FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

16 March 2023

Report of the Executive Director - Place

Low Emission Vehicle Infrastructure Programme Update and Forward Programme of Activity

(Cabinet Member for Infrastructure and Environment)

1. Divisions Affected

1.1 County-wide.

2. Key Decision

2.1 This is a key decision because it is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the County.

3. Purpose

3.1 To provide an update on progress in delivering the Council's Low Emission Vehicle Strategy and seek approval of further proposals to deliver a comprehensive network of public charge points, including approval to launch a community engagement exercise, approval of the strategic approach to chargepoint delivery and approval of the proposed procurement approach. This report also notes the Council will explore future funding opportunities and that monitoring, and evaluations reports will be submitted for member consultation at key stages in this process.

4. Information and Analysis

Background

4.1 Derbyshire County Council recognises that demand for low emission vehicles is growing as the conscience around the need to support low carbon travel deepens and benefits in relation to air quality and public health become increasingly evident. To respond to this growing demand a Low Emission Vehicle Infrastructure (LEVI) Strategy and Action Plan was developed in 2019. The primary policy action *ZEVI 1: Derbyshire County Council will work with partners on the provision and delivery of zero emission vehicle infrastructure across the county''* sets out the Council's plans as to how it intends to support the development of a growing public charging network that will provide confidence to residents and visitors to transition and use low emission vehicles in Derbyshire.

4.2 Providing this infrastructure is also an essential part of the Council's low carbon mobility ambitions and an integral part of the Council's wider priority to reduce harmful carbon emissions, as confirmed in the Climate Change Strategy.

4.3 Following adoption of the LEVI Strategy and Action Plan in 2019, a report was commissioned to provide an evidence base for the identification of strategic locations for electric vehicle (EV) charge point installation in Derbyshire. The analysis focused both on the County as a whole and on the individual local authorities of Amber Valley, Bolsover, Chesterfield, Derbyshire Dales, Erewash, High Peak, North East Derbyshire and South Derbyshire.

4.4 The outputs from the report (Derbyshire Electric Vehicle Study, June 2022) provided recommendations on the steps needed to be taken by the Council to establish a base charging network in the immediate term, whilst also creating the investment framework to ensure that charging infrastructure is rolled out with flexibility and at the required pace to meet local demand.

4.5 There are three main types of public charge point available providing for a variety of different uses:

Charge point type	Purpose
Residential charging (long stay charging)	Typically focused on those homes that do not have off street parking. Developing a residential, low power, overnight charging network is essential to provide confidence to those wanting to make the switch to electric vehicles.
Destination charging – (medium to long stay)	Generally located in public car parks. Building on sites identified as part of the Derbyshire EV Strategy report, the Council will develop a network of destination charging sites that provide charging options for visitors, tourists, and shoppers.
In-Transit charging - Rapid (<2hours)	In order to facilitate longer journeys, and to ensure commercial fleets and high mileage drivers can operate on electric, a network of Rapid and Ultra Rapid charge points will need to be developed.

4.6 Good progress has been made against the planned actions and targets set out in the LEVI Strategy with the number of chargepoints installed across Derbyshire steadily increasing since the Strategy was adopted - from 79 in October 2019 to 240 in January 2023. Further chargepoints are actively planned, with planning permission recently granted for delivery at Markham Vale, sites developed by partner local authorities and soft market testing completed to understand commercial opportunities and inform future procurement options.

4.7 The table below further describes progress and actions taken to achieve the desired outcomes of ‘*’ZEVI 1 Derbyshire County Council - will work with partners on the provision and delivery of zero emission vehicle infrastructure across the county”.*

4.8 Glossary of terms:

***LEVI**: Low Emission Vehicle Infrastructure – the physical infrastructure required to support the transition to Low Emission Vehicles.*
***EV**: Electric vehicles – Vehicles powered wholly or partly by an electric battery engine.*
***ZEV**: Zero Emission Vehicle - a vehicle that itself produces no emissions of pollutants (including carbon dioxide, carbon monoxide, hydrocarbons, oxides of nitrogen, and particulates) when stationary or operating.*
***ZEVI**: Zero Emission Vehicle Infrastructure – infrastructure required to support the operation of ZEVs.*

***EVCI**: Electric Vehicle Charging Infrastructure - the conduit/wiring, structures, machinery, and equipment necessary to support* electric vehicle charging.
***CPO**: Charge Point Operator – the supplier responsible for the installation, maintenance and management of charging infrastructure.*
***PHV**: Private Hire Vehicle - a licensed vehicle constructed or adapted to seat fewer than 9 passengers, and which can only carry those passengers who have pre-booked.*
***KPI**: Key performance indicators - A measure of achievement that can be attributed to an individual, team, or project.*
***E- Bike**: Electric Bike - a bicycle that has an electric motor to propel it or to assist with pedalling.*

Outcome	Actions	Q4 2022/23 – Progress Update
Derbyshire will have **a network of mixed speed public charging infrastructure** which is affordable, consistent, accessible and user friendly for residents and visitors	Establish current provision	Jan 2023 – currently there are 240 publicly available electric vehicle charging devices across Derbyshire with more planning applications pending e.g Markham Vale
	Carry out consultation to establish current and potential future demand and requirements for ZEVI	Sustainable Travel Team will set up public engagement page to capture demand amongst residents and businesses
	Work with the district and borough councils, the Peak District National Park Authority, suppliers and other partners to identify suitable locations for EV charge points and other ZEV infrastructure	First batch of shortlisted sites identified with district/ borough stakeholders. Programme for implementation (including funding) to developed.
	Work with the district and borough councils, the Peak District National Park Authority, suppliers and other partners to help deliver a network of mixed speed EV charge points, including the adoption of a soft market test approach to maximise commercial opportunities	Soft market testing with major charge point operators (CPOs) is complete. A full procurement exercise will commence in March 2023 to bring on board suitable CPO to deliver a fully funded network of destination charging sites. As set out below

Derbyshire wil**l support the uptake of low emission vehicles in the commercial sector**	Liaise with all local planning authorities to establish demand and locations for e-taxi EVCI provision	DCC is working with regional partners to develop the approach to address taxi & PHV charging needs
	Explore options to consult with the commercial sector to identify market demand for EVCI	
Residents with no off-street parking will be able to charge their electric vehicle through the provision of suitable, alternative charging infrastructure	Work with partners and the Office of Zero Emissions through the 'Local Electric Vehicle Infrastructure Fund' to deliver alternative arrangements suitable for residents who do not have access to off-street charging facilities	Sustainable Travel Team will utilise all available LEVI grant funding application to support development of residential charging networks following establishment of demand evidence base.
	Trial on-street charging technologies	Sustainable Travel Team developing options to bring street lighting EV technology to trial across the county, as set out by this report.
The use of ZEVs and EVCI across the county will be **monitored and evaluated**	Use the smart capability of charge points to monitor and understand the dynamic use of EVCI	Existing data is limited but available. Detailed reporting on utilisation, uptake and performance will be included in future arrangements as CPOs are brough on board
	Develop annual monitoring processes in order to understand and support current and future use of EVCI	As above, with data reporting to be included as contract KPI
Maximised opportunities available through the procurement process to achieve the best possible outcome for Derbyshire	Review options for procuring a strategic Countywide private sector partner to bring investment in the future charge point network	Two options are available for the procurement of CPOs to deliver future charge point networks. **1. Undertake an independent competitive tender** to procure this provision – this is not deemed to be appropriate at present due to limited capacity within the Sustainable Travel Team to develop, manage and assess a full tender exercise. Furthermore, the process to complete an open tender could also extend well beyond April 2023, negatively impacting on DCC's ability to fulfil existing LEVI commitments.

	Explore opportunities to procure suppliers through existing and future frameworks	**2. Utilise the availability of specialist frameworks** specifically designed to expediate the procurement of appropriate suppliers to provide the necessary private investment and deliver chargepoint networks
	Secure necessary capital funds e.g. LEVI fund	Sust travel will submit a LEVI funding application to support development of residential charging network following establishment of demand evidence base.
	Consider opportunities to generate revenue where appropriate	Revenue generating opportunities will be pursued through all procurement activities to support the development, operation, and maintenance of DCC chargepoint networks.
	Embed EVCI within social value considerations as part of any procurement processes	Social Value considerations will be included as part of all procurement activities.
Derbyshire will be **a 'safe haven' for e-bike users**	Map market demand for E-Bike provision	On-going

4.8 However, further work now needs to be undertaken to ensure this good progress is continued. The following sets out and seeks an agreement on planned actions to accelerate the delivery of a comprehensive network of public charge points across the County.

Engagement

4.9 To support the development of a comprehensive charge point network and provide evidence for future funding bids, it is proposed to undertake an online community engagement exercise to better understand where resident, business and visitor demand for public charge points exists.

4.10 Working with the corporate Communications Team, it is proposed to utilise the Council's existing website and various communication channels to direct people to a simple online survey to suggest suitable locations for charging points and put forward suggestions for the preferred types of charge points they would like to see. Care will be taken in the presentation and marketing of this exercise to ensure that expectations are managed appropriately.

4.11 This response will be essential in preparing a robust evidence base for future bids and will help demonstrate level of demand and suitable geographies for the installation of charge points.

4.12 As demand increases, additional request data will be mapped to identify regions of high demand to enable more strategic network expansion.

Strategic Approach: Residential Charging Work Streams (Long Stay charging)

4.13 On-street residential charging aims to provide convenient, cost effective and accessible charging for residents and communities with the benefit of off-street parking. A lack of access to convenient overnight charging options is often cited as a major barrier to EV adoption.

4.14 Given the large areas of traditional terraced housing across the County, many residents do not have access to off-street parking; providing a suitable charging option for this user group is therefore proposed as a key priority in network development and is essential in supporting more wide-scale behaviour change in the adoption of low carbon vehicles.

4.15 It is important that a strategic approach is developed and that advancement in infrastructure and technology are fully considered. Solutions that attempt to replicate ‘at home’ charging are constantly evolving, so there is a clear need to ensure our approach to public charging remains flexible and adaptable. There is also a need to ensure tariffs are equitably priced and, as much on a par with home charging as possible.

4.16 Within the context of the LEVI Strategy and its objectives, development of on-street charging networks to facilitate the switch amongst residents who do not have access to off-street parking (and therefore the ability to privately charge their vehicle) is therefore being prioritised.

4.17 Costs to the Council are expected to be minimal with external suppliers increasingly offering fully funded solutions and Government funding for low carbon mobility projects also becoming more evident; the Council is also supporting roll out through inclusion of activity in the local transport capital programme and procurement of additional public facing electric vehicle charge points to complement any private sector investment.

Strategic Approach: Street Light Charging

4.18 The use of existing highway infrastructure such as lamp posts to provide connected charge points could provide innovative solutions in some of the county’s more traditional housing areas where other solutions for off street charging are not available. It is therefore proposed the Council looks to adopt funded offers to deliver up to 500 lamp post connected charge points.

4.19 This technology utilises existing power connections in street lighting to deliver slow (<5kWh) charging, a solution comparable to that of a home charging unit. Where lamp posts are sited at the rear of footways, a connected bollard unit could be installed at kerbside. Where this is done, due consideration will be given to ensure footway widths maintain accessibility standards.

4.20 Although the selection of sites will be predominately led by resident demand - with data gathered through the County-wide engagement and expressions of interest outlined earlier - joint work will be undertaken with the Council's Highways Service to ensure use of its assets is appropriate and that any potential for revenue income is maximised. In this way, as EV uptake and subsequent demand for on-street charging increases, a strategic approach to network expansion will be adopted.

4.21 To appoint a suitable supplier(s), it is proposed the Council utilises Oxford City Council Dynamic Purchasing System (DPS) framework. A Protocol 2 A business case 'Request to access Oxford DPS EV framework' (ID 1459) has been submitted through the County Council's Financial Regulations workflow for approval. This will enable the Council to access appropriate suppliers quicker than undertaking the Council's own open procurement process. Much of the resource intensive work has been done, with prequalified supplier credentials tested and tool kits made available, meaning the Council will not be starting a procurement exercise from scratch.

4.22 It is intended that this scheme will be delivered at no capital costs to the council. The appointed charge point operator/s would fully finance and manage the installation, operation and maintenance of the charge point infrastructure within the Council's street lighting asset. Negotiations will be undertaken any future suppliers to maximise revenue income.

Strategic Approach: Alternative Public Sites

4.23 Provision of street lighting charging points alone is unlikely to meet demand and provide enough charge points in suitable, safe and convenient locations to meet resident, commercial and visitor demand and encourage a switch to electric vehicles.

4.24 As a result, other publicly accessible solutions that offer affordable substitutes for home charging are also being explored. Council officers will engage with district, borough, town and parish councils to develop projects for providing for all residents across the County. This will include exploring innovative approaches such as smart tariffing and projects that utilise public/community land where a more traditional approach to delivery is unachievable.

Strategic Approach: Destination Charging Work Streams (short-medium stay charging)

4.25 Electric vehicles do not refuel like traditional vehicles and often rely on 'top-up' charging which can be found at destinations like supermarkets, town centres, tourist attractions or anywhere a vehicle may be parked for a significant period. The provision of destination charge points will need to reflect the usage of the car park, with charging speed/output matching the expected stay duration of vehicles. For example, where car parks are located on or near key transit corridors it may be appropriate to provide rapid/ultra-rapid in-transit charging options.

4.26 Following receipt of the Derbyshire EV Study report, a further study was commissioned to better understand private sector appetite for investment into charging networks across the County the study also carried out further borough/ district council engagement to shortlist potential sites and develop options for the procurement and delivery of charge points across a long list of 400+ car park sites across the County.

4.27 Engagement with charge point operators and lead officers from the respective districts and boroughs has identified 60 sites capable of delivering up to 300 destination charge points (See Appendix 2) with locations being identified based on various factors, including commercial viability, local knowledge, and preferences.

4.28 Output from the soft market testing exercise has also confirmed which type of charge point (slow, fast, rapid) would be most appropriate for each site. In some locations, these charge points will also be suitable for residential overnight charging and will provide a charging option for residents and visitors.

4.29 The project recommendations report provides a summary of options for commercial delivery models and procurement. the report also details potential frameworks that can be used in respect of each charging use case and considers the legal implications of contract arrangements. The report also provides a steer and guidance on the content for future tender specifications, ensuring these are fit for purpose and align with the Council and Borough/District Council objectives.

4.30 Continued engagement with borough and district councils will result in an agreed route through procurement and terms for subsequent contracts following which, the Council will manage the appointment of suitable suppliers which, for reasons stated previously, is proposed to utilise existing public sector frameworks to achieve best value and most timely outcomes.

4.31 Delivery will be through partnership working with district and borough councils, charge point operators and the Council's own Highways Service. Appropriate notifications, statutory consultations and planning applications procedures will be followed where necessary.

4.32 Moving forward, in addition to progressing installation at these priority car park sites, the County will continue to engage with the private sector to advocate for and support the development of destination charging sites on both public and private land.

5. Consultation

5.1 As detailed above, residents and businesses will be engaged through a county-wide online platform with the objective of better understanding localised demand for Electric Vehicle Infrastructure.

5.2 It is intended that the online engagement platform will launch at the end of March 2023.

5.3 As the development of the Derbyshire EVI network is likely to stimulate interest and demand in itself, it is intended for the platform to run until at least December 2024 to ensure all interest and demand is captured and addressed as the Derbyshire EVI Network develops.

5.4 Respondents will be asked to complete a short survey to provide details, such as existing vehicle ownership, desire to switch to an EV and stated preference questions to assess appetite for the different charging options details in this report, and where they might like to see EVI delivered. Those expressing interest may be contacted to further understand local needs and develop proposals.

5.5 It is not intended for this to be a chargepoint request page, as meeting ever growing demand on request-by-request basis would not be sustainable, but rather a platform to collect data which will be analysed on a geographical basis to identify clusters or hot spots of demand to support future site selections and delivery.

5.6 Prior to any physical implementation, localised, site-specific notification and statutory consultation with residents and businesses will take place when required, this may include section 50 highway works notifications or Traffic Regulation Order (TRO) consultations.

5.7 Furthermore, borough and district stakeholders will continue to be engaged throughout the progression of all workstreams. With senior

management and Cabinet members engaged and updated throughout the monitoring and evaluation reports noted in the recommendations.

6. Alternative Options Considered

6.1 Option 1: No change; Originally officers believed identifying a single procurement route and supplier for the delivery of charge points across Derbyshire was the preferred Strategy. This is not now considered appropriate taking account of the points raised in this report.

6.2 Option 2: It is now recommended that the Council takes forward this work in separate workstreams to enable the identification of the most appropriate, best value for money and achievable routes to deliver each charge point type as previously described.

6.3 The priority should be to ensure the Council provides equitable access to EV charging across the County and ensure that the most and best charging options continue to become available for residents, businesses, and visitors alike. Furthermore, the Council should pursue projects with multiple suppliers to mitigate risks including delays to delivery, should suppliers suffer supply chain issues, fosters competition in the market encouraging service levels to be maintained, and provides users with options across the charge point network.

6.4 Option 2 is preferred.

7. Implications

7.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

8. Background Papers

8.1 Cabinet Report, Delivering the Climate Carbon Reduction Manifesto, dated 21 November 2019. (Minute No. 188/19 refers).

8.2 Derbyshire EV Study, Summary Report, Jacobs – 27 June 2022.

8.3 Protocol 2a Business Case - Request to access Oxford DPS EV framework (ID 1459) – February 2023.

9. Appendices

9.1 Appendix 1 – Implications.

9.2 Appendix 2 – Destination charge point sites

10. Recommendations

That Cabinet:

a) Notes the progress made on implementing the LEVI Strategy set out in Paragraph 4.7 of this report
b) Approves the launch of an online community engagement exercise to create a robust evidence base and more clearly define where resident, business and visitor demand for public charge points exists.
c) Approves the proposed strategic approach to creating and delivering a comprehensive network of electric vehicle charge points across the County as set out in this report.
d) Delegates to the Executive Director - Place, in association with the Cabinet Member for Infrastructure and Environment, the authority to amend or modify the strategic approach to charge point delivery as required, if it remains consistent with the Council's approved LEVI Strategy.
e) Approves the framework procurement approach that utilises Oxford City Council Dynamic Purchasing System (DPS) framework, as set out in 4.21
f) Notes that further monitoring and evaluation reports will be submitted for member consideration for this stage of work prior to commencing the next phase of the LEVI implementation.
g) Notes that the Council will explore opportunities and submit bids were applicable for further grant funding through the Office for Zero Emission Vehicle and LEVI fund.

11. Reason for Recommendations

11.1 To ensure the Council continues to deliver the ambitions set out in the LEVI Strategy and responds to the rapidly evolving opportunities to provide equitable access to EV charging across the County and ensure that the most and best charging options continue to become available for residents, businesses, and visitors alike.

11. Is it necessary to waive the call in period?

11.1 No.

Report Author: Mathew Bonomi
Contact details: Mathew.Bonomi@derbyshire.gov.uk

Appendix 1

Implications

Financial

1.1 The costs of the contracts issued through this process is unknown at this stage. Although it is expected that the appointed charge point operators will finance all implementation. In the event that the Council is required to provide funding for this proposal a further report will be brought to Cabinet to seek approval.

1.2 The Department secured £1.65m capital funding in the 2022-23 cabinet report (approved 24 January 2022), which can contribute towards this strategic approach to charge point delivery.

1.3 Further grant funding through the Office for Zero Emission Vehicle and LEVI is also available to support the above-mentioned schemes. The Council will explore opportunities and submit bids were applicable.

Legal

2.1 The Director of Legal and Democratic Services will provide general advice as necessary on the proposal and, specifically in relation to the use of the Non-DCC Framework and the call-off under the Framework under Protocols 2A and 2B of the Council's Financial Regulations for the provision of street lighting charging points.

Human Resources

3.1 None.

Information Technology

4.1 None.

Equalities Impact

5.1 At this stage it is not expected an equalities impact assessment is required. As individual projects emerge officers will review the need and complete assessments as required.

Corporate objectives and priorities for change

6.1 The proposals contained in this report directly contribute to Council Plan objectives to create a 'green and prosperous economy' in Derbyshire.

Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)

7.1 None.