND DIGITAL IMPLICATIONS

10.1 As outlined in section 3.6 it is anticipated that the JSNA will then form part of the broader Barnsley information website.

11. COMMUNICATIONS IMPLICATIONS

11.1 Communications have been briefed about the JSNA and will be preparing a press release to coincide with the launch. Internal and external communications will also be issued to inform how Council staff and partners can use the information it contains to support them in their work.

12. CONSULTATIONS

12.1 The approach has been discussed and agreed by Health and Wellbeing Board, Senior Staff Development Group, Barnsley Clinical Commissioning Group, the Integrated Care Development Group, Barnsley Council's Business Improvement and Intelligence Team, and the Population Health Management Unit.

12.2 All partners have been involved in the JSNA process and positive feedback has been received regarding engagement.

13. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK

13.1 The health and wellbeing issues identified within the JSNA link to the challenges mentioned in the Corporate Plan and appropriate measures in the Council's Performance Management Framework.

14. PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION

14.1 Where possible, the JSNA includes a range of data to enable us to better understand the health inequalities and barriers experienced by diverse communities in Barnsley. However, the availability of this data remains limited and, therefore, we are reliant on research evidence where available.

15. TACKLING THE IMPACT OF POVERTY

15.1 Not applicable for this report.

16. TACKLING HEALTH INEQUALITIES

16.1 The JSNA identifies the health and wellbeing issues including health inequalities that are experienced by Barnsley residents and provides evidence for tackling health inequalities.

17. REDUCTION OF CRIME AND DISORDER

17.1 Issues relating to crime and disorder are included in the JSNA and linked to the work to the updated Joint Strategic Intelligence Assessment (JSIA).

18. RISK MANAGEMENT ISSUES

18.1 There are two main risks relating to the JSNA. Firstly, there is the risk that the JSNA resources do not accurately describe the health and social care needs of Barnsley in the short and longer term. This risk is mitigated by maintaining an updated JSNA by the Council's Business Intelligence and Improvement Team.

18.2 The second risk relates to the impact the JSNA has on strategy and decision making. This risk is mitigated by making the JSNA resources available online and by providing a more detailed analysis. These actions make the JSNA more usable and more influential.

19. HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

19.1 Not applicable for this report.

20. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

20.1 Not applicable for this report.

21. CONSERVATION OF BIODIVERSITY

21.1 Not applicable for this report.

22. GLOSSARY

JSNA – Joint Strategic Needs Assessment
JSIA – Joint Strategic Intelligence Assessment
HWB – Health and Wellbeing Board
CCG – Clinical Commissioning Group

22. LIST OF APPENDICES

Appendix A - Financial Implications

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made.

Report authors:

Rebecca Clarke and Malachi Rangepcroft

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APPENDIX A
Report of the Director of Public Health / Executive Director Core Services

FINANCIAL IMPLICATIONS

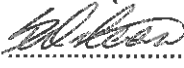
JOINT STRATEGIC NEEDS ASSESSMENT 2019

i) <u>Capital Expenditure</u>	<u>2019/20</u> £m	<u>2020/21</u> £m	<u>2021/22</u> £m	<u>Total</u> £m
To be financed from:	0.000	0.000	0.000	0.000

ii) <u>Revenue Effects</u>	<u>2019/20</u> £m	<u>2020/21</u> £m	<u>2021/22</u> £m	<u>Later Years</u> £m
Website hosting costs	0.001	0.001	0.001	0.001
To be Financed from:	0.001	0.001	0.001	0.001

Existing resources within Business Improvement and Intelligence (BU15).	0.001	0.001	0.001	0.001
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<u>Impact on Medium Term Financial Strategy</u>
Not applicable for this report.

Agreed by:  On behalf of the Service Director, Finance (Section 151 Officer)

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BARNSLEY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

Report of the Executive Director for Core Services and the Service Director Finance (S151 Officer)

2019/20 Accelerated Investment Proposals

1. Purpose of Report

- 1.1 This report outlines the opportunity to accelerate a number of investment proposals into the current financial year following the Government's recent spending announcements and the consequential impact on the Council's Medium Term Financial Strategy.

2. Recommendations

It is recommended that:

- 2.1 **The investment proposals identified in Section 4 of this report are approved.**
- 2.2 **Authority is delegated to individual Cabinet Spokespersons, in conjunction with respective Executive Directors, to progress implementation of each proposal identified in Section 4 with immediate effect.**

3. Background

- 3.1 The Government announced its provisional spending proposals for 2020/21 on the 4th September 2019. Although this was a one year only commitment and provided no longer term funding certainty, the improved position as compared to the Council's previous planning assumptions affords the opportunity to consider some one-off investment in 20/21. Proposals for 20/21 will be worked up in due course and considered as part of the Medium Term Financial Strategy and 20/21 budget setting process.
- 3.2 In addition, the Council's longer term approach to planning its reserves strategy and the financial outlook for the remainder of 2019/20 also provides the opportunity to accelerate some of that investment into the current financial year. This is addressed in section 4 below.

4. 2019/20 Investment Proposals

- 4.1 Against this backdrop, the Council has sought to identify a number of investment proposals which are capable of being implemented in the current financial year.

4.2 In addition, the following design principles have been considered to ensure that any investment made has maximum impact in terms of both corporate priority outcomes and return on investment:

- Supporting wellbeing and managing demand for statutory services;
- Improving the efficiency of the Council / invest to save schemes;
- Initiatives that have a positive environmental impact / achieve our zero carbon objectives;
- Supporting the renaissance of the town centre and principal towns;
- Supporting the growth of the digital sector in Barnsley; and
- Making a visible difference in our communities.

4.3 The above principles will equally inform the development of any proposals for 20/21 investment which will be considered at a later date.

4.4 As a result of this work, the following list of investment proposals have been identified for consideration and potential implementation in the current financial year:

Theme	Proposal	2019/20 Cost
Making a visible difference in communities	A 'blitz' on weeds, graffiti and cleanliness across the borough A dedicated programme of activity to remove weeds and graffiti across the borough together with a focus on general cleanliness.	£245,000
Making a visible difference in communities	Increase in the Ward Alliance budget Increase the current ward alliance budget by £10k per ward.	£210,000
Supporting the renaissance of the town centre and principal towns	Town Centre Wardens Recruit an additional 8 town centre wardens this year (4 permanent and 4 temporary for 3 years).	£33,351
Supporting the renaissance of the town centre and principal towns	Houses in Multiple Occupation (HMO's) Investment in an environmental impact team to undertake environmental works in default on public, private and un-adopted land across the borough.	£25,000
Improving the efficiency of the Council / invest to save schemes	Traffic Regulation Orders (TRO's) Additional investment to improve the throughput of TRO's.	£30,000
Initiatives that have a positive environmental impact / achieve our zero carbon objectives	Tree Planting To design and commence the Council's Tree Planting programme across the borough.	£40,000
Supporting wellbeing	SEND	£135,000

Theme	Proposal	2019/20 Cost
and managing demand for statutory services	Appointment of additional (temporary) staff to address the current backlog on the annual review of Education, Health and Care Plans (EHCP's).	
	Reserve schemes / contingency	£200,000
	TOTAL	£918,351

5. Proposal and Justification

- 5.1 Following the Government's recent spending announcements and the consequential improved financial position for the Council, it is recommended that the priorities in the table at paragraph 4.4 be approved and implemented as soon as is practically possible in the current financial year.

6. Implications for Local People / Service Users

- 6.1 The investment priorities identified above are the result of direct feedback from local people who have highlighted on social media and in the local press the issues that affect them on a day to day basis. It is hoped this additional investment will go some way towards addressing these issues.

7. Financial Implications

- 7.1 Consultations have taken place with representatives of the Service Director – Finance (S151 Officer).
- 7.2 This report seeks approval to invest in a number of priorities commencing with immediate effect. The total cost of the proposals submitted for approval is expected to be in the region of £0.9 million in this financial year [2019/20].
- 7.3 This cost will be funded via the use of the projected current year underspend and / or the temporary use of reserves pending the receipt of the additional monies announced in the Government's recent spending review.

8. Legal Implications

- 8.1 There are no direct legal implications as a result of the recommendations in this report.

9 Employee Implications

- 9.1 A number of the investment priorities proposed will create additional employment opportunities across the Council. Establishment and recruitment to these positions will commence immediately in line with normal HR policy.

10. Communications Implications

- 10.1 If approved, a proactive communication campaign will be designed cognisant of any issues or concerns highlighted directly by residents.

11. Consultations

- 11.1 The proposals in this report are as a direct consequence of feedback received from residents, members, community groups, partners and other key stakeholders within the Borough.

Report author: Neil Copley, Service Director Finance (Section 151 Officer)

BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

Report of the Executive Director for Place

Installation of Electric Vehicle Charging Infrastructure

1. Purpose of Report

- 1.1 The Council has secured funding from the Office for Low Emission Vehicles (OLEV) of £0.100M to support the installation of up to 45 dual Electric Vehicle Charging Points (EVCP) at key locations in the Town Centre, at leisure centres and each of the Principal Towns. Furthermore, the Council's Capital Oversight Board has identified match funding of £0.104M to allow this scheme to progress.
- 1.2 The Council has also approved, as part of its Fleet Replacement Strategy, capital funding of £0.100M to install EVCP infrastructure for new electric powered fleet vehicles.
- 1.3 It is intended that one procurement exercise is undertaken for both these projects; this report provides indicative costs and likely timescales and seeks approval to the approach to be adopted

2. Recommendations

It is recommended that Cabinet:

- 2.1 **Approve that the procurement for Electric Vehicle Charging Infrastructure to be provided in public car parks and the infrastructure to charge the Council's electric vehicle fleet be undertaken as one exercise.**
- 2.2 **Approve the procurement process to include the provision for a non-exclusive call-off arrangement with the appointed supplier. The arrangement would allow the Council to work strategically with the appointed supplier to meet future development plans within the contract period.**
- 2.3 **Approve Outright Purchase as the preferred option in relation to the provision of charging infrastructure for the Council's fleet vehicles.**
- 2.4 **Approve the Concession option as set out in relation to the provision of charging infrastructure at key locations throughout the Borough.**
- 2.5 **Delegate authority, following procurement, to the Executive Director of Place and the Council's Section 151 Officer, to undertake due diligence in the form of a financial appraisal of the successful tender bid.**

2.6 Delegate authority, following procurement, to the Executive Director of Place and the Council's Section 151 Officer, to appoint a Provider.

3. Background

- 3.1 The Council is developing a project to deliver up to 45 dual EVCP, capable of charging up to 90 vehicles simultaneously, at key locations within the Town Centre and also at our leisure centres and in each of the Principal Towns. The project aims to make use of OLEV funding of up to £100,000 which has now been secured. In order to access the funding the project must be completed within the current financial year.
- 3.2 Environment & Transport (E&T) are currently in the process of procuring 35 battery electric vehicles (BEV). EV charging infrastructure will be required at Smithies Lane Depot with provision for charging also required at the Crematorium and at Westgate Plaza.
- 3.3 Capital funding has been identified to cover the costs of installing EVCP for the new fleet vehicles. It is necessary that charging infrastructure is in place prior to the arrival of the new vehicles to ensure business continuity, preferably within Q3 of the financial year.
- 3.4 The procurement options, set out in section 4, refer specifically to EV charging for Fleet and carparks for which funding has already been secured. The draft Town Centre Parking Strategy includes an aim for 1 in 10 car parking spaces to have EV charging by 2025, and there are plans to expand the number of EVs in our fleet with the potential to have 100 fleet EVs by 2025.
- 3.5 The intention would be to include, in any procurement, the provision for a non-exclusive call-off arrangement with the appointed supplier. The arrangement would allow the Council to work strategically with the appointed supplier to meet future development plans within the contract period.

4. Procurement options appraisal.

- 4.1 In order to determine an appropriate procurement approach, it is necessary to consider both capital and revenue factors and how these impact on 1, the provision of infrastructure for Fleet and 2, the provision of infrastructure for public car parks.

EVCP installation consists of a number of **capital** items:

- Installation of electrical supply (if required);
- Installation of electrical equipment and metering;
- Installation of EVCP.

There is also a number of ongoing **revenue** costs associated with EVCP:

- Cost of electricity;
- Operation and Maintenance (O&M) agreement;
- Charge point Management System (CPMS) subscription.

4.2 Different capital and revenue factors apply when deciding on an appropriate approach. In broad terms there are three procurement models. These are:

Option 1 Outright purchase and operation of network

- The Council pays the full capital cost of all elements of installation;
- The Council is responsible for all ongoing revenue costs related to O&M issues;
- The Council keeps any revenue generated minus a transaction handling fee.

Option 2 Lease

- The EVCP operator pays the full capital cost of all elements of installation;
- The EVCP operator is responsible for all ongoing revenue costs related to O&M;
- The Council incurs a revenue cost for the lease;
- The Council keeps any revenue generated minus payment for transaction handling and cost of electricity (if provided by the supplier).

Option 3 Concession Agreement

- The Council pays the capital cost of installation;
- The EVCP operator is responsible for all ongoing revenue costs related to O&M;
- The Council retains a percentage of all revenue generated.

5. Proposal and Justification

Fleet Charging Infrastructure

- 5.1 In relation to the fleet infrastructure, it is proposed that the Council uses Option 1 Outright Purchase.
- 5.2 Outright Purchase has the advantage that it avoids significant ongoing revenue cost in the form of lease payments; capital funding has already been identified to support this option. The Council will still incur revenue costs in relation to maintenance, cost of electricity and management however these costs will be offset in savings in petrol and diesel.
- 5.3 The lease option is not recommended as the overall costs are likely to be greater than the cost of outright purchase as the supplier will pass on the cost of their own borrowing plus a margin. This option also contradicts the Council's approved Capital Investment Strategy in respect of incurring additional debt.
- 5.4 A concession arrangement is not recommended as the Council would be paying the supplier to charge our vehicles and would have limited control over the cost of purchased electricity.
- 5.5 The fleet charging infrastructure will be fully owned and operated by the Council and managed by the Council's asset management service.

Public Car Parking Infrastructure

- 5.6 In relation to public car parking infrastructure, it is proposed that the Council adopts the Concession option. This would involve the Council funding the capital cost but the Operator being responsible for all maintenance and management. The revenue charged to individuals for the use of the chargers would be divided between the Council and the Operator.
- 5.7 This model has the advantage of passing responsibility for ongoing management and maintenance to the Operator whilst generating revenue income for the Council in the form of payments made by the users of the infrastructure. The Council has secured £100k grant from OLEV which has to be committed to capital spend and has also identified internal capital match.
- 5.8 The lease model is not considered viable because the income generated from the electricity sold would potentially not be sufficient, initially, to repay the capital and operating costs that would be incurred by the operator. Income from the EVCP is difficult to estimate as the rate of increase of new EVs on the road and the charging behaviour of drivers is not easy to predict with any certainty. This option also contradicts the Council's approved Capital Investment Strategy in respect of incurring additional debt.
- 5.9 This option would also require the Council to hand back the £100k grant secured from OLEV.
- 5.10 Option 1 Outright Purchase is not recommended as the Council would carry the risk that any income generated was less than the revenue costs of the ongoing operation and management of the infrastructure. As noted in 5.8 the income is difficult to model.
- 5.11 Once the initial contract period has elapsed the Council will own the infrastructure and have good quality data on the usage patterns and revenue surplus generated. At this point the Council can enter into a new concessionary agreement with a supplier, or just appoint a maintenance and CPMS provider
- 5.12 The public car parking infrastructure, though owned by the Council, will be the responsibility of the concession holder to operate and maintain to the agreed service level agreement.

6. Timescales

- 6.1 It is a requirement of the OLEV funding that chargers are installed in public car parks by the end of the current financial year. It is business critical that chargers are installed for Fleet ideally in the current calendar year. This is not likely to be possible given the need to obtain approval to the tender process and to then approve.

Cabinet Approval	Date
DMT	9 September 2019
SMT	2 October 2019
Cabinet	16 October 2019

Procurement Process	
Activity	Date
Draft specification for review by legal and procurement and finance	End September 2019
Consult with Providers on appetite for the project to agree this best Framework to use	To be started asap and completed by end of Sept 2019
Finalise EIA and DPIA	By end of Sept 2019
Finalise Cabinet approval (Including call in)	22 October 2019
Issue Tender Documents	22 October 2019
Deadline for clarifications	8 November 2019
Tender Closing Date	20 November 2019
Quality responses to evaluation panel to review	27 November 2019
Evaluation moderation panel meeting	Between 22 November and 25 November 2019
Issue Intent to award Letters (Start of Standstill)	27 November 2019
Contract Award Issued	9 December 2019
Mobilisation Period (To allow Provider to order equipment with allowance for Christmas period)	16 December 2020
Contract Commencement Date (Installation)	1st January 2020
Completion of installation	March 2020

7. Implications for Local People / Service Users

- 7.1 Public charge points are being placed in Council owned car-parks close to areas within our Town Centre and Principal Towns for use by residents who do not have access to off-street parking and may otherwise be unable to access the benefits of EV ownership
- 7.2 Council car-parks outside the Town Centre are generally free to use, and those within the Town Centre are free to use overnight between 1800 - 0800. Local residents will be able to use the car-parks overnight to charge their vehicles when required
- 7.3 The UK Government has made funding available to Local Authorities for this purpose and this is a key area of intervention for the Council in ensuring that all residents have access to charging infrastructure regardless of their housing type and location
- 7.4 The public charge points will also be accessible to members of the public, and to Council staff who use car-parks during the day when working
- 7.5 There will be a cost to use the public EVCP for all users. The Council will work with the appointed supplier to set the tariff and will retain control over the tariff to ensure that local residents are able to access the infrastructure in an affordable way

8. Financial Implications

- 8.1 Consultations have taken place with representatives of the Service Director – Finance (S151 Officer).

- 8.2 This report seeks approval to procure an Electric Vehicle charging infrastructure provider.
- 8.3 The two projects included in this proposal are for the installation of 63 electric vehicle charging units. 18 Units will be for the use of charging the Council's new electric fleet vehicles and 45 units will be installed for the use of visitors and local residents. The proposed installation locations are Smithies Depot, Crematorium and Gateway Plaza and selected Public Car Parks located around the borough. The table below details the estimated purchase and installation costs.

Expenditure Breakdown	EV Infrastructure Location	
	BMBC Fleet Depots	BMBC Public Car Parks
Planned No. Units to be Installed	18	45
DNO costs	£ -	£ 36,480
7kW EVCP	£ 72,402	£ 91,324
22kW EVCP	£ 6,821	£ -
7kW installation	£ 20,000	£ 62,000
22kW installation	£ 5,000	£ -
Crash protection	£ 2,798	£ 6,996
Total Estimated Capital Requirement	£ 107,022	£ 196,800

- 8.4 Capital investment funding has been identified in the 2020 Capital Programme combined with specific grant funding from the Central Government Office for Low Emission Vehicles. The allocated funding is based upon the estimated requirements as detailed above. If costs rise then other non-committed schemes within the programme would need to be deprioritised to bridge any funding gap. The table below annotates the current funding provisions.

Funding Breakdown	EV Infrastructure (£)
Fleet Replacement Programme	100,000
2020 Capital Investment Fund	103,822
OLEV Grant Funding	100,000
Allocated Capital Investment	303,822

- 8.5 The OLEV grant funding has been awarded with conditions that stipulate an installation deadline of the 31st March 2020 and any unspent funds cannot be carried over into future financial years.
- 8.6 The depot installations will be an outright purchase including a subscription and licensing agreement with the preferred supplier. These costs are included in the capital investment proposal above.

- 8.7 The locations for the BMBC Fleet chargers will incur increased electricity costs which will be contained within Fleet Services' existing resources. Current estimates, based upon 10,000 miles per year, will need approximately 120,000 kWh @ £0.095 per kWh indicate this will be in the region of £0.011M per annum.
- 8.8 The public car park installations will be purchased using the capital investment monies as set aside in the 2020 Capital Programme and the OLEV grant funding to be awarded. These charging stations will be maintained by the supplier via a concession agreement for an initial period of 5 years. Following this time, the Council would look to reassess the options for continuation of the proposed agreement in terms of value for money.
- 8.9 The concession agreement relationship with the Council will include all revenue costs being incurred by the operator including all repairs and maintenance as well as the electricity required for the operation.
- 8.10 It is proposed to impose a charge on the use of EV charging points within public car parks. The proposed charge is estimated to be 30p/kWh. The national EV charging online resource Zap-Map uses 30p/kWh as a guide price when planning journeys in an EV for the cost of EV charging at public locations. Using this figure, together with an estimate of usage, it can be assumed that one public EV charging unit could generate an indicative net profit of around £2,000 per annum. The operator will receive the full income generated from the charging points.
- 8.11 The concession agreement means that the supplier and network operator will be required to pay the Council a proportion of any potential profit generated from the use of the EVCP network via a formal profit sharing arrangement. At this time, the detail of this proposed arrangement is unknown until the formal tender process has been concluded.
- 8.12 As per the recommendation at paragraph 2.4, appropriate due diligence will be undertaken by representatives of the Section 151 Officer in the form of a detailed financial appraisal following the tender process, which would look to ensure that the Council is protected from any risk and is receiving value for money.
- 8.13 The financial implications are summarised in the Appendix A to this report.

9. Legal Implications

- 9.1 Public car-parking spaces adjacent to EVCP will be designated as EV only spaces and enforcement will be undertaken against any non-EV drivers parking in designated spaces.

10 Employee Implications

- 10.1 Public EVCP will be provided in a number of locations which are potentially accessible to staff while working, including Churchfield and Sackville Street car-parks which are popular with staff working out of Gateway Plaza and Westgate Plaza. Staff using public EVCP will be charged at the same rate as members of the public.

10.2 There is also potential for EVCP intended for use for fleet vehicles to be used by staff during shifts when fleet vehicles are away from the depot. Again, the recommendation is that staff is charged at the same rate as the public when using EVCP.

11. Communications Implications

11.1 The OLEV funding requires that we publicise the availability of EVCP for local residents. Press releases will be circulated ahead of the installations once a supplier has been appointed.

12. Consultations

12.1 Two public car-park spaces next to each EVCP will be designated as EV only parking spaces and an Off-Road Parking Order will be required in order for the designation to be enforced by Parking Officers.

12.2 Designating parking spaces as EV only is necessary to ensure that the EVCP network is always available for the use of EV drivers.

13. The Corporate Plan and the Council’s Performance Management Framework

13.1 The project contributes directly the aims of the Transport Strategy and the draft Town Centre Parking Strategy.

14. Tackling Health Inequalities

14.1 It is hoped that providing EVCP in public car-parks will encourage local residents without access to off-street parking to consider purchasing an EV. Parking a short distance from home will encourage users to combine some elements of active travel with their daily commute.

14.2 Facilitating the take-up of low emission vehicles such as EVs is an important action within the Council’s Air Quality Action Plan, along with a commitment to reducing emissions from the Council’s fleet. Procurement of EVCPs will demonstrate commitment to the Air Quality Action Plan, and will assist in the Council meeting legal health based air quality standards for the Borough, and contribute to reducing exposure to road traffic emissions for local stakeholders.

15. Risk Management Issues

15.1 A number of risks have been identified as part of the development of the business case for the public car-parks project

Risk Detail	Probability and Impact	Mitigation
Technological – EV could be replaced with another technology, or charging technology could change	5	Keep contract period short, 5 years with option to extend to allow for market review

Risk Detail	Probability and Impact	Mitigation
EVCPs are not used	5	This is very probable initially. The impact will be assessed through due diligence via financial appraisal following completion of the tender process.
EVCPs are in wrong locations	5	Effort will be taken to site them correctly, and supplier will also be consulted once appointed. Financial risk that grant conditions would not be met due to location and grant repaid.
Residents are not able to access chargers when needed	4	Over time this may become an issue as the uptake of EVs increases, if necessary 'resident only' bays can be designated and access to chargers limited at certain times
Chargers are vandalised or damaged	5	Chargers will be insured and can also be moved if problems persist

15.2 Using EVs for fleet vehicles also presents some additional issues when compared to using diesel or petrol. In the event of local or regional power-outages it will not be possible to charge vehicles. These events are very rare.

15.3 As more of the Council fleet become dependent on electricity to operate it may be necessary to invest in local electricity storage and/or generation to ensure resilience and security of supply, as well as to have more control over costs.

16. Health, Safety, and Emergency Resilience Issues

16.1 Emissions from transport account for 27% of the total greenhouse gas emissions in the UK. Vehicle transport using fossil fuels is a major contributor to air-pollution, which is a significant cause of premature death. Air quality in Barnsley is poor, and there are 7 air quality monitoring areas (AQMA) in the borough.

16.2 EVs do not emit any exhaust fumes and can provide significant improvements in local air quality as well as contributing to a reduction in the Borough's carbon emissions.

16.3 All EVCP installed will meet all recommended safety standards.

17. Compatibility with the European Convention on Human Rights

17.1 Not applicable

18. Promoting Equality, Diversity, and Social Inclusion

- 18.1 EVCP will be Pay-As-You-Go enabled so that users will be able to pay for their charging using a contactless bank card and no subscription to any specific supplier or network will be necessary in order to use the chargers. It will also be possible for users to call the network operator and make payment over the phone so that a smart-phone is not required in order to access the network.
- 18.2 The public EVCP will be positioned in car-parks which enable them to be used by residents who do not have access to off-street parking. These residents may be less likely to purchase an EV as they would not have security of being able to charge it.
- 18.3 Using the OLEV funding to provide EVCP in our public car-parks enables all residents to access the benefits of EV ownership regardless of whether they have access to off-street parking.
- 18.4 Where further demand for EVCP for use by residents without access to off-street parking is identified there is potential for a further bid to be made to OLEV for more funding

19. Reduction of Crime and Disorder

- 19.1 Not applicable

20. Conservation of Biodiversity

- 20.1 Not applicable

21. Glossary

BEV	Battery Electric Vehicle
CPMS	Charge point Management System
DNO	District Network Operator
ESPO	Eastern Shires Purchasing Organisation
EV	Electric Vehicle
EVCP	Electric Vehicle Charge point
KW	kilowatt
KWh	kilowatt hour
NPG	Northern Powergrid
OLEV	Office of Low-Emission Vehicles
PBO	Public Buying Organisation

22. List of Appendices

Appendix A: Financial Implications

23. Background Papers

- 23.1 Outline Business Case & Full Business Case for Public EV Infrastructure

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

Report author: Richard Burnham

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Report of the Executive Director Place

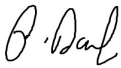
FINANCIAL IMPLICATIONS

Installation of Electric Vehicle Charging Infrastructure

i)	<u>Capital Expenditure</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>
		£	£	£
	BMBC Fleet Depot EV Charging Infrastructure	107,022		
	BMBC Public Car Parks EV Charging Infrastructure	196,800		
		303,822	0	0
	To be financed from:			
	Fleet Replacement Programme	100,000		
	2020 Capital Investment Fund	103,822		
	OLEV Grant Funding	100,000		
		303,822	0	0
ii)	<u>Revenue Expenditure</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>
		£	£	£
	Increased Electricity Costs	11,000	11,000	11,000
		11,000	11,000	11,000
	To be financed from:			
	Fleet Services Existing Resource Envelope	11,000	11,000	11,000
		11,000	11,000	11,000

Impact on Medium Term Financial Strategy

Not applicable in this report

Agreed by:  On behalf of the Service Director - Finance, Section 151 Officer

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