

North Yorkshire Council

Environment Directorate

Executive Members

28 July 2023

Procurement of an Electric Vehicle Charge Point Operator (CPO)

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 PURPOSE OF REPORT

- 1.1 To seek approval from the Corporate Director Environment in consultation with the Executive Member for Highways and Transportation, for the procurement of a delivery partner to undertake the rollout of the Electric Vehicle Charging Points (EVCPs).
- 1.2 To seek approval from the Corporate Director Environment in consultation with the Executive Member for Highways and Transportation, for the procurement of a delivery partner to undertake the design and delivery of the renewable system proposed as part of the LEVI.

2.0 SUMMARY

- 2.1 It is recommended North Yorkshire Council (NYC) commence procurement activities to procure and appoint a delivery partner to undertake the rollout of Electric Vehicle Charging Points (EVCPs) and associated renewable technology across North Yorkshire up to a value of £10m.

3.0 BACKGROUND

- 3.1 NYC has been awarded £3.237m grant funding to deliver the Local Electric Vehicle Infrastructure (LEVI) Fund Pilot and Upscaling projects across North Yorkshire. These grants from the Office for Zero Emissions Vehicles (OZEV) are two of a number of funding opportunities to support delivery of publicly available EVCPs.
- 3.2 NYC has also submitted an Expression of Interest to the LEVI Capital Fund for its full, indicative, allocation of £4.88m to deliver around 1000 EVCP's. The second stage of the application process opens on 24 July 2023 and procurement cannot commence until the application has been approved by OZEV.
- 3.3 Further, NYC has submitted a bid for delivery of EVCPs to the Devolution Deal Net Zero Fund for an additional £502,000, funding announcements will be made later in 2023 with successful bids able to drawdown funding from December 2023.
- 3.4 It is recommended that through the procurement exercise NYC seeks to appoint a delivery partner to undertake the rollout of all Electric Vehicle Charging Points (EVCPs) and, separately, a delivery partner to undertake the design and delivery of the renewable system proposed for North Yorkshire Council up to a value of £10m to cover all funds.

4.0 LEVI PROCUREMENT

- 4.1 LEVI funding will be allocated to Tier 1 local authorities in England. NYC has received an indicative allocation of £4.88m capital funding and was invited to complete an expression of interest (EOI) which was submitted on 19 May 2023 following approval from the Executive Member for Highways and Transportation¹.
- 4.2 For local authorities to access their indicative funding, they must follow a three-stage process:
1. Stage 1 – Expression of Interest
 2. Stage 2 – business case, criteria compliance and tender document review
 3. Stage 3 – contract review
- 4.3 During the EOI stage, local authorities were asked if they would like to receive their capital funding in either the 2023/24 financial year (referred to as tranche one in the EOI) or the 2024/2025 financial year (tranche two). Local authorities were invited to indicate their preferred tranche based on how prepared they are to submit a full LEVI Capital fund application and receive funding. The LEVI Support Body will assess the EOIs and determine which tranche the local authority will progress in. The Support Body will notify local authorities of their tranche, and then help local authorities with the next stage of their application. NYC had opted for tranche two given our current level of preparedness to complete a full application.
- 4.4 It has been identified that in order to meet the grant spending deadline for both the LEVI Pilot scheme and the LEVI Capital Fund, the procurement for the EV chargers must begin as soon as possible and as one procurement exercise in order to achieve economies of scale. To do this NYC will need to bid for Tranche 1 which requires completion of the Stage 2 application and gaining approval from OZEV.
- 4.5 Officers have consulted with OZEV regarding the proposal to revert to Tranche 1 and undertake a single tender exercise for all LEVI grant funding allocations. OZEV have agreed in principle for NYC to undertake one procurement exercise for all of the EVCPs that both funds will deliver owing to economies of scale and private sector investment that can be realised as a result of undertaking a single larger tender exercise. As stated above, in order, to meet the requirements of Tranche 1, OZEV require a Stage 2 application to be submitted and formally approved by NYC before the procurement exercise can be launched.
- 4.6 The Stage 2 application portal is due to be launched on 24 July 2024 with an announcement on the allocated local authority tranches issued ahead of that date. Officers have been informed that OZEV expect to take 10 working days to review applications post submission. OZEV have said that grant funding received in Tranche 1 (23/24) does not have to be spent in the same financial year but must be spent by the deadline of 31st March 2025
- 4.7 It is recommended that a further competition is undertaken using the Kent County Services Framework - Electric Vehicle (EV) Charging Infrastructure and Associated Services to appoint a delivery partner who will provide a full “turnkey” EVCP delivery solution to NYC.

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<https://edemocracy.northyorks.gov.uk/documents/s19064/Local%20EV%20Infrastructure%20Fund%20Allocation%20-%20Expression%20of%20Interest%201.pdf>

4.8 It is also recommended that a further competition is undertaken using the Oxford City Council Dynamic Purchasing System (DPS) for the Supply of Electric Vehicle (EV) Charging Infrastructure and Associated Services to appoint a delivery partner who will provide a full “turnkey” renewable energy technology solution associated with 70 of the EVCP’s.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 Alternative options have been considered and consulted on (internally between officers and with the LEVI Support Body, Energy Savings Trust) throughout the process as we prepare to get to Gateway 1, and the final recommendation is a result of the feedback received from those key stakeholders and the experience of officers

6.0 FINANCIAL IMPLICATIONS

6.1 The delivery of the EV Public Charging Infrastructure Rollout Strategy² is heavily dependent upon securing access to government and charge point operator revenue and capital funding such as the LEVI Capital Fund. £3.237m grant funding has been secured so far with £4.88m indicative allocation yet to be confirmed. The value of the procurement for the EVCPs is set to be up to £10m to accommodate the additional £4.88m, and for the renewables is set to be up to £2m.

6.2 OZEV has made clear they expect NYC to secure additional private investment to meet the same public:private funding ratio as in the LEVI Pilot proposal, which is 91:9. OZEV added that the funding ratio should be something we aim to achieve; however, it is appreciated that as we are yet to confirm contract details with suppliers this may be subject to some change. OZEV do not expect to penalise based on changes to the funding ratio, but changes should ideally not be such that they result in significant changes to what the proposed project can deliver. Confidence that we can achieve this through a concessionary model (where a public sector contribution is made towards the installation costs, but a charge point operator, or similar, will provide additional capital funding to cover the costs of operating and maintaining the charge points for an agreed period of time) is high, and interest from industry partners wishing to form strategic partnerships has already been received. This will be investigated fully at the next stage of application.

6.3 Grant Terms and Conditions for LEVI Capital Funding have not yet been received by NYC therefore, before any grant is accepted, a full review will take place for acceptability.

7.0 LEGAL IMPLICATIONS

7.1 The proposed procurements are:

- The Kent County Services Framework - Electric Vehicle (EV) Charging Infrastructure and Associated Services, which is a compliant Framework; and
- The Oxford City Council Dynamic Purchasing System (DPS) for the Supply of Electric Vehicle (EV) Charging Infrastructure and Associated Services.

7.2 A Framework and DPS are both compliant routes to market and in accordance with the Public Contract Regulations 2015, and where applicable, the Public Concession Regulations 2016

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<https://edemocracy.northyorks.gov.uk/documents/s18595/North%20Yorkshire%20Council%20Electric%20Vehicle%20Public%20Charging%20Infrastructure%20Rollout%20Strategy.pdf>

8.0 EQUALITIES IMPLICATIONS

8.1 There are no equalities impacts as a result of this report. The Equalities Impact Assessment screening form can be found at Appendix A.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 There are no climate change impacts as a result of this report. The Climate Change Impact Assessment can be found at Appendix B.

10.0 REASONS FOR RECOMMENDATIONS

10.1 Procurement needs to launch as soon as possible to enable delivery of EVCPs by the grant funding deadline. A delivery plan has been established and a supplier for both the EVCPs and the renewable technology must be in place no later than December 2023 to enable us to meet the programme end date.

10.2 A route to market through a framework for EVCPs is preferred because of the advantages it offers in terms of the quality of the suppliers on the list, it is better suited than other options to longer term contracts (Contracts for EV charging infrastructure average 10-15 years) and offers closer stronger relationships with the supplier(s).

10.3 A route to market through a DPS for the associated renewable services is preferred because of the constant refresh of the supplier list, the speed of the process compared to alternative options and the stringent criteria suppliers need to meet which, in an emerging market, is critical.

11.0 RECOMMENDATIONS

11.1 That the Corporate Director Environment in consultation with the Executive Member for Highways and Transportation approves the procurement of a delivery partner to undertake the rollout of Electric Vehicle Charging Points (EVCPs)

11.2 That the Corporate Director Environment in consultation with the Executive Member for Highways and Transportation approve the procurement of a delivery partner to undertake the design and delivery of the renewable system proposed as part of LEVI

APPENDICES:

Appendix A – EIA

Appendix B – CCIA

BACKGROUND DOCUMENTS:

<https://edemocracy.northyorks.gov.uk/documents/s19064/Local%20EV%20Infrastructure%20Fund%20Allocation%20-%20Expression%20of%20Interest%201.pdf>

<https://edemocracy.northyorks.gov.uk/documents/s18595/North%20Yorkshire%20Council%20Electric%20Vehicle%20Public%20Charging%20Infrastructure%20Rollout%20Strategy.pdf>

Barrie Mason

Assistant Director – Highways and Transportation, Parks Services, Street Scene, Parks and Grounds

Report Author – Keisha Moore, Senior Transport Planning Officer

Presenter of Report – Keisha Moore, Senior Transport Planning Officer

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	H&T		
Proposal being screened	Procurement of an Electric Vehicle Charge Point Operator (CPO)		
Officer(s) carrying out screening	Keisha Moore		
What are you proposing to do?	Procure a delivery partner to undertake the rollout of Electric Vehicle Charging Points (EVCPs) and a delivery partner to undertake the design and delivery of the renewable system proposed as part of LEVI		
Why are you proposing this? What are the desired outcomes?	To enable the Local Authority to deliver EV infrastructure required to support the uptake of EV's		
Does the proposal involve a significant commitment or removal of resources? Please give details.	Yes, but this grant funding has been received to cover this		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Are from the Armed Forces Community		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	No		

Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No			
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:	
Reason for decision	This is a report recommending the launch of a procurement exercise of two suppliers to support the planning and delivery of local EV charging. There are no impacts on people with protected characteristics.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	20/07/23			

Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Procurement of an Electric Vehicle Charge Point Operator (CPO)
Brief description of proposal	Procure a delivery partners to undertake the rollout of Electric Vehicle Charging Points (EVCPs) and a delivery partner to undertake the design and delivery of the renewable system proposed as part of LEVI
Directorate	Environment
Service area	Highways and Transportation
Lead officer	Keisha Moore
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	05/07/2023

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

Alternative options have been considered and consulted on (internally between officers and with the LEVI Support Body, Energy Savings Trust) throughout the process as we prepare to get to Gateway 1 and the final recommendation is a result of the feedback received from those key stakeholders and the experience of officers. Procurement through a concessionary model will allow us to leverage private sector investment for rollout of more EVCPs. This also enables us to work toward our targets highlighted the EV Public Charging Infrastructure Rollout Strategy of delivering a network of 1529 publicly available chargers in the best interest of our residents.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

The cost of the procurement and the capital installations are covered by Grant Funding, the cost of electricity used to charge will be covered by the customer and any revenue generated from the use of the EVCPs will be reinvested into the EV Public Charging Infrastructure Rollout Strategy. The majority of NYC resource cost required to deliver the programme is also covered by grant funding.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		*				
	Emissions from construction		*				
	Emissions from running of buildings		*				
	Other		*				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		*					
<p>Reduce water consumption</p>		*					
<p>Minimise pollution (including air, land, water, light and noise)</p>		*					

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> Changes over and above business as usual Evidence or measurement of effect Figures for CO₂e Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		*				
<p>Enhance conservation and wildlife</p>		*				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		*				
<p>Other (please state below)</p>		*				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

N/A

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

Procuring the suppliers will have no climate change impact at this stage. We will ensure, as part of the screening process, that construction and installation and materials used have as minimal impact on the environment as possible

Sign off section

This climate change impact assessment was completed by:

Name	Keisha Moore
Job title	Transport Planning Officer
Service area	Highways and Transportation
Directorate	Environment
Signature	Keisha Moore
Completion date	05/07/2023

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 20/07/23