

AUTHORISATION TO ENTER INTO A MEMORANDUM OF UNDERSTANDING WITH CAMBRIDGESHIRE COUNTY COUNCIL TO JOINTLY PROCURE FOR A CONTRACT RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE
COUNCILLOR ANGUS ELLIS, CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT
SEPTEMBER 2024
DEADLINE DATE: SEPTEMBER 2024

Cabinet portfolio holder:	Cllr Angus Ellis, Cabinet Member for Environment and Transport Adrian Chapman, Executive Director: Place & Economy
Responsible Director:	
Is this a Key Decision?	YES If yes has it been included on the Forward Plan: YES Unique Key decision Reference from Forward Plan: KEY/15JAN24/03
Is this decision eligible for call-in?	YES
Does this Public report have any annex that contains exempt information?	NO

RECOMMENDATIONS
The Cabinet Member is recommended to:
<ol style="list-style-type: none"> 1. Authorise Peterborough City Council to enter into a memorandum of understanding (“MOU”) with Cambridgeshire County Council for the purpose of jointly procuring for a contract relating to Electric Vehicle Charging Infrastructure. The MOU will cover the procurement period and will expire upon the award following the tender exercise.

1. PURPOSE OF THIS REPORT

- 1.1 This report is for Cllr Angus Ellis to consider exercising delegated authority under paragraph 3.4 of Part 3 of the constitution in accordance with the terms of their portfolio at paragraph 3.4.9

2. TIMESCALES

Is this a Major Policy Item/Statutory Plan?	NO	If yes, date for Cabinet meeting	N/A
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3. BACKGROUND AND KEY ISSUES

- 3.1 The previous Government introduced a ban on the sale of new internal combustion engine (ICE) cars and vans from 2035 in a bid to accelerate the rollout of zero emission vehicles and increase uptake of new, green technologies. The current Government plans to move this date back to 2030. To facilitate this, the volume and distribution of electric vehicle infrastructure will need to be increased, with the Government estimating that some 300,000 publicly available chargepoints will be needed by 2030 to keep up with demand.
- 3.2 For those household with off-street parking, charging an electric vehicle is relatively easy as residents can install a home charger on their property and charge the vehicle whilst it is parked on the driveway. For those households without off-street parking, there is an issue on how to charge a vehicle at home. A home charger is not available to these households as the cable causes an obstruction on the footpath.
- 3.3 In Spring 2023, the Government announced the Local Electric Vehicle Infrastructure (LEVI) Fund. The aim of the LEVI fund is to help Local Authorities to install electric vehicle chargepoints, especially where residents do not have off-street parking.
- 3.4 The Cambridgeshire and Peterborough Combined Authority have been allocated, from the LEVI Fund, approximately £5.5m to deliver on-street electric vehicle charging infrastructure, subject to approval of a business case, which was submitted in July 2024. Once the business case and associated documents have been approved by the LEVI programme board, procurement for delivery of the on-street electric vehicle charging infrastructure can commence.
- 3.5 The Office of Zero Emission Vehicles (OZEV) have advised Local Authorities that they should be using the LEVI funding to maximise the amount of leverage received from a supplier to enable as many chargepoints to be delivered as possible. This means that Peterborough City Council and Cambridgeshire County Council will undertake a joint procurement to award a single supplier for the whole of the Peterborough and Cambridgeshire area. Peterborough City Council will lead on the joint procurement process. Once the contract is awarded, the two councils will enter into separate contracts with the successful bidder(s). The funding will be given by the Cambridgeshire and Peterborough Combined Authority to Peterborough City Council and Cambridgeshire County Council upon the signing and completion of a Grant Funding Agreement.
- 3.6 The procurement exercise will enable the two councils to award a contract to the successful chargepoint operator(s) to deliver on-street residential chargepoints for both areas, Peterborough and Cambridgeshire. In line with OZEV guidance, the contract period will be for 15 years.
- 3.7 The likely timescale for the publication of the Procurement Documents and Call for Competition is Spring 2025, therefore the procurement will need to be carried out in accordance with the Procurement Act 2023. The Procurement Act 2023 is to become effective on the 28 October 2024.
- 3.8 Both soft market testing and the tender information will be published on Find-A-Tender Service and the Council's procurement portal and in accordance with the Procurement Act 2023.

4. CORPORATE PRIORITIES

4.1 *Economy & Inclusive Growth and Our Places & Communities*

Delivering Electric Vehicle Infrastructure across the city will provide residents with the confidence that they will be able to charge their electric vehicles at the right time and place for them. This is especially important for those residential areas with no off-street parking.

Providing infrastructure for electric vehicles may encourage residents to own an electric vehicle rather than a petrol / diesel vehicle. An increase in Electric Vehicles will help improve the air quality (and reduce the associated health implications linked to traffic pollution) across the city, with vehicles emitting little/no emissions. The provision of infrastructure and the increase in electric vehicle ownership will also help the city meet its net zero targets for the future.

Carbon Impact Assessment:

This decision is to approve entering into a MOU with CCC to jointly procure a charge point operator to deliver electric vehicle infrastructure across the city, in particular those areas with little or no off-street parking. Whilst the decision itself has no impact on climate change across the city, the EV will impact on carbon emissions across the city.

The construction of charging infrastructure will result in emissions through manufacturing, construction, installation, operation, and ongoing maintenance of the infrastructure, however the delivery of electric vehicle infrastructure across the city will encourage the uptake of electric vehicle and reduce the number of ICE vehicles. It is anticipated this will reduce the vehicle emissions across the city, improve air quality, reduce the health risks associated with traffic pollution, and support PCC's net zero targets.

During the procurement process, carbon emissions will be considered ensuring that uptake of EVs is maximised. The procurement process will also evaluate environmental credentials of the suppliers.

5. CONSULTATION

5.1 In October 2023, the CPCA, Cambridgeshire County Council and Peterborough City Council, undertook some early market engagement with more than 20 suppliers attending an in-person event to explore ideas on Electric Vehicle Infrastructure for the area including:

- Technological solutions, adaptability and futureproofing.
- Business and commercial models,
- Capacity for swift delivery at scale
- Ability to offer value for the community as part of the project.

Further soft market testing is currently being prepared to seek responses to various commercial and procurement queries the Council has in relation to a contract with a chargepoint operator. The soft market testing was published on 23 July 2024 and closed on 13 August 2024. The feedback will help inform the commercial arrangements of the contract.

6. ANTICIPATED OUTCOMES OR IMPACT

6.1 It is anticipated that the impact of procuring jointly with Cambridgeshire County Council pursuant to the MOU, this council will award the contract to a single chargepoint operator to deliver on-street residential chargepoints across the authority area.

7. REASON FOR THE RECOMMENDATION

- 7.1 This recommendation has been made to ensure that the Council is able to effectively claim the LEVI grant funding. Delivery of on-street electric vehicle chargers in areas with no off-street parking will assist in removing the barriers to owning an electric vehicle.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 A number of alternative options were considered and these were:
- Not to go out to procurement - this would waste a valuable opportunity for the Council to deliver on-street electric vehicle chargepoints. The council would lose the grant funding and would fall behind other local authorities who are using the LEVI funding to roll out charge points.
 - Not running a joint procurement with CCC was considered - but it was the desire of the LEVI funding programme (and a condition of funding) that we collaborate with CCC in order to maximise investment from the private sector.

9. IMPLICATIONS

Financial Implications

- 9.1 The recommendation will allow the Councils to access up to £5.4 million of LEVI funding from OZEV. The split of the funding between Peterborough City Council and Cambridgeshire County Council is still being worked through.

Legal Implications

- 9.2 The Council has the power to enter into the MOU with Cambridgeshire County Council under S111 of the Local Government Act 1972 and S1 of the Localism Act 2011.

Furthermore, Local Authorities have a duty to deliver best value under S3 of the Local Government Act 1999 to make arrangements to secure continuous improvement in the way in which its functions are exercised. The joint working to procure will assist both this Council and Cambridgeshire County Council to fulfil their best value duty. The procurement exercise will enable the two Councils to award to the successful bidder(s) on the basis of the most advantageous tender.

The Memorandum of Understanding will set out the obligations and requirements for both this Council and Cambridgeshire County Council during the procurement process.

The Cambridge and Peterborough Combined Authority (CPCA) has applied for the LEVI funding based on a joint procurement to deliver on-street charging in the areas of Peterborough and Cambridge and therefore, there is a condition under the funding arrangement (if the application is successful) for this Council and Cambridgeshire County Council to procure together.

Equalities Implications

- 9.3 PAS 1899:2022 provides specifications to support the building of an inclusive electric vehicle charging infrastructure. Installations will be required to comply as far as practically possible with PAS – 1899 and this is to be demonstrated via the site technical feasibility studies and by completion of site-specific audits.

10. DECLARATIONS / CONFLICTS OF INTEREST & DISPENSATIONS GRANTED

- 10.1 None

11. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985) and The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

11.1 None

12. APPENDICES

12.1 None

