

## Decision under Delegated Powers

### Officer Requesting Decision

Sustainability Officer

### Officer Making the Decision

Head of Planning and Regeneration

### Recommendation

1. That delegated authority be given to the Strategic Director of Commercial Development, Asset and Leisure to enter into a lease, and other legal agreements as may be necessary, with a supplier of Electric Vehicle Charging points pursuant to the Government's On Street Residential Chargepoint Scheme; and
2. That delegated authority be given to the Head of Planning and Regeneration to enter into a procurement exercise using a framework agreement to select a supplier to deliver an On Street Residential Chargepoint Scheme.

### Reason

1&2 to ensure that there is authority to enter into the agreements necessary to secure electric vehicle chargepoints on council owned assets under the Government's On Street Residential Chargepoint Scheme

### Authority for Decision

**Delegation of Executive functions** - Section 8.3 of the Constitution states that the Chief Executive, Strategic Directors and Heads of Service can take such action as is required in the case of an emergency or **urgency** subject to:

- (i) consultation with the Leader (or, in the Leader's absence, the Deputy Leaders);
- (ii) consultation with the Chief Executive and relevant Strategic Directors in each case; and
- (iii) a report on the action taken being made to the next meeting of the Cabinet.

### Decision and Date



6 November 2020

## **Background**

- 1.1 The Countywide Green Agenda Group, attended by the Head of Planning and Regeneration and chaired by the Harborough District Council Chief Executive, is working collaboratively to prepare grant funding bids for the On-Street Residential Chargepoint Scheme (ORCS) operated by the government Office for Low Emission Vehicles (OLEV). The purpose of the scheme is to increase the availability of on-street charging points within easy reach of residential streets where off-street parking is not available, thereby ensuring that on-street parking is not a barrier to realising the benefits of owning a plug-in electric vehicle. 'Easy reach' is defined under the scheme as within a 7 minute walk time from the residential areas. Due to the nature of the scheme locations must be on council owned land.
- 1.2 There are benefits to carbon reduction for the Borough by encouraging residents to switch to electric cars. This meets the objectives in the Climate Strategy (2018) to promote carbon reduction in the wider community.
- 1.3 The OLEV grant only came to the attention of the Council in October as a consequence of the collaborative working through the County Green Agenda Group. The current government grant scheme runs until 31 March 2021, having already been extended by a year by OLEV. It is not known if the grant will be extended into 2021/22. The grant is administered by the Energy Saving Trust and is paid directly to the local authority. The project must be completed by 31 March 2021 to be eligible for grant.
- 1.4 Although the Council is open to working with any supplier of electric charge points, the timescales involved in a tendering exercise to procure a supplier and deliver a project make it unlikely to be achieved before the grant window closes in March 2021. In this context, the merits of an ORCS project between Blaby District Council and a supplier called Electric Blue was presented to the Countywide Green Group at its last meeting on 1 October. Interested authorities were invited to consider working with Electric Blue to investigate and assess feasibility for charge point locations in their areas. Such an arrangement would require Electric Blue to be selected off a procurement framework to ensure procurement rules are met. Electric Blue have confirmed they have capacity to work with the council to deliver an ORCS project before the end of the year if we provide in principle confirmation by 16 November. It is intended that the Head of

Planning and Regeneration will then make the bid to OLEV for funding before December 2020 subject to the feasibility of the project.

- 1.5 Subject to site feasibility criteria being met, Electric Blue will install and maintain 7Kw twin fast chargers for a seven-year period under a lease agreement. After seven years the council would take ownership and liability for maintenance/operation. The funding model requires 10% contributions from the local authority with the remainder made up by 15% from Electric Blue and 75% from OLEV grant. The charging points would be connected to Electric Blue's own meters and electricity would be paid for by Electric Blue with customers paying for the electricity they use directly to Electric Blue. Any surplus profit would be returned to the Council although this is not expected to be significant. Based on other projects, it is estimated that the capital contribution from the council for a notional 15 charge points would be in the region of £9,750. Electric Blue are currently being approached to ascertain broad cost proposals based on the interest from Hinckley, Harborough, Oadby and Wigston, Charnwood and North West Leicestershire.
- 1.6 Officers have undertaken a desk based feasibility exercise to consider car parks the Council owns across the Borough that might meet the ORCS criteria and have submitted this to Electric Blue for further review and feasibility testing in terms of power supply capacity and proximity. In order to take the project further forward, an executive decision will be required before 16 November to enable Electric Blue to commit resources to the project and so officers can apply for the OLEV grant to ensure the project is delivered before the end of March 2021. Electric Blue will undertake works at its own risk in advance of the grant award being made and the council is not liable for any expenditure that is made by the company should the project not be taken forward.

### **Reason for urgency**

- 1.7 This level of funding and the lease would normally require a Cabinet approval but as expressions of interest need to be made by mid November 2020 and bids to OLEV made before December, there is insufficient time to take a decision to Cabinet if the chosen supplier is to have time to deliver the project by year end.

### **Comments from HR**

N/A in this case.

### **Financial Implications**

The overall cost of the scheme is estimated at £97,500 based on 15 chargepoints but the value will depend on the feasibility of the sites identified by the council, which will be subject to due diligence by the supplier. 75% of the costs would be paid to the Council by OLEV to pay the supplier to providing the service with 15% being invested by the supplier and 10% by the Council. This is likely to be in the region of £9,750. 75% of the OLEV grant is

paid on award with 25% paid on completion of the project. There is sufficient funding available through the remaining Carbon Management Plan Capital or Carbon Neutral Action Fund capital to support this project.

### **Consultation with Leader (or deputy appointed)**

The Leader, Councillor Morgan has been consulted and confirmed that he was content with the approach.

### **Consultation with Chief Executive and relevant Strategic Director(s)**

The Proposal has been considered and endorsed by the Carbon Neutral Board at its meeting on 2 November 2020. The Strategic Director of Commercial Development, Assets and Leisure has been consulted and has raised no objections to the proposed project in principle. The wider Senior Leadership Team including the Chief Executive have been consulted and they have no objections to the proposal or the need for an urgent decision.

### **Risk Management**

*List risks in table below or state that 'No specific risks have been identified'*

<b>Risk Identified</b>	<b>Likelihood</b>	<b>Impact</b>	<b>Overall Risk</b>	<b>Risk Management Actions Planned</b>
That the grant is not approved by OLEV in principle and the project cannot proceed	Unlikely (2)	Minor (1)	Very low (2)	The costs and risks of of progressing the project are borne by the supplier
That none of the identified locations prove to be feasible and the project cannot be taken any further forward	Unlikely (2)	Minor (1)	Very low (2)	The costs and risks of of progressing the project are borne by the supplier

Key Decision: No

Background Papers: None