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Committee			GPSED – 19/03/24
Council (if required)			

GENERAL PUBLIC SERVICES AND ECONOMIC DEVELOPMENT COMMITTEE

PART I

PROPOSALS FOR OFF-STREET (CAR PARKS) ELECTRIC VEHICLE CHARGING POINTS IMPLEMENTATION

(ADIEP)

1 Summary

- 1.1 Officers have been exploring opportunities to install Electric Vehicle Charge Points (EVCP) in council owned car parks using external government grants and/or Community Infrastructure Levy (CIL) funding.
- 1.2 This report provides an update on progress made to date and requires a decision on progressing with implementation of EV. It also highlights a point on which is the best method to fund, deliver and operate EVCPs across the District.

1.3 Three different EVCP delivery methods are available to the council:

1.4 District Only Method

The District Only method is to deliver EVCP's independently, without the support of Hertfordshire County Council (HCC). The procurement and installation of the EVCPs will be managed by TRDC and supported by a district Charge Point Operator (CPO). CIL funds will be supplemented by government grants and CPO contributions.

1.5 Regional Partnership Method

The Regional Partnership method is to utilise the regional EVCP delivery programme HCC are currently developing with Government LEVI funding (Local Electric Vehicle Infrastructure scheme). The procurement and installation of EVCPs will be managed by HCC and supported by TRDC and a regional CPO. The EVCPs will be funded by government grants and CPO contributions.

1.6 Hybrid Method

The Hybrid method is to use both the regional HCC EVCP delivery programme and CIL funding to deliver EVCP's. HCC (through their regional CPO) would install and operate the EVCP's. CIL funds would be used for:

- a) Enabling works (e.g. electricity grid connections) that can only be partially covered by government grants and CPO contributions.
- b) Ancillary works (e.g. signage, bay painting) that cannot be covered by government grants and CPO contributions.
- c) Additional EVCP's in car parks for which government grants cannot be used because of parking restrictions (e.g. leisure centres).

1.7 This report provides an overview of each delivery method and their respective advantages and disadvantages and provides a recommendation on how to proceed.

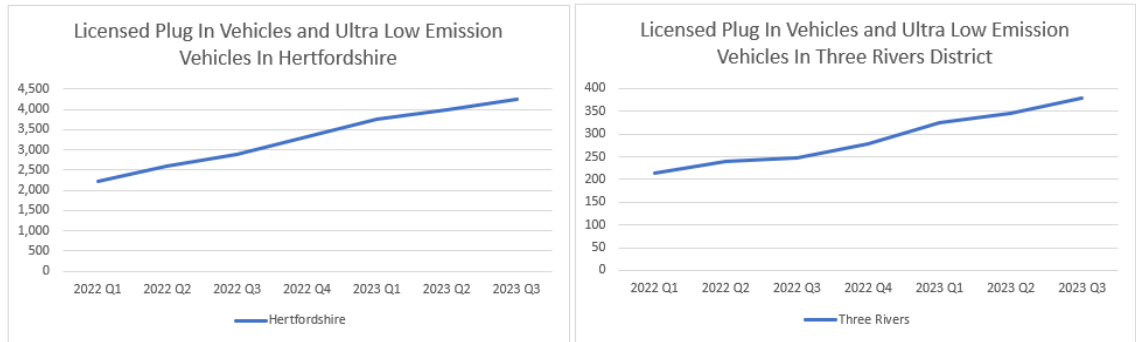
2 Details

2.1 Background

TRDC wants to continue to ensure the District provides an environment in which people want to live, work and play. As the take up of electric vehicles grows, TRDC want to provide electric charging infrastructure, initially in car parks, to support residents and encourage shoppers and other visitors to local facilities and businesses.

2.1 The total number of Ultra Low Emissions Vehicles (ULEVs) and Plug In Vehicles (PIVs) in Hertfordshire at the end of Q3 2022 was 4,261 according to Government data. The charts below show the number of licenced ULEV's and PiVs is increasing every year. ¹

¹ <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>



- 2.2 Hertfordshire County Council forecasting estimates that by 2030 there will be 240,800 electric vehicles registered in Hertfordshire. It is estimated that this would generate the need for 6,800 publicly available charging sockets (or just over 3,000 charge points assuming a double socket arrangement) which is a six-fold increase.²
- 2.3 Currently TRDC has 43 public charge points installed by commercial companies but no public charge points installed on its own land.
- 2.4 In 2015 Three Rivers DC initially considered EVCP provision and this culminated in a decision in June 2019 to introduce publicly accessible 'Rapid' electric vehicle charging points in car parks around the District.³ These were to be delivered under the Retail Parades Enhancement programme to improve the attractiveness of local retail centres for business users and visitors, as well as providing an opportunity for local residents (and potentially taxi firms) who have no private opportunity to charge their cars. Vehicle charging would be provided at a cost to the user and would be located at the main retail centres in the District.
- 2.5 The original proposals were aimed at two pilot schemes for Rapid chargers (in Rickmansworth and Abbots Langley car parks). No external funding was available for Rapid charging points at this time and Council funding (from existing budgets) was to be utilised.
- 2.6 The pandemic, with its resulting new priorities, subsequently led to the delay in progressing the EVCP programme.
- 2.7 In September 2022 a successful CIL application for £460k to support the implementation of EV infrastructure was submitted and Officers drafted a tender document to initiate a procurement exercise.
- 2.8 However, by this time, it was increasingly becoming apparent that the context of pursuing EVCP had progressed, and it was clear there was demand for a more expansive programme of delivery. It was also apparent new external funding was to become available (LEVI funding) to Tier 1 Authorities (i.e. Hertfordshire County Council) to support District and Borough Council's to deliver EV infrastructure across the County.
- 2.9 The 2021 TRDC Climate Emergency and Sustainability Strategy also highlighted the role of sustainable modes of travel in contributing to meeting sustainability objectives with the reduction on the reliance on carbon-fuelled transport and improving local air quality. One of the key objectives was to continue to expand and encourage electric vehicle charging infrastructure in the District.
- 2.10 In view of the changing context Officers started to reconsider the EV strategy and methods of delivery available to take full advantage of any external funding available.
- 2.11 District Only Method

² <https://www.hertfordshire.gov.uk/doc/roads/ev-strategy-summary.pdf>

³ <https://api.threerivers.gov.uk/files/1fe0f0a0-cd70-11ed-a53d-3ffe96670007/19-06-25-i-ihed-electric-vehicles.pdf>

The District Only method is to deliver EVCPs independently without the support of Hertfordshire County Council. The procurement and installation of the EVCPs will be managed by TRDC and supported by a district Charge Point Operator (CPO). Existing identified CIL funds will be supplemented by government grants (ORCS funding - On-Street Residential Charge Point Scheme) and CPO contributions.

- 2.12 Although specifically for on street EV (which is the remit of the County Council), it has become apparent that Government ORCS funding for on street EV can be utilised in off-street car parks provided the car parks are accessible to residents and there is demand from residential properties with no off street parking available. A number of other Hertfordshire Local Authorities had been successful in implementing projects utilising the ORCS funding stream.
- 2.13 ORCS funding has been announced for 23/24 (a pot of £200 million) and is now available. A funding bid must be submitted to request a proportion of the funding, up to a maximum of £200,000 per authority towards the installation of EVCP for residential properties.
- 2.14 In pursuit of the District Only approach Officers drafted a new specification for potential future EVCP procurement. This approach will be phased as new funding becomes available and as details of demand/usage of EVCP emerges.
- 2.15 The specification proposed to establish a series of charging units initially in up to 9 of our car parks. A mix of charging speeds will help cater to different requirements for different groups. The proposed TRDC strategy will be to provide a mix EV charging across its car parks over 10-15 years to meet the projected demand as residents, visitors and those who work in TRDC transition to EVs. The Council seeks a solution using a model that offers the best route to safeguard against tariff hikes and offers fair and equitable charging to the those who will depend on public access to charging with an initial focus on its main retail centres followed by secondary centres and leisure sites.
- 2.16 TRDC has assessed this requirement and understands that the following charging units are most appropriate (but can amend based on the outcome of the tender process).
- These units are:
- Fast 7.1 - 22kW (which are most common in car parks/destinations)
- And/Or
- Rapid 22 - 50kW (en-route/ destination charging)
- 2.17 Rapid chargers (charging in 1-2 hours) will be considered in appropriate locations as part of a wider portfolio of EVCP's.
- 2.18 TRDC recognised that some car parks may not have the electrical capacity to allow Rapid EVCP's to be installed. In the event that there is not the capacity to provide the supply to the Rapid units, then TRDC would consider installing only Fast charge units.
- 2.19 The Council is seeking a uniformity of design as a standard for installation within its car parks. It is proposed that once installed, TRDC will be the owner of the infrastructure from the District Network Operator (DNO) to the charging unit (underground) and the CPO will be the owner of the charger unit (above ground).
- 2.20 Initially, the nine car park locations listed in the table below were explored. This list was a starting point to locate EVCP in our main retail centres and within close proximity to properties with no off street parking. The priority sites were Northway, Rickmansworth and Abbots Langley Car Parks.

Location	Car Park Number of spaces	Fast Charge	Rapid units
Abbots Langley – Causeway House High Street Abbots Langley WD5	105	2 x 2 heads	2 x 2 heads
Ferry Car Park, Lower Road, Chorleywood, Herts WD3	37 Business permits 38 short stay	1 x 2 heads	1 x 2 heads
Community Way Car Park, Community Way, Croxley Green, WD3	70 (includes 3 blue badge)	2 x 2heads	1 x 2 heads
High Street West (M & S) High Street, Rickmansworth, Herts, WD3	73 (includes 3 blue badge)	1 x 2 heads	2 x 2 heads
Northway Multi Level Car Park, Northway, Rickmansworth, WD3	106 (includes 4 blue badge)	2 x 2 heads	2 x 2 heads
Rose Garden Car Park, Northway, Rickmansworth, Herts, WD3	41 (includes 4 Blue Badge)	1 x 2 heads	1 x 2 heads
Talbot Road West Talbot Road, Rickmansworth, WD3	37 (includes 1 Blue Badge)	1 x 2 heads	1 x 2 heads
Henbury Way Car Park, Henbury Way, South Oxhey, WD19	56 (includes 4 blue badge)	1 x 2 heads	1 x 2 heads
Station Approach Car Park, Station Approach, South Oxhey, WD19	34 (includes 2 blue badge)	1 x 2 heads	1 x 2 heads

- 2.21 With the exception of Rickmansworth Town Centre one car park has been identified in the main District centres. Officers have considered the loss of general public parking in our key centres is a key consideration in determining number of car parks and parking spaces. Identifying key sites will allow us to monitor demand to determine if the scheme is expanded into further car parks. Empty, unused car parking spaces in busy car parks will raise concerns regarding capacity.
- 2.22 Typically, users will charge on visiting the retail centres or charging is available to users for out of hours (overnight in residential areas – such as Rickmansworth). The charging points must be publicly accessible with the core users being residents, shoppers, visitors and business employees including residents that have no access to private charging options. All chargers must be publicly available 24/7 unless this is shown non-viable.
- 2.23 All Electric Vehicle charging points will be compliant with the latest OZEV and OCPP standards and accessibility standards detailed in PAS 1899:2022.
- 2.24 It is envisaged any CPO is fully responsible for the design and installation of the charging unit as well as the maintenance and operation. This includes all software and appropriate applications to enable a successful charge.
- 2.25 A procurement specification based on the above details was drafted based on a concession model where an operator designs, installs, and manages the EVCPs. However, there may be an opportunity for a revenue return which may increase if TRDC are willing to consider contributing capital funds to the project.
- 2.26 It was envisaged Officers initially proceed with a mini tender exercise on the Kent County (KCS) Framework. Part of any agreement to progress with the CPO will ensure they submit an ORCs bid on behalf of TRDC.
- 2.27 However, in order to establish the viability of the above proposals Officers firstly reached out to a Charge Point Operator, Blink. The identified operator already operates in Watford BC providing on street EVCP for Watford BC (under contract) and works with nearly 60 local authorities. In Hertfordshire they are the CPO for 4 of the 7 Districts/Boroughs they are contracted with (mostly through a direct award procurement process).
- 2.28 Blink viewed the draft specification and surveyed the 9 identified key car parks (see para 2.39) with assistance of a TRDC commissioned consultant. They have identified any issues with the car parks and specific charging proposals including with regard to electrical supply and location of charging equipment. Rapid chargers have been added to the proposals where appropriate and viable in terms of a power supply.
- 2.29 PAS 1899:2022 guidance requires access standards to EVCP operated parking bays which have 1.2m hatchings to every side of each bay, however, this results in an increased number of bays being required for each scheme. This is not compulsory, and Blink have proposed 1.2m hatchings between bays only which reduces the removal of bays.
- 2.30 Blink have advised with any ORCS bid it is necessary to ensure future proofing, so it has been recommended to install a minimum of two twin 7Kw Fast charging units in each car park. Most Local Authorities have not introduced Rapid chargers to date as historically there has been no external funding available. Please note that Rapid chargers are eligible for the upcoming Local EV Infrastructure Fund (LEVI).
- 2.31 Additional costs may be required for signage, lighting in some cases and a piece of work needs to be undertaken on amending Traffic Regulation Orders to ensure the EVCP parking bays are used correctly (and P&D charges are required where appropriate).

- 2.32 Following on from this piece of work Officers asked Blink to provide some modelling on cost options in terms of a proposal that is at:
- a) nil cost to TRDC (with a request for maximum £200k ORCS funding bid)
 - b) Requires an initial capital sum from the Council which may increase any return and which may allow further investment in rapid chargers. A business model was presented that will provide a better commercial opportunity to TRDC if it is prepared to fund these chargers.
- 2.33 The Business Models that have been explored were:
- a) Fully funded concession model under ORCS with a CPO.
 - b) Fully funded Council Spend model (with ORCS funding) to understand the Commercial revenues – maintenance is fully performed by the CPO.
 - c) Something in between where TRDC funds the Rapid Chargers
- 2.34 All models are to be maintained and managed fully by an CPO.
- 2.35 CPOs will only contribute a certain amount of funding based on their commercial model and risk appetite. Government grants also have set limits on the amount of funds provided for each EVCP socket (currently up to £13k per socket).
- 2.36 CPO Blink's cost proposals are contained at exempt Annex 1.
- 2.37 Due to technical and cost issues identified by Blink during the site surveys, the initial list of car park locations (please see point 2.21) has been reduced to seven locations (please see table on the next page).

Location	Charging Hardware	No. of Charging Bays	Status\Comments
Northway Lower Car Park, Rickmansworth	4 Single Fast Chargers \ 2 Rapid Chargers	8	To progress
Adjacent to M&S Car Park, High Street, Rickmansworth	2 Fast Chargers \ 2 Rapid Chargers 2 fast and 1 rapid?	8	To progress
Talbot Road West	1 Single Fast Charger \ 1 Twin Fast Charger	3	To progress with Fast chargers only. Rapid chargers are prohibitively expensive
Community Way Car Park, Croxley Green	2 Fast Chargers	4	To progress with Fast chargers only. Rapid chargers are prohibitively expensive
Henbury Way, South Oxhey	2 Fast Chargers \ 1 Rapid Charger	6	To progress
High Street Service Road Abbots Langley	2 Fast Chargers \ 1 Rapid Charger	6	Alternative site. To progress
Shire Lane Car Park	2 Fast Chargers \ 1 Rapid Charger	6	Alternative site. To progress

TOTAL: 7 sites, 7 rapid chargers (14 charging points), 15 fast chargers (25 charging points).

Sites Not to be Progressed:

Ferry Car Park, Chorleywood	2 Fast Chargers \ 1 Rapid Charger	6	Removed from consideration. Fast and Rapid chargers are prohibitively expensive due to connectivity costs.
Causeway House Car Park, Chorleywood	2 Fast Chargers \ 1 Rapid Charger	6	Removed from consideration. Fast and Rapid chargers are prohibitively expensive due to connectivity costs

- 2.38 Blink have now provided costs, detailed in exempt Annex 1.
- 2.39 In terms of pursuing this model TRDC would need to contribute to the installation around £200k of Council monies. These costs could be covered by identified CIL funding. Further costs will be incurred for signage, bay marking etc but would also be covered by the identified CIL funds. If the District Only method is adopted the following points need to be determined:
- a) Whether to progress as a direct award or mini tender via a Framework or a full tender exercise, a decision which may affect outcome, cost but also timings of implementation. Officers consider given the high cost of DNO connection any operator would offer a similar model as that offered by Blink, albeit the commercial returns may slightly differ. In terms of progressing more quickly, and given the presence of Blink in neighbouring and other authorities, a direct award would be recommended by Officers.
 - b) It is acknowledged the District Only method excludes the ability to apply for LEVI funding (held by HCC). If it is agreed to proceed with these proposals and an ORCS funding bid it is recommended a next phase is investigated for further funding using the Regional Model.
 - c) It should be noted that Blink (or any other provider) will propose a model that is commercially viable to them. Limiting our proposals to 7 key car parks in our main centres potentially offers a provider our key sites to the detriment of less desirable/commercially attractive sites coming forward in due course. However, there is a balance between progressing EVCP infrastructure quickly and waiting for consideration of a wider portfolio. It is considered that in only progressing 7 sites TRDC have remaining car parks in key locations that could be taken forward in the future.
- 2.40 Regional Partnership Model
- 2.41 The Regional Partnership method is to utilise the regional EVCP delivery programme HCC are currently developing. The procurement and installation of EVCPs will be managed by HCC and supported by TRDC and a regional CPO. The EVCPs will be funded by government grants (LEVI - Local EV Infrastructure Fund) and CPO contributions.
- 2.42 In 2023 Hertfordshire County Council published their EVCP Strategy which states:
- “Where feasible, off-street charging hubs in council-owned car parks should be considered first. There is great potential for this in Hertfordshire with 26,000 parking spaces available in almost 400 publicly available car parks across the county. After this opportunities for chargepoints in other off street locations in the form of hubs on other public-owned land should be investigated. Where neither of these options are possible (e.g. due to a lack of suitable land in the area or areas are away from residential areas) or become insufficient to meet growing demand (e.g. limited car park spaces or long wait times), the potential for on-street installations should be considered....*
- Districts and boroughs control on street parking within Hertfordshire under local agency agreements and have more detailed knowledge about the characteristics of their local populations and local area including where there are particular parking pressures from residents and therefore are best placed to lead on the implementation and ongoing management of on street chargepoints. HCC’s role will therefore be to support this process.”*
- 2.43 In addition, there has been a more recent announcement of further funding (changes to how administered). This funding, the Local EV Infrastructure (LEVI) Fund, supports local authorities in England to plan and deliver charge point infrastructure for residents without off-street parking. The fund comprises of:
- capital funding to support charge point delivery

- capability funding to ensure that local authorities have the staff and capability to plan and deliver charge point infrastructure
- 2.44 Rather than the previous competitive bidding process, the LEVI fund will now be allocated to Tier 1 local authorities in England. Hertfordshire County Council have been given an indicative allocation of £6,015,000 capital funding and a further £590,400 capability funding which will be available over the next two financial years. It has been announced this money will be made available within this financial year (Tranche 1). The funding is aimed at residents with no access to on street parking but includes rapid chargers.
- 2.45 HCC has submitted a LEVI fund application and are currently working with the Energy Savings Trust on initial feedback. TRDC supported the HCC application to demonstrate a collaborative approach to securing the funding across the County.
- 2.46 HCC are still developing their regional EVCP delivery programme and many of the details yet to be confirmed. However, a January 2024 update from HCC provided a tentative timeline as follows:
- HCC aim to utilise the Electric Vehicle Dynamic Purchasing System provided by Oxford City Council. Using an established procurement framework will streamline the procurement process.
 - HCC's legal team are currently reviewing the Oxford DPS documents to ensure it meets their requirements and internal processes. The contract is likely to be 15 years in length.
 - The HCC aim to complete procurement by the end of Quarter 3 of 2024.
 - HCC aim to begin installing chargers in Quarter 4 2024 although installation of chargers will likely be staggered between District and Borough partners.
 - District and Borough partners will not have to bid or apply for LEVI funds from HCC. The funds will be split equitably based on set criteria. The criteria are still to be determined but are likely to be needs-based allowing Districts and Boroughs that have not yet installed chargers to "catch-up"
- 2.47 HCC also provided the following update recruitment of resource to support District and Boroughs using government grant capability funding:
- We have recently appointed two new EV officers (currently agreeing start dates) who districts & boroughs will be able to use as a resource to help drive forward LEVI including project management, site selection, procurement etc. We're currently developing a work plan for the new 2X Sustainable Partnership Officers which will outline HCC's & Districts & Boroughs roles and responsibilities throughout the project. This can be discussed further over the next couple of months and will hopefully help with your resourcing planning as well as allowing us to ensure that each D&B is given the necessary support moving forward.*
- 2.48 Three Rivers DC supporting role in progressing on street EVCPs will need to be further considered.
- 2.49 Pursuing this HCC led approach will take more time but would lead to a more comprehensive approach in terms of procurement of operator across the County (with larger economies of scale reaping an improved commercial offer and return). It could also lead to a larger and more comprehensive delivery of EV both across the District and County with access to further funding (LEVI funding). TRDC would not need to provide its own funding for EVCP's..
- 2.50 Hybrid Method
- 2.51 The Hybrid method is to use both the regional HCC EVCP delivery programme and CIL funding to deliver EVCPs, taking advantage of the benefits of both delivery methods. Whilst

we waited for the LEVI funding to be made available (anticipated end of 2024) from HCC to develop a more comprehensive EV project in our car parks Officers could utilise the available District monies (identified through CIL funds) to progress other EVCP's and associated infrastructure that would not be eligible for the HCC funding.

2.52 HCC (through their regional CPO) would install and operate the EVCP's. CIL funds would be used for:

a) Enabling works (e.g. electricity grid connections) that can only be partially covered by government grants and CPO contributions.

b) Ancillary works (e.g. signage, bay painting) that cannot be covered by government grants and CPO contributions.

c) Additional EVCP's in car parks for which government grants cannot be used because of parking restrictions (e.g. leisure car parks and leisure centres, TRH staff car park).

2.53 It is suggested that the following additional car park locations be considered for EVCP installation using CIL funds:

Aquadrome Car Park (tbc)
Leavesden Country Park Car Park
Rickmansworth Golf Course Car Park
South Oxhey Leisure Centre Car Park
Three Rivers House Staff Car Park
King George V Car Park (William Penn Leisure Centre)

2.54 Please note that the car parks above have not been surveyed by a CPO and therefore no cost information is currently available. These car parks will have to be surveyed and an EVCP design created as per the action plan in point 3.7.

2.55 Additional budget is also required for ancillary works such as lamp post moves, tree moves, bay painting and signage. Therefore, installation of EVCPs can sometimes be blocked from a shortfall in funds for various technical and logistical reasons. The Hybrid method aims to strategically use CIL funds to "top-up" where a funding shortfall exists. CIL funding can therefore be used to overcome a variety of barriers to successful EVCP installation.

3 Options and Reasons for Recommendations

3.1 This report has provided details on the current EV proposals and highlighted three different methods to fund, deliver and operate EVCPs.

3.2 Each method has its own advantages and disadvantages, which are explored in more detail in point 3.3 but can be summarised as follows:

- The District Only method is suggested to be quicker, but the more expensive delivery method.
- The Regionally Partnership method is suggested to be the slower, but cheaper delivery method.

- The Hybrid method is suggested to be a more complex, but better long-term delivery method with better chances of success.

3.3 Each of the methods outlined above has advantages and disadvantages (see table below).

Delivery Method	Advantages	Disadvantages
District Only Method	<p>Don't have to wait for HCC.</p> <p>More control on car park location.</p> <p>More control on what type.</p> <p>More control on how many.</p> <p>More control on business model type.</p> <p>More control on the chargeable rates.</p> <p>More control on the choice of EVCP provider.</p> <p>More control on contract KPI's.</p>	<p>More expensive because TRDC don't have enough scale\buying power.</p> <p>EVCP provider can take less commercial risk so more expensive.</p> <p>More expensive because TRDC aren't making full use of the grants.</p> <p>TRDC may still need to complete a procurement exercise.</p> <p>TRDC would be project manager.</p> <p>TRDC need to performance manage the EVCP provider after installation.</p> <p>TRDC assume all contractual risk.</p>
Regional Partnership Method	<p>Increasingly, Tier 1 councils are the "gatekeeper" for government funding.</p> <p>Better longer-term, multi-year strategy.</p> <p>Enables the use of LEVI funds held by HCC.</p> <p>LEVI funding covers Rapid chargers.</p> <p>Better value for money as HCC has more buying power.</p> <p>EVCP provider can take more commercial risk so cheaper.</p> <p>HCC run procurement exercise, assume contractual risk and act as project manager.</p> <p>HCC manages EVCP provider performance after installation.</p> <p>Better uniformity of EVCP provider\tech across the region.</p> <p>Better synergy with on-street EVCPs which will be installed by HCC as Highways Agency.</p>	<p>Enabling works costs (e.g. grid connection) will be funded but only within limits.</p> <p>Ancillary works (e.g. bay painting) could be funded but only within limits.</p> <p>Installation is likely to be slower and be towards the end of 2024.</p> <p>Slower initially (but faster when the programme is up and running).</p> <p>D&B installations will be staggered.</p> <p>Reduced control over the installations and service provision going forward.</p>
Hybrid Method	<p>Smartest use of funding streams.</p> <p>Gives us budget flexibility to install EVCPs in other locations, widening the network.</p> <p>Best mix of speed and scalability.</p>	<p>Project becomes more complex.</p> <p>Installation is likely to be slower in main car parks, but alternative sites can be pursued utilising the available CIL funding.</p> <p>Possible duplication of work between TRDC and HCC.</p> <p>Might end up with a mix of EVCP providers to manage.</p>

- 3.4 Having regard to the above it is proposed Officers pursue Option 3: Hybrid Model allowing for a more comprehensive EV scheme with external support and funding to be secured. In the short time alternative sites using some of the CIL funding can be identified and progressed i.e. leisure car parks, leisure centre car parks, TRH car parks. This option will enable us to take advantage of the external support and economies of scale through working with HCC and lead to a larger collection and coverage of EVCPs in the District.
- 3.5 If Members consider the time taken to pursue this option and the resulting presence of EVCPs too long then it is recommended Option 1 – District Only method is progressed for the identified sites (table 2.39) and given the progress to date we would direct award from a Framework.
- 3.6 Following this first phase of implementation in 7 car parks/parking areas the hybrid model is pursued for the continued expansion of EVCP proposals across the District. As part of this option 1 Officers would need to identify further proposals for EVCPs to be progressed ready for the LEVI funding opportunities.
- 3.7 If Members agree to adopt Option 3 Hybrid method the following action plan will be undertaken to install EVCP's in the car parks identified in point 2.53 as quickly as possible. Please note the timescales contained in the action plan are indicative and aspirational. The action plan also assumes a direct award to a CPO using the Kent County Framework (KCF) or Oxford DPS Framework (to align to HCC) and DNO connections will take ~8 weeks to complete.

Action	Timescale (2024)
Procure CPO through KCF/ Oxford DPS.	February – March
Car park site surveys	April
EVCP scheme design and costing	May
Agree car park leases	May
Preparatory site works	June
Installation of EVCPs (sequentially by car park)	June - August
DNO connections	September - October
Bay painting and signage	September - October
EVCPs go live	September - October

4 Policy/Budget Reference and Implications

- 4.1 The recommendations in this report are not within the Council's agreed policy and budgets, however, CIL monies have been identified for the initial phase of the EV project.

5 Community Safety, Public Health, Customer Services Centre, Communications & Website, Risk Management and Health & Safety Implications

- 5.1 None specific.

6 Financial Implications

6.1 District Only Method

- CIL funding to be spent on EVCP installation in car parks as per point 2.30.
- Additional CIL funds to be spent on ancillary works (e.g. signage, bay painting, lamp post moves).
- Government grants and CPO contributions to be used on EVCP installation.
- Potential 10+5 year commercial contract to be signed with a CPO.

6.2 Regional Partnership Method

- LEVI grant funding (distributed by HCC) and CPO contributions (percentage split TBC but likely to be 80/20%) to be used on EVCP installation in car parks as per point 2.30.
- Existing transport budget (and identified CIL monies if required) to be spent on ancillary works (e.g. signage, bay painting, lamp post moves).
- 10+5 year commercial contract between HCC and CPO with TRDC as signatory.

6.3 Hybrid Method

- LEVI grant funding (distributed by HCC) and CPO contributions (percentage split TBC but likely to be 80/20%) to be used on EVCP installation in car parks as per point 2.30.
- CIL funding to be spent on EVC's in additional car parks as per point 2.55. Cost is unknown at this point but will be confirmed following site surveys and EVCP scheme designs and cost modelling.
- Additional CIL funds to be spent on ancillary works (e.g. signage, bay painting, lamp post moves) and enabling works (e.g. DNO connections).
- 10+5 year commercial contract between HCC and CPO with TRDC as signatory.
- 10+5 year commercial contract to be signed with CPO that installs EVCPs in car parks as per point 2.30.

7 Legal Implications

7.1 A lease or licence agreement will be required between TRDC and the CPO due to the fact the (above ground) EVCP infrastructure will be owned and maintained by the CPO.

7.2 This agreement will not cover the full car park, but only the small parcels of land under each EVCP socket and a feeder pillar (which houses the incoming electricity supply and a meter).

8 Staffing Implications

8.1 Currently employing external consultant to support until end of March 2024.

8.2 Continued vacancy in the team (and specialism) will continue to limit future delivery after March 2024. Recruitment is being progressed.

8.3 District Only Method

TRDC will project manage both the EVCP installations and ongoing CPO contract which will require additional resource.

8.4 Regional Partnership

HCC will project manage both the EVCP installations and ongoing CPO contract so additional resource will not be required.

8.5 Hybrid

8.6 TRDC will project manage both the EVCP installations and ongoing CPO contract for additional car parks. Additional resource will be required on a short-term basis until EVCP installations are complete.

9 Equal Opportunities Implications

9.1 A short Equalities Impact Assessment has been completed. The introduction of EV charging infrastructure in the Council owned car parks is a core component to enable the council to achieve net zero. These are some risks to protected characteristics, detailed in the attached EqIA, which need to be considered.

10 Climate Change and Sustainability Implications

10.1 A sustainability impact assessment has been undertaken resulting in a score of:

Climate and Sustainability Impact Assessment Summary	
Homes, buildings, infrastructure, equipment and energy	3.6
Travel	4
Goods and Consumption	3.67
Ecology	3.67
Adaptation	3
Engagement and Influence	4
Total Overall Average Score	3.5

11 Communications and Website Implications

11.1 As the project evolves updates will be provided for the website and in future press releases. A new 'request for EV charging points' page has been added to the Council's website so Officers can collate requests and understand demand.

12 Risk and Health & Safety Implications

12.1 The Council has agreed its risk management strategy which can be found on the website at <http://www.threerivers.gov.uk>. In addition, the risks of the proposals in the report have also been assessed against the Council's duties under Health and Safety legislation relating to

employees, visitors and persons affected by our operations. The risk management implications of this report are detailed below.

12.2 The subject of this report is covered by the Regulatory Services Service Plan. Any risks resulting from this report will be included in the risk register and, if necessary, managed within this/these plan(s).

Nature of Risk	Consequence	Suggested Control Measures	Response <i>(tolerate, treat, terminate, transfer)</i>	Risk Rating <i>(combination of likelihood and impact)</i>
District Only Method				
TRDC don't have enough scale\buying power.	EVCP installation will be more expensive than other delivery methods.	Cost modelling has been completed to identify cost of installation. Alternative delivery methods have been included in this report.	Tolerate	6
TRDC will be required to project manage the EVCP installations.	Slow/failed delivery if adequate resource not identified.	Recruit expert resource/fill vacancy.	Treat	4
TRDC will be required to manage CPO performance and contract following installation.	Poor service delivery if adequate resource not identified.	Recruit resource/fill vacancy. Use established framework contract which includes CPO performance KPI's to benchmark and monitor performance.	Treat	4
TRDC will assume all contractual risk if CPO fails or ceases to exist.	EVCP service delivery stops.	Use established framework contract which includes robust CPO	Treat	4

		list.		
Regional Partnership Method				
Enabling works costs (e.g. grid connection) will be funded but only within limits.	Some EVCP installation might be blocked by enabling works which cannot be 100% funded by grant monies.	A Hybrid delivery method has been identified in this report which uses CIL funds for enabling works.	Tolerate	6
Ancillary works (e.g. bay painting) could be funded but only within limits.	BAU parking budget may be required to complete ancillary works which cannot be 100% funded by grant monies.	A Hybrid delivery method has been identified in this report which uses CIL funds for enabling works.	Tolerate	3
TRDC will be reliant on the HCC EVCP regional delivery programme to install EVCPs. D&B installations will be staggered.	Installation is likely to be slower and be towards the end of 2024.	Work done to date make for ready made proposals to HCC to demonstrate the need for EVCP's and help ensure we are at the front of the D&B queue for funding allocation and installation.	Treat	5
Reduced control over the installations and service provision going forward.	TRDC will have less choice on the CPO, the type of EVCP's, the locations of EVCP's and the number of EVCP's.	Work done to date make for ready-made proposals to HCC to demonstrate the need for EVCP's and help ensure we are at the front of the D&B queue for funding allocation and installation.	Treat	4
Hybrid Method				
EVCP's will be delivered	Installation of	Recruit expert	Treat	4

through two delivery methods.	EVCP's becomes more complex to manage and deliver.	resource/fill vacancy.		
	TRDC may be required to enter two long-term CPO contracts.	Use established framework contract which includes CPO performance KPI's to benchmark and monitor performance.	Treat	4
	TRDC may end up with a mix of EVCP providers to manage.	Recruit expert resource/fill vacancy.	Treat	3

12.3 A risk, regardless of the delivery method, exists with regards to the CPO and its ability to deliver a 10+5 year contract. The risk around the longevity of the CPO as a service provider is mitigated through the procurement process. It is suggested that a procurement framework is used (KCS for District Only, Oxford DPS for Regional and Hybrid) which will include quality assurance checks on the CPO's financial position, ownership etc. The CPOs on these frameworks are high-profile, well established CPOs with a good reputation.

12.4 The above risks are scored using the matrix below. The Council has determined its aversion to risk and is prepared to tolerate risks where the combination of impact and likelihood scores 6 or less.

Very Likely Likelihood Remote	Low 4	High 8	Very High 12	Very High 16
	Low 3	Medium 6	High 9	Very High 12
	Low 2	Low 4	Medium 6	High 8
	Low 1	Low 2	Low 3	Low 4
	Impact Low -----> Unacceptable			

Impact Score	Likelihood Score
4 (Catastrophic)	4 (Very Likely (≥80%))
3 (Critical)	3 (Likely (21-79%))
2 (Significant)	2 (Unlikely (6-20%))
1 (Marginal)	1 (Remote (≤5%))

12.5 In the officers' opinion none of the new risks above, were they to come about, would seriously prejudice the achievement of the Strategic Plan and are therefore operational risks. The effectiveness of the management of operational risks is reviewed by the Audit Committee annually.

The remainder are therefore operational risks. Progress against the treatment plans for strategic risks is reported to the Policy and Resources Committee quarterly. The effectiveness of all treatment plans are reviewed by the Audit Committee annually.

13 Recommendation

13.1 That Members agree to:

- i) Pursue the Electric Vehicle Charge Point proposals for Council car parks utilising the Option 3 Hybrid method and action plan (see point 3.7) but with a final decision on scheme implementation and delivery to be delegated to the Director of Finance in conjunction with the Lead Member to ensure timely project delivery.
- ii) Officers to continue to investigate further proposals for Off Street Electric Vehicle Charging in other Council car parks and liaise with Hertfordshire Highways regarding On Street proposals with any funding opportunities identified.
- iii) The production of a comprehensive Electric Vehicle Charging Strategy for Three Rivers District Council.

Report prepared by: Kimberley Rowley, Head of Regulatory Services

Data Quality

Data sources:

Blink Charging Cost Proposal (5 December 2023) **Exempt Annex 1.**

Data checked by:

Kimberley Rowley, Head of Regulatory Services

Data rating:

1	Poor	
2	Sufficient	
3	High	X

APPENDICES / ATTACHMENTS

Exempt Annex 1 – CPO proposals