	Cabinet 15 January 2018
	Report from the Strategic Director Regeneration and Environment

Air Quality Improvement Measures: Electric Vehicle Charging Infrastructure

Wards Affected:	All Wards
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt:	Open
No. of Appendices:	3
Background Papers:	None
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1.0 Purpose of the Report

1.1. This report seeks to inform and obtain approval from Cabinet for Brent's involvement in two projects that will provide new charging infrastructure for electric vehicles in Brent: The Rapid Charging Infrastructure Project and a project to deliver on-street residential charge points in lamp columns. Both projects require entry into supplier contracts. The report will also provide an update on progress with Source London infrastructure installation.

1.2. The Brent Long Term Transport Strategy 2017 – 2035, Planning Policy Guidance, the London Plan and Brent Development Management Policies all seek improvements in air quality.

1.3. Supporting greater use of electric vehicles to contribute to meeting these objectives requires access by owners to a reliable charging infrastructure. This includes charge points in residential streets to allow residents who don't have access to off-street parking to charge an electric vehicle overnight. It also includes access to 'rapid charge points' which, due to their ability to charge an electric vehicle in 30 minutes, support the taxi and private hire trades to use electric vehicles. This charging infrastructure is required in addition to traditional freestanding charge points which the Council is currently installing as part of the Source London network in contract with BluePointLondon Ltd.

2.0 Recommendations

That Cabinet:

2.1. Approves Brent Council's continued involvement in the GULCS for the Rapid Charging Infrastructure Project and the project to provide on-street electric vehicle charge points in residential locations;

2.2. Approves Brent Council's participation in a collaborative procurement led by Transport for London (TfL) and London Councils using the Crown Commercial Services Traffic Management Technology 2 Framework Agreement in order to select a single supplier to install, manage and maintain electric vehicle charge points in lamp columns in Brent;

2.3. Agrees that the collaborative procurement exercise detailed in 2.2 above be exempt from the normal requirements of Brent Council's Contract Standing Orders and Financial Regulations for good operational and/or financial reasons in accordance with the Contract Standing Order 84(a) and 85(c) for the reasons detailed in paragraphs 6.8 and 11.2.3;

2.4. Authorises in principle the provision and installation of electric vehicle charge points in lamp columns to serve residents with no access to off-street parking now and in the future (subject to funding);

2.5. Authorises the Strategic Director Regeneration and Environment, in consultation with the Lead Member for Environment, to undertake any necessary statutory and non-statutory consultations and consider any objections or representations regarding the installation of rapid charge points at on and off-street locations in Brent now and in the future (subject to funding), with consultation results referred to Highways Committee to determine the outcome of the responses;

2.6. Notes the intention to commence a procurement using a mini-competition under the TfL Rapid Charge Point Concession Framework for the installation of electric vehicle rapid charge points; and

2.7. Delegates authority to the Strategic Director Regeneration and Environment, in consultation with the Lead Member for Environment, to award contracts following mini-competitions under the frameworks detailed in 2.2 and 2.6 above to the successful bidders of the Rapid Charging Infrastructure Project and the project to provide on-street electric vehicle charge points in residential locations for the reasons detailed in paragraph 11.1.8 and 11.2.6.

3.0 Detail

3.1. The public and political awareness of the health impacts of poor air quality is growing rapidly. The majority of Brent is within an Air Quality Management Area due to high levels of Nitrogen Dioxide and Particulate Matter which are known to contribute to poor health. Petrol and diesel vehicles contribute a large proportion of emissions of these pollutants.

3.2. The Government published its Air Quality policy plan on 26 July 2017 setting out measures to tackle the UK's illegal levels of Nitrogen Dioxide. The plan includes a commitment to end the sale of vehicles which are fuelled purely on petrol or diesel by 2040. The Mayor of London has also highlighted the urgent need for new measures to tackle poor air quality across London. Electric vehicles, which produce no exhaust emissions to air, are a key part of the solution and are increasingly prevalent in the fleets of vehicle manufacturers.

3.3. Brent's Air Quality Action Plan 2017 – 2022 was approved by Cabinet in November 2017. It gives support for the installation of on-street electric vehicle charge points throughout Brent as well as the take-up of electric taxis and commercial vehicles.

3.4. Electric vehicles require charge points and for these vehicles to proliferate in Brent, a robust charging network is required. Brent Council entered into a new contract with BluePointLondon Ltd in 2016 to install electric vehicle charge points across the borough as part of the Source London network. At present, proposals for 24 locations with 30 active charge points and associated electric vehicle only parking bays have been developed and consultations have been completed. It is likely that these charge points will be active in Brent in 2018.

3.5. Source London charge points are predominantly located at, or close to, destinations where people are expected to make trips to. They are therefore primarily intended to be used as a top-up facility for electric vehicles rather than a primary source of charging. Alternative charging facilities are needed for Brent residents who do not have access to off-street parking so that they can charge their vehicles overnight and close to home. This is particularly important as the majority of electric vehicle owners charge their vehicles at home overnight and in Brent's south-eastern wards, from Harlesden to Kilburn, it is estimated that 81-90%[1] of households do not have access to off-street parking to charge from home. These residents require charge points at the kerbside in residential streets.

3.6. Additionally, charging facilities are required for residents who are employed in the taxi and private hire (PHV) trades, and other small businesses. These trades have historically had a limited choice of diesel vehicles to use which have been a significant contributor to poor air quality in London. As a result, the Mayor of London's Taxi and Private Hire Action Plan 2016 requires that from January 2018 and 2020 onwards respectively, all taxis and PHVs licensed for the first time must be zero emission capable (ZEC). In order to recharge quickly during the working day, ZEC taxis and PHVs require rapid charge points that are capable of charging at powers of up to 50kW to deliver an 80% charge in 30 minutes.

3.7. Vehicle licensing data shows that at the end of 2016, there were approximately 2,033 electric vehicles registered to addresses in Brent[2]. Of these, 5% were pure electric and 95% were hybrid. Between January and June 2017, the number of electric vehicle registrations increased by 133 and is anticipated to increase steadily over the coming years. This can be

[1] West London Electric Vehicle Study, WSP Parsons Brinkerhoff (2016)
[2] Society of Motor Manufacturers and Traders, 2014 – 2016 licensing data for Brent postcodes

evidenced through the increased requests from residents for charging facilities. 33 requests from residents have been received to date for charging facilities. Officers will identify the most suitable charging option for each of these locations. This demand demonstrates that there is a need for a range of electric vehicle charging infrastructure to further instigate and support this growth and to enable all vehicles with electric capability to run on electric power.

4.0 London's Go Ultra Low City Scheme

4.1. London Councils, Transport for London and the Greater London Authority were awarded £13m in January 2016 from the Office for Low Emission Vehicles' Go Ultra Low City Scheme (GULCS) to help accelerate the installation of electric vehicle charging infrastructure in London.

4.2. London's GULCS programme has four workstreams. One of these, the Rapid Charging Infrastructure Project, will invest £4m of funding into the delivery of 300 rapid charge points by 2020 to support high mileage commercial electric fleets (predominantly taxis and PHVs). Another will deliver 1,150 electric vehicle charge points to support the charging needs of residents without off-street parking.

4.3. Brent Council is involved in both of these workstreams through the Rapid Charging Infrastructure Project as detailed in Section 5 below, and a project to deliver on-street residential charge points in lamp columns, as detailed in Section 6 below.

5.0 Rapid Charging Infrastructure Project

5.1. Rapid charge points are capable of charging an electric vehicle at powers of up to 50kW to deliver an 80% charge in 30 minutes. Due to their high power output, rapid charge points are significantly larger than traditional freestanding electric vehicle charge points such as those operated by Source London. Table 1 in Appendix A depicts three common charge point designs with their respective dimensions. Rapid charge points also require additional power supply infrastructure as detailed in Table 2 in Appendix A.

5.2. It is proposed that rapid charge points will be installed in Brent using the Rapid Charge Point Concession Framework, set up by TfL. TfL and Brent will identify sites in the borough where rapid charge points could be installed and use GULCS funding to undertake enabling works to prepare sites for installation. Brent will tender sites under a mini-competition using the Rapid Charge Point Concession Framework to a group of pre-selected operators to install, operate and maintain the rapid charge points through a Framework Agreement. Brent will evaluate bids and then enter into a Call Off Contract with the successful bidder(s) for each site which will last for 8-10 years based on the terms and conditions of the Framework Agreement.

5.3. Site Agreements, which take the form of licences, will allow charge point operators to trade on street and will define the operator's terms of access to each site. For this purpose, a TfL licence will be used which allows for the

placing, maintenance and operation of apparatus on the highway. The cost of each licence to the operator will be either £100 or will be proportional to the loss of pay and display revenue from the site if the rapid charge point and parking bay replaces one or more pay and display bays.

5.4. The appointed operator will become the owner of the charge point and be responsible for the full cost of installation, operation and maintenance. Brent resource to manage the project will involve site selection and contract management.

5.5. Appointed charge point operators are required to pay Brent an annual rent for each site and a share of revenue once the site is operational (detailed in Section 10.1). In order to establish a viable business model, operators are able to set their own tariff structure with which to charge users. Typical prices are expected to be in the region of 30p per kWh which equates to around 8p per mile for a 24kWh Nissan Leaf (in comparison to 14p per mile for petrol). However, the Call Off Contract will include a ceiling price on user charges.

5.6. Brent has engaged with TfL over the past year to identify an initial set of locations across Brent land which would be capable of hosting rapid charge points. Two rapid charge points will be installed on TfL land in Wembley Park and Queensbury Station car parks by the end of 2017. Initial investigations will take place at five other locations on Brent highway where charge points could be installed on footways (where there is sufficient clearance) or on build outs beside designated electric vehicle only parking bays in 2018. These locations are detailed in Appendix B. Installations would result in additional street furniture though the Council will seek to ensure that charge points are appropriately located and do not harm the streetscape. Charge points would be installed using Permitted Development rights.

5.7. Installation of rapid charge points on Brent highway will require designated parking bays enforced with a Traffic Management Order (TMO), subject to consultation with local residents and businesses. There is likely to be some loss of pay and display parking bays though income loss will be minimised as described in Section 10.1. However, there will be no loss of residential parking. Members will be consulted on final charge point locations before consultations are carried out. Additionally, as detailed in Section 11.1, approval of participation in the Framework Agreement in respect of the proposed Call Off Contract is required from the Chief Legal Officer and Chief Officer in addition to authority to award the contract to the selected Framework Agreement contractor.

5.8. The approximate value of the Call Off Contract is £850k. This figure uses a mid-case estimate of the operator's turnover (over 10 years) less operational costs over the time periods. This equates to £170k per charge point. The contract value reflects this turnover at five potential sites. However, this total figure may potentially be shared by more than one operator in more than one Call Off Contract. Also, this is a maximum value as some sites may not be viable to progress.

6.0 On-street Residential Electric Vehicle Charge Points

6.1. Brent Council has received £150k of GULCS funding as a contribution towards 75% of the capital costs of procuring and installing charge points in residential streets where residents have no access to off-street parking. This funding follows submission of an Expression of Interest for the GULCS in June 2017, endorsed by Councillor Southwood, Lead Member for Environment. The Council's £50k match funding will be sourced from S106 developer contributions in specific wards totalling £34,765.85 and TfL Local Implementation Plan funding. There is also the potential of Neighbourhood CIL funding from Kilburn & Kensal Rise, Harlesden and Wembley Neighbourhoods.

6.2. The funding will be spent on the purchase and installation of charge points in lamp columns. Lamp column charge points offer advantages over free-standing units (like Source London charge points) as capital costs are significantly lower and they limit street clutter. Additionally, due to lower costs, three or more charge points can be installed in separate lamp columns on streets where residents have requested a charge point. This wider provision will facilitate a trial introduction of charge points without designated parking bays alongside them. This will avoid the removal of parking spaces in residential roads where there is high parking pressure. Although this approach does not require formal consultation on a TMO, there will be a communication plan to inform and educate residents in the affected streets.

6.3. Brent's lamp columns are maintained through a Private Finance Initiative (PFI) contract with PFI Ltd (PFIL) whose street lighting maintenance sub-contractor is Bouygues E&S Infrastructure UK Ltd (Bouygues). This contract requires that all installation and maintenance work on lamp columns is carried out by Brent's lighting contractor to avoid annulling the five year maintenance warranty provided at the end of the contract. The contract expires in December 2018 at which point there will be a new street lighting maintenance contract. The installation of charge points in lamp columns will not interfere with the lighting contract tender process. However, installation requires agreement from PFIL. Installations of charge points will not impact on the current programme to install light emitting diode (LED) lanterns nor have any negative impact on the energy and carbon savings which will be achieved from the LED lanterns.

6.4. Not all lamp columns in Brent are suitable for retrofitting, notably those at the back of footways where cables would need to be trailed over the footway, posing a safety risk. Where requests have been received from residents for charging facilities in areas where there are a cluster of streets with back of footway lamp columns, officers may consider installations of small satellite charging bollards at the kerbside which house the charging sockets and connect via underground cable to the lamp column.

6.5. Officers are currently investigating different designs of lamp column charge point sockets with technology suppliers. Sockets selected for installation may require residents to purchase smart cables (at an approximate cost of £200 - £400 each) with which to connect their vehicles to the charge points. Smart cables contain the software for measuring energy consumption and billing,

thereby reducing the need for metering technology in the lamp column. This means that although power for the charge points is drawn from the lamp columns, the Council is not charged for energy consumption by electric vehicles.

6.6. At present, officers are working to identify streets in which to install charge points in lamp columns based upon current demand. Many of these are likely to be in the Queens Park, Kensal Green and Kilburn wards where the greatest concentration of resident requests have been received. This correlates with data identifying the locations in Brent where there is a lack of off-street parking and high potential for electric vehicle uptake. The Expression of Interest in the GULCS requested funding for 50 charge points. However, should the cost per charge point be less than £3k then all the remaining funding will be used to install additional charge points.

6.7. Funding requirements stipulate that orders must be placed with a supplier by 31 July 2018 and funding must be committed by 30 November 2018. Any funding that is not attached to orders by 31 July 2018 will be reallocated to other boroughs.

6.8. To progress the installation of charge points with the GULCS funding, officers propose to use a single supplier to install, manage and maintain charge points. This supplier will be selected by London Councils through a procurement process using the Crown Commercial Services (CCS) Framework Traffic Management Technology 2. London Councils have developed a core Specification that has been reviewed by officers. London Councils are using this Specification to run a mini-competition on behalf of various other boroughs in order to select a single supplier. It is considered that this is likely to achieve lower prices for all authorities by achieving economies of scale. Once London Councils have selected the single supplier, Brent Council will be able to enter into an Agreement with the selected supplier if it wishes, using an NEC3 contract as provided for by the Framework. The contract term is three years with an option to extend for a further two years.

6.9. Ongoing maintenance of the charge points will be carried out by Brent Council's lighting contractor. To fund this, the Council will either receive an annual sum from the single supplier or may stipulate with the single supplier that charge points are procured at a price that includes maintenance for the term of the NEC3 contract. This is necessary to ensure that Brent has no ongoing costs or responsibilities. The single supplier will therefore dictate user charges to ensure that their costs are covered and revenue is generated for ongoing maintenance where necessary. The Specification will stipulate that user fees are at least 10% below the cost of running a diesel car (at the time of tender). These charges will form part of the evaluation criteria where suppliers offering a greater reduction will score more highly.

6.10. At the end of the contract period, it is anticipated that ongoing maintenance and management of the charge points will transition to a TfL-led "GULCS Network" with the same or a different supplier. Should this London-wide delivery partnership not be formed, Brent may need to re-tender the charge points.

7.0 Source London Update

7.1. Source London is a London-wide network of electric vehicle charge points that are located in residential streets, car parks, supermarkets, shopping centres and at other destination locations. The network provides an easy and convenient means of top-up charging for owners of electric vehicles.

7.2. In March 2016, Cabinet gave its approval for Brent Council to enter into a contract with BluepointLondon Ltd, the network operator, to take over and expand the existing Source London network in Brent.

7.3. At present, proposals for 24 locations with 30 active charge points and associated electric vehicle only parking bays have been developed and consulted on. The proposed charge point locations are evenly spread in accessible and visible locations across the borough. Consultations closed in September 2017 and subject to no objections and/or delegated authority to determine the outcome of responses, charge points will be installed and activated in 2018. A second batch of charge point locations will be proposed and consulted on during the first half of 2018.

7.4. The Source London network will be developed in accordance with demand. Close working between Highways & Infrastructure and BluepointLondon Ltd will identify where existing locations need to be expanded and where new locations need to be included. This demand-led approach is due to the need to balance the requirement of a dedicated bay with the need to manage kerb space for existing residents without electric vehicles. The aspiration, pending demand, is to install 100 charge points by the end of 2018. Officers are continuing to work with BluepointLondon Ltd to identify areas of high demand and potential locations throughout the borough.

8.0 Delivery Programme

8.1. The table below summarises the current status of the Rapid Charging Infrastructure Project and the on-street residential electric vehicle charging project as described in Sections 5 and 6 above. It also details the Source London project as outlined in Section 7.

Project	Funding stream	Contract	Project status	Expected delivery	
				Phase 1	***Phase 2***
Source London	BluePointLondon Ltd	BluePointLondon Ltd	Contract signed in 2016, consultations completed autumn 2017	30 charge points in 24 locations in spring 2018	Approx. 100 charge points by end of 2018
Rapid Charging	GULCS	Supplier(s) tbc	Awaiting governance approval	5 charge points in 2018*	

Infrastructure Project					
On-street residential charge points (in lamp columns)	GULCS	Single supplier tbc	Awaiting governance approval	50-60 charge points by July 2018*	50-60 charge points by July 2019*

* Subject to relevant borough approvals and consultations for the Rapid Charging Infrastructure Project

9.0 Conclusion

9.1. Emissions from road transport are a significant contributor to poor air quality in Brent. National, regional and Brent policy is to support the uptake of electric vehicles to help address this issue. This requires a robust charging infrastructure which the Source London project is starting to deliver. With internal and Member support, Brent's involvement in two other projects; the Rapid Charging Infrastructure Project and the project to deliver on-street residential charge points in lamp columns, will provide the range of charging infrastructure that is required to enable more residents to use electric vehicles.

10.0 Financial Implications

10.1 *Rapid Charging Infrastructure Project*

10.1.1 There are limited financial implications associated with the Rapid Charging Infrastructure Project for Brent at this time.

10.1.2 TfL have committed to using GULCS funding to undertake feasibility studies at each potential rapid charge point location and pay for the design, power upgrade and construction at no cost to Brent. Costs of signing, lining and TMOs are also covered.

10.1.3 At present, all of the five proposed rapid charge point locations may require conversion of a pay and display parking bay into an EV-only bay. For the purposes of budget planning, average annual revenue generation from the parking bays in Willesden Green Station, Bridge Road and Neasden Lane from 2015/16 to 2016/17 was approximately[3] £92, £360 and £859 respectively.

10.1.4 Brent can recoup lost revenue from pay and display bays if these are converted to EV-only bays through licences (Site Agreements) which contain an annual rent for each site and a share of revenue. Brent is able to stipulate minimum fees in licences. Operators must then bid any value equal to or over that amount. The minimum site fee (annual rent) will be either £100 or will be proportional to the loss of pay and display revenue from the site. For revenue share, the minimum acceptable fee will be 1% as recommended by TfL.

[3] These figures are approximate as they are calculated from total revenue averaged by the number of parking spaces serving each pay and display machine. For Willesden Green Station and Bridge Road, the number of spaces is not definite and vehicle owners may use alternative nearby machines.

10.1.5 Additional income can be gained from advertising on rapid charge point infrastructure.

10.1.6 Once operational, the income from rapid charge points will be reviewed over time and reported to Cabinet. Cabinet will also be updated on the development of the Rapid Charging Infrastructure Project later in 2018 once locations for charge points are confirmed.

10.2 On-street residential electric vehicle charge points

10.2.1 The on-street residential electric vehicle charge point project will cost the Council £200k. This will be part funded through a £150k contribution from London Councils as part of London's GULCS. The remaining £50k will be fully funded through a combination of S106 developer contributions for local transport initiatives in specific wards (totalling £34,765.85) and TfL Local Implementation Plan funding. Neighbourhood CIL will also be sought from Kilburn & Kensal Rise, Harlesden and Wembley Neighbourhoods.

10.2.2 The maximum funding per lamp column charge point is £3k. This funding adheres to TfL / London Councils / Greater London Authority procurement and state aid rules and value for money considerations.

10.2.3 Once complete, there will ongoing revenue costs associated with this scheme. The supplier's ongoing operational costs are not covered by the GULCS funding. These activities (to include back office management and user interface) will be required once the charge points are installed. Ongoing maintenance of charge points by Brent Council's lighting contractor will also require funding. In order for maintenance costs to be covered and be cost neutral to the Council, the Council will either receive an annual sum from the single supplier or may stipulate that charge points are procured at a price that includes maintenance for the term of the NEC3 contract. These costs to the single supplier will be recovered through surcharges to the customer.

10.2.4 It is possible that Brent can generate revenue from the scheme through lamp column dressing whereby lamp columns that contain electric vehicle charge points are identifiable to vehicle owners by a narrow advertising banner. However, in order to ensure that the charging infrastructure has minimal visual impact, the nature of these banners would need to be carefully considered.

11.0 Legal Implications

11.1 Rapid Charging Infrastructure Project

11.1.1 The London Local Authorities and Transport for London Act 2013 is the enabling legislation for the Rapid Charging Infrastructure Project. Section 16 of the Act gives TfL and the boroughs the power to grant a third party licence / lease to construct and operate charge points in both on-street and off-street locations on their property. Furthermore, Section 16 of the Act permits TfL and

the boroughs to request payment from the charge point operators for the permission to install and operate the charge points.

11.1.2 Rapid charge points can be installed on-street using Permitted Development rights and a licence agreement with the charge point operator. Charge points can also be installed in car parks on public or private land with Permitted Development rights so long as they are less than 1.6m tall.

11.1.3 Officers are proposing to designate parking bays in locations on the highway. Accordingly, the Road Traffic Regulation Act 1984 and the Local Authority Traffic Orders (Procedure) (England and Wales) Regulations 1986 govern the powers to make such an order and then the procedure to be followed in respect of the consultation including.

11.1.4 Officers are proposing to call off contracts from the Rapid Charge Point Concession Framework set up by TfL to appoint an operator that will provide and install rapid charge points, and to enter into a Call Off Contract with the successful operator. In accordance with Standing Order 86(e)(ii), the relevant Chief Officer will be required to approve the Framework Agreement including confirmation that there is sufficient budgetary provision for the proposed Call Off Contract and subject to the Chief Legal Officer advising that participation in the Framework Agreement is legally permissible.

11.1.5 Each Call Off Contract requires corresponding Site Agreements (licences) which define the terms of access to each site for charge point operators. Site Agreements will be drafted by Brent based on precedent agreements appended to the Framework Agreement.

11.1.6 Officers indicate in paragraph 5.8 that the approximate value of the Call Off Contract is £850k. As the estimated value of the services which the Council would call off under the framework agreement during its lifetime is in excess of £500k, it is subject to the requirements of the Council's Contract Standing Orders (CSO) in respect of High Value Contracts.

11.1.7 CSO 86(e) provides that any High Value Contract called off under a Framework Agreement may only be awarded on the approval of the Cabinet.

11.1.8 Officers are seeking Cabinet authority to delegate power to the Strategic Director Regeneration and Environment, in consultation with the Lead Member for Environment, to award contract(s) to the successful bidder(s) of the Rapid Charging Infrastructure Project. This delegation is being sought because there is an urgent need for rapid charging infrastructure in Brent and expertise from TfL to assist with the installation of the first phase of rapid charge points will be phased out in 2018. Should it be necessary to return to Cabinet to obtain approval for the award of contract after the tendering exercise has been completed, there is likely to be a delay to this process.

11.2 On-street residential electric vehicle charge points

11.2.1 Paragraph 6.8 indicates that London Councils, on behalf of Brent Council and other boroughs, will run a mini-competition and select a single supplier from the suppliers listed in Lot 10 of the Crown Commercial Services Framework

Traffic Management Technology 2 (the CCS Framework). It is proposed that Brent will enter into an agreement with the recommended single supplier which will take the form of an NEC3 contract. The contract term is three years with an option to extend for a further two years.

11.2.2 Officers indicate that the approximate value of the contract is estimated to be in the region of £666k over the 5 year term of the contract. As the estimated value of the services is in excess of £500k, it is subject to the requirements of the Council's Contract Standing Orders (CSO) in respect of High Value Contracts.

11.2.3 CSO 85 provides that any collaborative procurement shall comply with the Council's Standing Orders and Financial Regulations unless in the case of High Value Contract the agreement of the Cabinet is obtained under the CSO No 84(a). As it is proposed that London Councils will operate the procurement of on-street residential electric vehicle charging points on behalf of Brent and other London boroughs using its own procedures, approval is sought for such procurement to be exempt from the normal requirements of Brent Council's Contract Standing Orders and Financial Regulations. Exemption under CSO No 84(a) can be approved by the Cabinet where there are good operational and / or financial reasons, and Members are referred to the reasons set out in paragraph 6.8 of the report.

11.2.4 Whilst it is proposed London Councils will select the preferred provider, it shall not make a decision as to whether the Council shall enter into a Call-Off Contract and this decision will remain with Brent.

11.2.5 CSO 86(e) provides that any High Value Contract called off under a Framework Agreement may only be awarded on the approval of the Cabinet.

11.2.6 Officers are seeking Cabinet authority to delegate power to the Strategic Director Regeneration and Environment, in consultation with the Lead Member for Environment, to award the contract for on-street residential electric vehicle charging points to the successful bidder. This delegation is being sought because of current funding terms and conditions which stipulate that orders for charge points must be placed with a supplier by 31 July 2018. There is a risk that returning to Cabinet to obtain approval for the award of contract after the tendering exercise has been completed will result in this deadline not being met which would mean that funding would need to be returned to the London GULCS central pot and reallocated to other boroughs.

11.2.7 As indicated in paragraph 6.3, the Council's lamp columns are maintained through a PFI contract with PFI Ltd (PFIL) whose street lighting maintenance sub-contractor is Bouygues. Any installation of charge points will need to be agreed with PFIL. Confirmation of this is still outstanding. However, it is anticipated that no additional costs will be occurred.

12.0 Equality Implications

12.1. The public sector duty set out in Section 149 of the Equality Act 2010 requires the Council, when exercising its public functions, to have due regard to the

need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

12.2. The air quality improvement measures detailed in Sections 5 and 6 of this report have been assessed by way of an Equality Analysis (EA). A copy of the EA is attached as Appendix C. The final EA will be informed by the feedback from any consultations as part of the Rapid Charging Infrastructure Project.

13.0 Consultation with Ward Members and Stakeholders

13.1. The on-street residential electric vehicle charge point scheme will affect many of the borough's wards and so the Lead Member for Environment has been consulted throughout the process. The Lead Member has also been consulted throughout the borough's involvement in the Rapid Charging Infrastructure Project to date.

13.2. The Rapid Charging Infrastructure Project will require statutory consultations for the making of Traffic Management Orders at specific locations on the highway where initial feasibility studies show the locations to be viable for the installation of rapid charge points and associated infrastructure. Designated parking bays are required and are subject to consultation with local residents and businesses. Members will also be consulted on final charge point locations before consultations are carried out and final approval is given to TfL for the commencement of preparatory works.

Report sign off:

AMAR DAVE
Strategic Director of Regeneration & Environment