

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
EXECUTIVE DIRECTOR PLACE
TO CABINET ON 21 OCTOBER 2021

South Yorkshire Electric Vehicle Charge Point Programme

(South Yorkshire Mayoral Combined Authority) 2021/22

1. Purpose of report

- 1.1 This report updates Members on the South Yorkshire Electric Vehicle Charging Point Programme and seeks approval to draw down grant funding. Given BMBC's key role in the development of this project, working with City Region colleagues, the report seeks approval for Barnsley Council to manage the procurement of the EV Charging infrastructure on behalf of key partners and to enter into a legal agreement to deliver the programme within Barnsley.

2. Recommendations

It is recommended that Cabinet:

- 2.1 **Approve the Council entering into a funding agreement with, and accepts up to £275,384.98 funding, from South Yorkshire Mayoral Combined Authority (SYMCA).**
- 2.2 **Approve the Council to conduct a procurement exercise using the Crown Commercial Services RM6213 (Vehicle Charging Infrastructure Services) framework; using the 'Clustering' option on behalf of the SYMCA authorities and acting as Lead Buyer; and**
- 2.3 **Approve the Council entering into a contract with the identified preferred supplier to deliver electric vehicle ChargePoint infrastructure (EVCI) within Barnsley.**

3. Introduction

- 3.1 SYMCA were awarded £1.847M from the Government's Get Britain Building Fund (GBF) in 2020 for electric vehicle charging infrastructure. Barnsley MBC have been providing expertise on EVCI to SYMCA since 2020 to develop the project to procurement.
- 3.2 The total funding is available to all organisations within the SYMCA, namely.
- Barnsley MBC;
 - Doncaster MBC;
 - Rotherham MBC;
 - Sheffield CC; and

- South Yorkshire Passenger Transport Executive (SYLTE).

- 3.3 All organisations have put forward several prioritised sites for consideration in the project. Barnsley MBC, acting on behalf of SYMCA, have engaged consultants Arup to provide expertise in developing the full business case (FBC) for submission to the SYMCA Housing and Infrastructure Board.
- 3.4 Arup have developed a site prioritisation methodology working closely with all stakeholders to score and rank proposed sites across the region. This methodology has been used to identify priority sites using a strategic approach and to apportion funding to each organisation. Arup have conducted an analysis of procurement and delivery options and produced a report with recommendations which have been taken forward into the SYMCA.
- 3.5 The Arup report also recommends that a procurement is conducted on behalf of all organisations with one of the organisations acting as the lead buyer. The recommended procurement route is to use the existing dynamic purchasing system (DPS) offered by Crown Commercial Services (CCS); RM6213 Vehicle Charging Infrastructure Services (VCIS).

4. **Proposal and justification**

4.1 **Funding**

- 4.1.1 The Arup Site Prioritisation Methodology has identified a priority list of sites across the region, based on alignment with key strategic outcomes such as promotion of public transport and electrification of taxis and private hire vehicles.
- 4.1.2 The priority list allocates up to £1.350M of the available funding and SYMCA propose to then divide remaining funding (£0.497M) equally amongst the four Local Authorities to enable them to respond to local needs for EV charging, such as provision of charging for use by residents without access to off-street parking. There is also potential for LA's to leverage additional funding for these projects using Office for Zero-Emission Vehicles (OZEV) On-Street Residential ChargePoint Scheme (ORCS) funding.
- 4.1.3 The proposed total amounts allocated to each delivery organisation are detailed in the table below:

Breakdown by delivery organisation

	Fast (7kW)	Fast (22kW)	Rapid	Total	Cost Estimate	
Barnsley	13	0	2	15	£ 275,384.98	15%
Doncaster	9	0	1	10	£ 166,422.22	9%
Rotherham	10	0	4	14	£ 343,660.20	19%
Sheffield	13	2	5	20	£ 482,337.53	27%
SYLTE	50	0	0	50	£ 532,195.06	30%
Total	95	2	12	109	£ 1,800,000.00	100%

Amounts are indicative and may be affected by increases in project costs such as professional fees and amounts payable to Barnsley MBC for project management and procurement support.

- 4.1.4 The identified sites with Barnsley which will be prioritised are John Street and Market Gate carparks which will both get 1no. rapid EV charger as well as 2no. dual fast EV chargers which will support taxi and private hire vehicle drivers as well as members of the public at an estimated cost of £163,307.
- 4.1.5 The remaining funding available, up to £112,077, will be used to provide additional EV charging at the Council's discretion, including in locations that support residents without access to off-street parking. There is also potential to leverage an additional £100,000 from the OLEV ORCS fund to increase the number of chargers that can be delivered from the funding available.
- 4.1.6 All costs are currently based on estimates. The exact costs, locations and numbers of chargers delivered will depend on supplier detailed design and costs for provision of electrical connections where required. Any changes to costs will be managed within the agreed budget by increasing or decreasing the scope of the project accordingly.
- 4.1.7 The Council will enter into a funding agreement with SYMCA and will draw down the funding on completion of the project, so it will be necessary for the Council to cover the costs of the project up to completion. 75% of OZEV ORCS funding (up to £75,000) will be paid in advance with 25% (up to £25,000) payable on completion.
- 4.1.8 The GBF monies need to be spent by SYMCA by the end of March 2022 according to the funding conditions. Barnsley MBC, acting as Lead Buyer, as well as providing project management and procurement support, have advised SYMCA that this is not possible as approval and procurement timelines do not allow sufficient time to deliver the project. SYMCA will need to manage this with MHCLG to avoid clawback of funding. It is understood that discussions relating to funding flexibility are underway.

4.2 Procurement

- 4.2.1 An analysis of available procurement routes was carried out by Arup and a recommendation made to SYMCA to procure on behalf of all organisations for delivery of the programme.
- 4.2.2 The recommended route is the CCS RM6213 Vehicle Charging Infrastructure Services (VCIS) with Barnsley MBC leading the procurement on behalf of SYMCA and establishing a contract that enables partner organisations to place orders directly with the appointed supplier. The CCS framework offers a specific arrangement known as 'Clustering' that allows groups of organisations to procure through a single supplier with one organisation acting as Lead Buyer.

- 4.2.3 The procurement event will be conducted by Barnsley MBC working closely with the project stakeholders to enable appointment of supplier/s to enable delivery of the programme.
- 4.2.4 There will be costs associated with the provision of electricity to the chargepoints that will need to be paid by the Council. The EVCI will be chargeable at point of use by the public and any revenue raised will be retained by the Council. The Council will retain control over the tariff charged.
- 4.2.5 The EVCI will be the property of the Council and at the end of the initial 5-year contract period the Council will need to procure for an ongoing operation and maintenance (O&M) contract to enable the EVCI to continue to function.

5. Consideration of alternative approaches

5.1 Do nothing

- 5.1.1 Barnsley MBC could choose not to accept the funding from SYMCA, and the funding would be allocated to other organisations within the MCA instead. Barnsley MBC would lose the opportunity to deliver additional charge points in the Barnsley area and would potentially need to fund further projects using capital budgets to ensure that EVCI provision in the Barnsley area does not fall behind the rest of the region and country.
- 5.1.2 Barnsley already lags behind the rest of the UK in terms of the number of charge points per 100,000 residents and while action is currently being taken by the Council to improve the situation in Barnsley, there is a requirement for both rapid charging and additional fast chargers to ensure that residents are provided with adequate infrastructure to support the change from diesel and petrol engine vehicles to electric vehicles.
- 5.1.3 The Council is already delivering additional EVCI through a combination of capital funding and available Government grant funding and this additional infrastructure will improve the situation in Barnsley, but constant investment is required to keep pace with the rise in demand for EV charging up to 2030 and beyond. Available grant funding also will not fund rapid charging which is required to support electrification of high-mileage vehicles such as taxi and private hire vehicles and delivery vehicles, which also contribute a large amount of harmful emissions within our town centre.
- 5.1.3 For these reasons this approach is not recommended.

6. Implications for local people / service users

- 6.1 Barnsley falls below the current average UK provision for number of EV chargers per 100,000 people. The sale of new diesel and petrol engine vehicles will be banned in the UK from 2030 and residents will increasingly need to adapt to electric vehicles. The Council will need to ensure that adequate infrastructure is available to support residents to make the transition to electric vehicles.

- 6.2 Petrol and diesel vehicles also contribute to poor local air quality which has negative effects on health for residents. Encouraging and enabling a faster transition to electric vehicles will accelerate the health benefits of reduced tailpipe emissions.
- 6.3 19% of households in the Barnsley area (21,227 households) do not have access to off-street parking and will be unable to install EV chargers at their homes. These residents will need access to convenient EVCI to enable them to make the transition to electric vehicles.
- 6.4 We need to ensure that EVCI is prioritised in locations where it is needed. It is recommended that we engage local residents through social media, press and external website to provide us with key locations as well as using the expertise of the appointed supplier to assist in final portfolio decisions.

7. Financial Implications

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

Procurement

- 7.2 This report seeks approval for the Council to act as ‘Lead Buyer’ and procure a Vehicle Charging Infrastructure Services framework; on behalf of the SYMCA authorities.
- 7.3 The SYMCA stakeholders will each deliver the schemes individually using the framework established by the Council, each incurring their own element of capital expenditure relating to each partners’ priority schemes in their respective infrastructures.

Capital Expenditure

- 7.4 The allocated funding will be used to install an estimated 15 Electric Vehicle Chargers with the proposed split being 13 Fast 7kw and 2 Rapid 50kw. The tables below detail the estimated costs per charger type.

EV Chargers Unit Costs	EVCI Fast	EVCI Rapid
	7kw	50kw
DNO	£ 3,290	£ 11,750
Charger	£ 2,500	£ 25,000
Installation	£ 5,000	£ 10,000
Initial CAPEX per Unit	£ 10,790	£ 46,750
		Total

EV Chargers Unit Costs	EVCI Fast	EVCI Rapid	
	7kw	50kw	
Proposed No. of Chargers	13	2	15

Proposed Investment	EVCI Fast	EVCI Rapid	Total
	7kw	50kw	Estimated Cost
Estimated CAPEX	£140,270	£93,500	£233,770
Contingency	£24,970	£16,645	£41,615
Total Estimated CAPEX	£165,240	£110,145	£275,385

- 7.5 The full costs of all infrastructure required including the charge points, survey works, civils works, signage, bay-marking and crash protection, and all electrical infrastructures including installation and distribution network operator (DNO) costs for new electrical connections or modifications to existing electrical supplies will be included in the purchase cost.
- 7.6 An element of contingency is held at this stage, pending the outcome of the formal tender process. The number of chargers will be maximised to the value of the grant once the final prices / costs are agreed.

Capital Funding

- 7.7 This report also seeks approval for the Council to accept £0.275M of grant funding from South Yorkshire Mayoral Combined Authority (SYMCA).
- 7.8 SYMCA are set to pass through the grant from the Ministry of Housing, Communities and Local Government (MHCLG) to the respective South Yorkshire authorities. MHCLG have set conditions on the grant in terms of the deadline for spending which is currently the 31st March 2022.
- 7.9 The Council accepts that this deadline is currently almost impossible to achieve, especially given that the procurement framework has yet to be established and embedded etc. and has fed this back to SYMCA. It is understood that SYMCA are to open negotiations with MHCLG to an extension of this timeframe.
- 7.10 To mitigate the risk of any clawback of the grant funding from the MHCLG via SYMCA, the Council will seek to include such conditions that state in the event of any grant clawback from MHCLG, that the Council's costs are reimbursed by SYMCA and therefore it is them that carries this risk.

- 7.11 Should these conditions not be accepted by SYMCA, then the Council would not accept the funding and would continue to explore other opportunities to grow the EVCI within the Borough.

Revenue Implications

- 7.12 The Council will be responsible for all ongoing revenue costs associated with the EVCI. These costs include the operation and maintenance contract for the electricity chargers which are currently estimated to be in the region of £500 per charger per annum. Furthermore, the cost of the actual electricity will fall on the Council though this cost is unquantifiable at this stage. Following the tender process, and the appointment of the preferred contractor, the Council will be able to estimate this with greater clarity.
- 7.13 The Council will retain the associated income generated from the end users and has discretion on the charging mechanism / price that the end user will be ultimately charged for charging their vehicles. It is difficult to predict the potential income from the EVCI at this stage as the growth profile of the EV market is uncertain and depends on policy and incentives as well as consumer behaviour.
- 7.14 Tariffs will be set in due course, which will ensure, as far as practically possible that, the Council's revenue costs are recouped in full. Again, the level of that overall recoupment is dependent on the uptake of the use of the EVCI so this remains a risk to the Council.
- 7.15 Full estimated costs, pre-procurement, are included as an Appendix A.

8. Employee implications

- 8.1 There are no direct employee implications from this report. The project management support provided by the Sustainability and Climate Change team was time charged and has been paid to the Council to off-set the base budget.

9. Communications implications

- 9.1 EVCI will be available to the public and represent a positive news story in support of the Council's wider Zero45 sustainability objectives. The investment and project will be publicised through press and social media as well as on the Council website.

10. Consultations

Consultation has been undertaken with BMBC Procurement and Legal and with SY Partners seeking to access the funding and utilise the contractual arrangements which are procured.

11. The Corporate Plan and the Council's Performance Management Framework

- 11.1 Continued investment in enabling the transition to electric vehicles contributes to the Council's Zero45 decarbonisation ambitions as well as directly contributing to

targets for an increase in the number of EV charge points in the Town Centre Car-Parking Strategy and Transport Strategy.

12. Promoting equality, diversity, and social inclusion

- 12.1 The provision of new EV charging points has been considered to ensure that there is a split of provision within the principal towns of the borough and that points are made available to residents in areas where there is a lack of off-street parking; preventing them from having a charging point fitted at home (on a drive/within a garage etc).

13. Risk management issues

- 13.1 The GBF monies will need to be spent by end of March 2022 according to the conditions of the funding. Barnsley MBC acting as Lead Buyer, as well as providing project management and procurement support to SYMCA, have advised this is not possible due to the governance and procurement timelines.
- 13.2 It is unlikely that a supplier could be appointed before January 2022, which would leave just weeks to deliver a complex project. There are time constraints around provision of electrical infrastructure such as new or upgraded electrical supplies and metering that can take up to 12 weeks alone.
- 13.3 SYMCA will need to manage the timeframe pressures with MHCLG to avoid potential clawback of funding. The procurement will be established as a call-off so there will be no obligation for the Council to proceed with the project if funding is not available for any reason.

14. Sustainability Wheel

The main sustainability impacts of this project are making it easier for residents to switch to an electric vehicle by improving the borough-wide charging infrastructure. This has multiple benefits, from reducing GHG emissions from car use by switching from petrol/diesel to electricity, to reducing pollution and improving air quality. Improving public charging infrastructure also has the social benefit of allowing those with no off-street parking to charge an EV.



15. List of appendices

Appendix A – Financial Implications

16. Background papers

SYMCA/BMBC Arup Report

SYMCA Chief Executives Briefing Note July 2021

SYMCA Full Business Case (Electric Vehicle Charging Infrastructure)

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