	Cabinet 28 July 2025
	Report from the Corporate Director Neighbourhoods and Regeneration
	Lead Member - Cabinet Member for Public Realm and Enforcement (Councillor Krupa Sheth)

Authority to invite tenders in respect of appointing Charging Point Operator (s) to supply, install, operate and maintain electric vehicle charge points on behalf of Brent as part of the Local Electric Vehicle Infrastructure (LEVI) Funding Programme

Wards Affected:	All
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt: (If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)	Open
No. of Appendices:	None
Background Papers:	None
Contact Officer(s): (Name, Title, Contact Details)	Annekatrin Dennemann Principal Transport Planner Spatial Planning 020 8937 3553 Annekatrin.dennemann@brent.gov.uk

1.0 Purpose of the Report

1.1 This report provides Cabinet with an update on proposals to expand electric vehicle charging provision in Brent through the Local Electric Vehicle Infrastructure (LEVI) funding programme. Following the award of funding in July 2024, the Council, as part of a six strong London boroughs' partnership, is now seeking to invite tenders in respect of appointing (a) Charge Point Operator(s) to supply, install, operate and maintain up to 1972 additional electric vehicle charge points in Brent. The report makes recommendations for Cabinet to approve commencement of the tender process, approve the

pre-tender considerations and delegate authority to award contract for the supply, installation, operation and maintenance of these new charge points.

2.0 Recommendations

That Cabinet:

2.1 Approve the commencement of the tender process in respect of appointing the Charging Point Operator (s) to supply, install, operate and maintain electric vehicle charge points in Brent in accordance with the new Procurement Legislation.

2.2 Approve the pre-tender considerations pursuant to Standing Order 89 of Part 3 of the Council's Constitution.

2.3 Delegate authority to the Corporate Director for Neighbourhoods and Regeneration, in consultation with the Cabinet Member for Public Realm and Enforcement, to award a fifteen-year contract(s).

2.4 Approve entering into the Partnership 6 Inter-Authority agreement.

3. Detail and Brief Summary of Decision

3.1 Cabinet Member Foreword

3.1.1 Brent experiences a range of transport and related challenges, including long-standing issues around congestion, air quality and road safety, as well as growing problems around public health inequalities and climate change. A key priority for the Council is to enable greener and more active and sustainable travel choices, with a particular emphasis on encouraging journeys by walking, cycling and public transport, and facilitating the switch to zero/ low-emission vehicles. The funding awarded to Brent through the LEVI programme represents a significant opportunity to further expand the electric vehicle charge point network in the borough and help bring about a cleaner, greener Brent.

3.1.2 One of the Borough Plan five specific priorities is to build 'A cleaner, greener future'. Further expansion of the borough's EV charging infrastructure to support the continued transition from petrol and diesel vehicles to EVs will help achieve this.

3.1.3 The Brent Long Term Transport Strategy Review 2022 details a range of measures and interventions aimed at helping to mitigate the impact of traffic and facilitate healthy, sustainable travel in Brent – with a priority being to facilitate the uptake of electric and other zero emission vehicles. Brent's Electric Vehicle Charging Infrastructure Plan 2022-2041 was developed in support to bring about a step change in the provision of publicly available EV charging facilities.

3.1.4 Fuel use and emissions from road transport is one of the key sources of CO2 emissions in Brent, representing 22% of the borough's territorial carbon dioxide emissions. The Brent Climate and Ecological Emergency Strategy 2021-2030 set out in key theme 2, Transport, that petrol and diesel road journeys will have at least halved by 2030 whilst residents' journeys by walking, cycling or public transport should have increased. Many of Brent's drivers have already changed from a petrol or diesel car or van to an electric vehicle (EV).

3.2 Background

3.2.1 In exploring funding opportunities and entering various partnerships with a range of charge point operators the Council has made substantial progress in delivering EV charging infrastructure over recent years. At present there are 975 charge point sockets operational and accessible for public use on Brent's public highway, including:

- 612 standard CPs (3.7- 8kW);
- 348 fast CPs (8-50kW);
- 15 rapid CPs (50-150kW);
- A further 34 charge point sockets planned to be installed later during 2025.

3.2.2 In addition, there also are some rapid and ultra-rapid CP already (July 2025) on private land across Brent (petrol stations, supermarket car parks or similar):

- Private Rapids: 10 sockets
- Private Ultra-Rapids: 11 sockets

3.2.3 Despite the good progress made to date, challenges associated with existing local EV infrastructure provision remain. An analysis of current and future EV infrastructure ("EVI") provision in Brent and across parts of London reveals the following:

- Disparities in access to off-street parking and socio-economic factors significantly influence EV adoption rates across London, with parts of outer London and areas of high deprivation often seen as less attractive by operators for investment in EVI.

- Strategic deployment and expansion of EVI is imperative to meet projected EV growth in London and ensure equitable access to charging. As the number of drivers using/ purchasing electric vehicles increases, there is a growing need to provide additional charge points and supporting infrastructure, particularly for those who do not have access to private, off-street parking.

3.3 Local Electric Vehicle Infrastructure Fund

3.3.1 The Government's Office for Zero Emission Vehicles (OZEV) set the Local EV Infrastructure (LEVI) Fund to support local authorities across

England to plan and deliver charging infrastructure for residents with no off-street parking. The fund comprises:

- capital funding to support charge point delivery and
- capability funding to ensure that local authorities have the staff and expertise to plan and deliver charging infrastructure.

3.3.2 Following a two-stage application process capital funding has been allocated to Tier 1 local authorities (unitary, county Council or combined authorities) in England on behalf of all their constituent authorities. In London, capital funding is being provided through borough partnerships.

3.3.3 Brent is a partner in one of London's borough partnerships: Partnership 6. This partnership comprises of six boroughs: Ealing (as lead borough), Brent, Hammersmith & Fulham, Harrow, Hillingdon and Haringey. Following the submission of an Expression of Interest (Stage 1) in May 2023 and a funding application (Stage 2) in July 2024, Partnership 6 has been allocated LEVI funding totalling £7,544,000 for the purpose of delivering on-street charging infrastructure to support residents to make the switch to electric vehicles, of which Brent has been allocated £1,250,000. Additionally, in acknowledgement of the LEVI programme's demand on officer time, Brent and the other partnership boroughs have individually received capability (staff resource) funding. Brent received £80,000 for 2024/25. Additional capability funding of £160,000 has been allocated to the Partnership for 2025/26. Details of how these funds will be distributed across the six boroughs is still to be confirmed.

3.3.4 The primary focus of the proposed further expansion of the existing EVI network across the partnership area is to meet provision requirements in a way that enhances accessibility and convenience for users. Among the Brent specific challenges to be addressed are:

- Disparities in access to off-street parking within the borough, impacting EV adoption rates.
- High levels of air pollution in central and south-central areas.
- Enabling transition of many taxis and PHVs registered in Brent to EVs to positively impact local emission levels.

3.3.5 The 2022 Brent Electric Vehicle Infrastructure Plan (EVCIP) projected a need of 3,100 CPs by 2030. This was based on a predominately residential charging model, where most CPs will be in residential streets. However, the EV and charging infrastructure market is rapidly evolving meaning those projections have since been revised.

3.3.6 Based on the most recent projections developed by the National EV Insights and Support service (NEVIS), continued and substantial growth of Brent's EV infrastructure will be required to enable Brent's drivers to make the switch from petrol and diesel-powered cars and vans to EVs. Based on a residential, mid-

growth model, NEVIS projects currently the need for 1199 additional on-street lamp column and pedestal CPs in Brent by 2030. In addition, 91 rapid CPs and 31 ultra-rapid CPs will also be required. These numbers are indicative and subject to change as the EV infrastructure market at present is still at a nascent stage of development.

3.3.7 NEVIS projections further show that delivery of these 1199 additional charge points should be prioritised in high demand areas that have a high percentage of on-street parking, low current numbers of CP provision and which are lagging in EV uptake.

3.3.8 LOTI (London Local Government's Innovation Team), a coalition of London Boroughs, London Councils and the Greater London Authority ("GLA"), is assisting boroughs to work together, use innovation, data and technology, be high-performing organisations, improve services and tackle London's biggest challenges together. LOTI has set up a dedicated EV Charger Dashboard, a data and mapping service that provides numerous useful information that help to inform EVCP site identification. As a LOTI member, Brent Council can access the EV Charger Dashboard.

3.3.9 Building on the Brent EV Charging Infrastructure Plan, supplemented with analysis of more recent datasets provided by NEVIS and LOTI and in line with OZEV LEVI funding guidance, provisional locations for the deployment of charge point infrastructure have been drawn up. The criteria for identifying these areas include:

- highest proportion of on-street parking, socio-economic factors that significantly influence EV adoption;
- poor access to public transport links;
- high car ownership density;
- large number of registered taxis and PHVs;
- high numbers of Motability customers;
- areas with high numbers of EVCP resident requests; and
- strong utilisation of existing EVI.

3.3.10 Based on the above, a range of Brent postcode areas have provisionally been identified for priority charging network expansion.

- Brondesbury NW2
- Church End NW10
- Cricklewood Anson Road NW2
- Harlesden NW10
- Kensal Green NW10
- Kilburn West NW6
- Kingsbury NW9 0
- Preston HA9 9
- Queens Park NW6
- Queensbury NW9/HA7/HA8
- Roundwood Park NW10

- South Kilburn/Kilburn Park NW6
- St Raphael's Estate NW10 0
- Stonebridge NW10
- Sudbury Hill HA0 2
- Wembley Park HA9 8
- Willesden Green NW2

3.3.11 The aim is for around 10% of LEVI funded charge points delivered to be located in the postcode areas listed above. Individual sites will require detailed assessment to ascertain whether they are feasible for installation of charge points, the type and number of charge points that could be supported, and whether any potential mitigation measures might be required, or alternative locations need to be considered. Initial site identification is currently being undertaken utilising the Charge point Navigator tool. Charge point Navigator was developed in collaboration by UKPN, Field Dynamics, Cenex, and EV charge point mapping app ZapMap, and was designed to simplify site selection, reduce costs, and accelerate electric vehicle (EV) infrastructure planning. As a local authority in the UK Power Networks licence area, Brent has free access to the Charge point Navigator tool.

3.3.12 Detailed site assessments will be undertaken following the appointment of a CPO(s) and a final list of locations drawn up.

3.3.13 When determining appropriate locations for new charging infrastructure, the Council will also take into consideration a range of additional factors, including existing/ potential parking pressures; road safety and access considerations; potential harm to the streetscape, whether the area is within a Green Neighbourhood, heritage considerations and access to appropriate power networks. Charge points would be installed under Permitted Development rights.

3.3.14 A process considering the above range of criteria will be established to inform which locations should be prioritised for installation. This will both meet OZEV's priorities and support EVI delivery in areas where demand is currently lower due to socio-economic factors, as well as such locations that offer sufficient profitability to charge point operators.

3.3.15 It is anticipated that almost all charge points will be installed on the public highway. Some will require designated parking bays enforceable via a Traffic Management Order (TMO), ensuring they remain accessible to EV charging only and are not blocked by petrol or diesel vehicles. Assessment of potential locations will take care to ensure that any loss of existing resident or pay and display parking bays is kept to a minimum.

3.4 Procurement and delivery of Charge Points and Operator(s)

3.4.1 Following the award of funding in July 2024, the partnership is now commencing Stage 3 - the tender process - to procure CPO(s) to deliver a high value contract for the supply, installation, operation and maintenance of

electric vehicle charging points on the public highway across all partnership boroughs.

3.4.2 OZEV requires borough partnerships to undertake a single joint procurement for one or more suitable CPO(s). The partnership has agreed to enter a procurement process to appoint a charge point operator(s) (CPO) across the six boroughs, although it is anticipated that each borough will enter its own contract with the CPO. As partnership lead borough, Ealing is leading on the procurement and as a result, it is considered that its Contract Standing Orders and Financial Regulations should be used for the procurement.

3.4.3 To date, some early, high-level market engagement has been undertaken, and detailed specifications of requirements have been drafted. Work on developing the various tender documents is currently under way with documents required to align with the requirements of the Heads of Terms (HoTs) as set out by OZEV. Formal agreement by the participating local authorities to these HoTs is a condition for receiving LEVI funding. The HoTs can be accessed here:

https://nevis.cenex.co.uk/assets/procurement_forum/concession-heads-of-terms_v4.7.4_published.pdf

3.4.5 Following the publication of the mandatory Tender Notice, the documents which, subject to approval by the Government's support body, will be used to commence the procurement. This will include at a high level:

- A provider selection process to determine suitability of organisations to participate.
- Qualifying organisations invited to participate through an Invitation to Tender, which will include several stages.
- All relevant evaluation stages.

3.4.6 The procurement process, including notification of award, governance processes and contract completion, is not expected to conclude before late Quarter 1 (April – June) of 2026/27

3.4.7 Following the appointment of an operator(s) further technical work will be undertaken to confirm suitable charge point locations, which will then, where applicable, be consulted upon through public consultation and the required statutory TMO process. Following installation of a charge point the CPO will become responsible for its continued operation and maintenance for the duration of the contract. Responsibility for project delivery and ongoing contract management will sit with the Council's EV & Shared Mobility Programme Coordinator and will be overseen by an internal, cross service EVI Project Management Working Group.

3.4.8 LEVI funds will have to be spent solely on EV infrastructure, however, as part of the preparation of tender document the partnership is currently exploring

options for mechanisms to generate revenue for partnership boroughs. This revenue will support rising staffing costs in respect of project planning and delivery as well as ongoing project management over the 15-year contract period. There is still some uncertainty regarding the CPO contract structure and how revenue share mechanisms will be selected and split. Options under consideration include fixed EV bay licence fees and pence per kW charge revenue to be shared across partnership boroughs. It is anticipated that the contract will also include details regarding benchmarking and capping of pence per kW charging tariffs as well as end of contract arrangements such as removal of CPs that are no longer required and making good of surfaces at nil-cost to the Partnership boroughs.

3.4.9 Key risks linked to the successful procurement of a CPO and delivery of the proposed charge points include:

- Procurement as a partnership: This brings risks, particularly with respect to aligning positions, development of tender documents, reporting and sign-off.

- Availability of staff resources: Preparation of tender documents, specification of requirements, evaluation, and moderation of submissions across six boroughs, contract negotiations, management of delivery stage and contract over fifteen-years will require substantial staff time. Availability of sufficient staff resources is a key risk.

- Capacity and capability of charge point operators: EV charging infrastructure is a developing field where technology is continuously evolving, and the legislative framework is subject to change. Charge point operators are developing their capacity and capability to operate in this immature market alongside these advancements, carrying risks to fulfil their technical, operational and contractual requirements.

3.5 Next Steps

3.5.1 The table below outlines the next steps and indicative delivery programme for the LEVI programme. This programme is subject to change.

Table 3.5.1 Next Steps and Indicative Delivery Programme

Timeframe	Key Tasks/Activities
July/August 2025	Develop Invitation to Tender Documents (underway)
Late 2025 to mid 2026	Procurement and Contract Development
2nd Quarter 2025/26	Contract Completion
2026 to 2030	Planning and Approvals • Project initiation • Site selection assessment • Identification of charge point locations • Conduct physical site reviews • Regulatory compliance • Community engagement • DNO engagement • DNO location confirmation meeting • DNO site application sign off • Public and statutory stakeholder consultations • TMO approval • Planning permission approval (where required) Installation & Commissioning (All Sites) • Equipment Procurement and Delivery • Ground works and site preparation • Installation of pit, ducting system and cabling • Trench back filling and reinstatement • Installation of EV charge point units • Install new distribution boards and earthing • Energise the EVCI units • Perform both live, and dead tests to the electrical supply • Complete commissioning sheets and complete NICEIC certification • Register with NCR/ open cloud platforms • Complete the bay marking & signage • Clear site, make good and remove all waste materials Operations & Maintenance

2027 to 2041 (end of 15-year contract)	• Train operational staff • Go live date • Public Awareness campaign • Grant claims process • Continuous maintenance • Monitoring and reporting • Three-month contingency window
2041/42	Decommissioning/ Handover • Replace or repair • Annual review of hardware • Remote diagnostics of equipment

3.6 In accordance with Contract Standing Orders 89, pre-tender considerations for the procurement of the contract for Charging Point Operator (s) to supply, install, operate and maintain electric vehicle charge points (the "Contract") have been set out below for the approval of Cabinet. Approval is also sought for Officers to evaluate the tenders based on the evaluation criteria set out in Section (vi) of the table below:

Ref.	**Requirement**	**Response**	
(i)	The nature of the goods / services / works.	Charge point Operator (s) to supply, install, operate and maintain electric vehicle charge points on behalf of Brent as part of the Local Electric Vehicle Infrastructure (LEVI) Funding Programme	
(ii)	The estimated value.	£1,250,000 will be the Council's contribution. The CPO's contribution is anticipated to be between 70% to 85% equating to between £2,916,677 and £7,083,333. The overall value of the Contract is therefore anticipated to be between £4,166,667 and £8,333,333, (excluding revenue and potential revenue share). At this stage it is not possible to quantify the revenue and potential revenue share due to be generated through this contract.	
(iii)	The contract term.	15 years (with option to extend by 1 year)	
(iv)	The tender procedure to be adopted.	Competitive Flexible Procedure	
v)	The procurement timetable		**Indicative dates are:**
		Adverts placed	15/09/2025
		Expressions of interest returned	By 10/10/2025

<table>
<tr><th>Ref.</th><th>Requirement</th><th colspan="2">Response</th></tr>
<tr><td></td><td></td><td>Shortlist drawn up in accordance with the Agreed criteria</td><td>By 31/10/2025</td></tr>
<tr><td></td><td></td><td>Invite to tender</td><td>01/11/2025</td></tr>
<tr><td></td><td></td><td>Deadline for tender submissions</td><td>By 27/01/2026</td></tr>
<tr><td></td><td></td><td>Panel evaluation and shortlist review</td><td>By 24/02/2026</td></tr>
<tr><td></td><td></td><td>Contract award decision</td><td>By 31/03/2026</td></tr>
<tr><td></td><td></td><td>Report recommending Contract award circulated internally for comment</td><td>By 22/04/2026</td></tr>
<tr><td></td><td></td><td>Corporate Director Approval</td><td>By 30/04/2026</td></tr>
<tr><td></td><td></td><td>Minimum 8 working day standstill period – notification issued to all tenderers and additional debriefing of unsuccessful tenderers</td><td>30/04/2026 – 08/05/2026</td></tr>
<tr><td></td><td></td><td>Contract start date</td><td>by 11/06/2026</td></tr>
<tr><td>(vi)</td><td>The evaluation criteria and process.</td><td colspan="2">0. At selection stage shortlists are to be drawn up in accordance with the Council's Contract Procurement and Management Guidelines by the use of a selection questionnaire to identify organisations meeting the Council's financial standing requirements, technical capacity and technical expertise.

1. At tender evaluation stage, the panel will evaluate the tenders against the following criteria:
• Quality 45%
• Price 45%
• Social Value 10%</td></tr>
<tr><td>(vii)</td><td>Any business risks associated with entering the contract.</td><td colspan="2">The following business risks (detailed in 3.4.7) are associated with entering the proposed contract:

Procurement as a partnership of six London boroughs</td></tr>
</table>

Ref.	Requirement	Response
		Availability of staff resources across all stages throughout the life of the contract Capacity and capability of charge point operators in a nascent market Financial Services and Legal Services have been consulted concerning this Contract.
(viii)	The Council's Best Value duties.	The adoption of a Competitive Flexible Procedure tendering process under PA23 will enable the Council to achieve best value for money.
(ix)	Consideration of Public Services (Social Value) Act 2012	The Council is under duty pursuant to the Public Services (Social Value) Act 2012 ("the Social Value Act") to consider how services being procured might improve the economic, social and environmental well-being of its area; how, in conducting the procurement process, the Council might act with a view to securing that improvement; and whether the Council should undertake consultation Officers have had regard to considerations contained in the Social Value Act in relation to the procurement and social value forms 10% of the evaluation score.
(x)	Any staffing implications, including TUPE and pensions.	See section 10 below.
(xi)	The relevant financial, legal and other considerations.	See Financial Considerations at Sections 5 and Legal Considerations at Section 6 below.
(xii)	Sustainability	This has been assessed in line with the Procurement Sustainability Policy and determined that, whilst for Council's own procurement a quality measure for sustainability is required, given that this is a partnership approach this can instead be captured as part of the Social Value criteria.
(xiii)	Key Performance Indicators / Outcomes	Appropriate Key Performance Indicators / Outcomes will be included in the Contract.
(xiv)	Policy requirements including the National Procurement Policy Statement; prompt payment; London Living Wage; modern slavery; and carbon reduction	The potential suppliers will be required to provide Services and Works in accordance with all relevant policy requirements, to include those detailed in the National Procurement Policy Statement, to comply with a 30 day payment requirement, to provide evidence of wage compliance, evidence due diligence in supply chain (including modern slavery) and provide report on carbon emission and sustainability initiatives during contract delivery.
(xv)	Sharing information to allow understanding of the Council's	All relevant policies and information will be shared with the bidders through the tender process.

Ref.	Requirement	Response
	procurement policies and decisions	
(xvi)	Steps undertaken to remove or reduce barriers for SME participation in the procurement	Officers have considered whether any steps can be taken to remove or reduce barriers for SME participation in the procurement. It is considered that the tender process recommended is appropriate for Services and Works required and upholds the principles of equal treatment, transparency, and non-discrimination, ensuring that SMEs and large enterprises are evaluated fairly without any undue advantage given to larger enterprises.
(xvii)	Contract Management	A contract manager will be appointed and appropriate contract management provisions will be included in the Contract.

4. Alternative Options Considered

4.1 The expansion of the borough's EVCP provision forms a key component of the Council's current and emerging policies around mitigating climate change, improving air quality and 'greening' transport, but is largely dependent on the provision of third-party funding to progress.

4.2 In combination with the Government's LEVI grant funding, private sector funding provided by a CPO ensures that the necessary financial capacity to deliver the large number of charge-points to meet the EV charging infrastructure needs projected can occur. Without LEVI funding as an incentive, areas where socio-economic factors have to date resulted in a much slower transition to EVs would likely not see the numbers of EVCPs required to inspire and enable local drivers to switch to an EV. Equitable EVI coverage presently depends on grant funding so that charge point operator(s) will provide, install, operate and maintain the EV infrastructure delivered through this project.

4.3 A small number of local authorities, facilitated by capital loans from e.g. the Public Works Loan Board, are opting to adopt an 'own and operate' model where they invest in the charging hardware themselves and appoint a CPO to operate the charge points on their behalf. This puts the local authority in a stronger position when negotiating a percentage share of revenue as well as charging tariffs with the CPO. In the anticipation of strong charge point use, a favourable share of revenue is hoped to provide these local authorities with the financial returns to service their loan agreements as well as, over time, generate an income.

4.4 Whilst this may be an attractive option it is considered that the Council does not currently have the capacity and capability required to deliver and manage this type of project set up.

5. Financial Considerations

5.1 The finance considerations are largely unchanged from the report approved by Cabinet in November 2024. The only change is that Cabinet through the approval of the capital budget in February 2025 has added this project to the Capital programme with a budget of £1.25m.

6. Legal Considerations

6.1 The Council will need to procure and appoint CPO(s) to supply, install, operate and maintain electric vehicle charge points. This will be a joint procurement with 5 other local authorities with a joint total value of £7,544,000. As the appointment of CPO(s) will be classed as a Concession Contract, the procurement will therefore be subject to the Procurement Act 2023. The threshold for concession contracts is £5,372,609 (inclusive of VAT). The overall value of the concession contracts to be procured by all six authorities will exceed the threshold for concession contracts for reasons stated in Section 3 of this report.

6.2 The value of Brent's element of any procurement including match funding from the CPO is expected to exceed £2,000,000. For High Value Contracts, Cabinet should approve the procurement of the Contract and the pre-tender considerations as required by Contract Standing Order 88 and 89. Approval is also sought to evaluate the tender in accordance with Section (vi) of the table at paragraph 3.6.

6.3 Once the tendering process is undertaken, Officers will report back to the Corporate Director in accordance with Contract Standing Orders, explaining the process undertaken in tendering the Contract and recommending award.

6.4 Cabinet has authority to approve the Council's entry into the Inter-Authority Agreement on the basis of paragraph 1.4 of Part 3 of the Council's Constitution which specifies that the Leader has agreed to delegate all executive functions to the Cabinet and, to the limited extent set out in this Part 3 of the Constitution, to individual members of the Cabinet or officers. Moreover, section 1(1) of The Localism Act 2011 empowers the Council to do anything an individual can do unless prohibited by law and subject to public law principles. Further, section 111 of The Local Government Act 1972 sets out subsidiary powers of local authorities which allow the Council to do anything which is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions.

7. Equity, Diversity & Inclusion (EDI) Considerations

7.1 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.

7.2 Having due regard involves the need to enquire into whether and how a proposed decision disproportionately affects people with a protected characteristic and the need to consider taking steps to meet the needs of persons who share a protected characteristic that are different from the needs of persons who do not share it. This includes removing or minimising disadvantages suffered by persons who share a protected characteristic that are connected to that characteristic.

7.3 Road transport is the main source of nitrogen dioxide (NO_x) and a significant contributor to particulate matter (PMs) in Brent, two of the most dangerous pollutants, which contribute to the premature death of nearly 10,000 people a year in London. Motor vehicles are currently responsible for 49% of NO_x emissions and 30% of PM_{10} emissions in the borough. Facilitating the uptake of low/zero emission vehicles through increased provision of electric vehicle charging facilities provides significant opportunities to improve air quality in parts of the borough and will benefit the health of everyone who lives or works in or visits Brent. The Council is using the high levels of air pollution in the south and south-central areas of the Borough as part of its criteria for expanding the EVI network, and increasing usage of electric vehicles in those areas as well as the wider borough area may positively impact the health and wellbeing of residents.

7.4 In addition, the criteria for identifying areas for charging device locations in Brent include poor access to public transport, and high numbers of Motability customers, indicating there may be positive equality impacts on people with disabilities as the additional EV charging infrastructure and availability of EVs may reduce the burden of traveling to a public transport station or bus stop.

7.5 As charge points are to be located on the public highway, a consultation process will be conducted. Any aspects of individual charge point locations that might have the potential to disproportionately or negatively impact on individuals or groups with protected characteristic will be identified and addressed at this stage to ensure fairness and inclusivity.

8 Consultation with Ward Members and Stakeholders

8.1 Locations will be subject to public consultation with residents and businesses. Depending on the outcome, the Traffic Management Orders will be progressed, which require statutory consultation and the placing of notices. Officers will consider any objections during the process and may choose to change proposed locations.

9 Climate Change and Environmental Considerations

9.1 Supporting and encouraging Brent drivers in the transition from petrol and diesel vehicles to EVs is seen as a key facet to helping tackle the climate and emergency and poor air quality in the borough. Amongst the key actions identified in the Brent Climate and Ecological Emergency Strategy and the Brent Air Quality Action Plan, and in line with the environmental goals set by London Councils, include plans for petrol and diesel road journeys to have at

least halved by 2030 and for the borough's EV charging infrastructure to be expanded. The EV charge points proposed to be delivered funded through LEVI and CPO investment are part of these plans.

10 Human Resources/Property Considerations (if appropriate)

10.1 None. The programme will be delivered utilising existing staff resources.

11 Communication Considerations

11.1 A communications programme will be developed ahead of the roll-out of the charge point infrastructure.

12.0 Public Services (Social Value) Act 2012

12.1 The Council is under duty pursuant to the Public Services (Social Value) Act 2012 ("the Social Value Act") to consider how services being procured might improve the economic, social and environmental well-being of its area; how, in conducting the procurement process, the Council might act with a view to securing that improvement; and whether the Council should undertake consultation. Officers have had regard to considerations contained in the Social Value Act in relation to the procurement.

12.2 Social value will make up 10% of the total evaluation score. The Social Value requirements will be set out by, and reflect the needs of, the six London Boroughs.

Related document(s) for reference:

Cabinet Report 12 November 2024 - Authority to invite tenders in respect of appointing Charging Point Operator (s) to supply, install, operate and maintain electric vehicle charge points on behalf of Brent in relation to the Local Electric Vehicle Infrastructure (LEVI) Funding

Report sign off:

Alice Lester
Corporate Director Neighbourhoods and Regeneration