

## Electric Vehicle (EV) Procurement Opportunity

We have received information about joining a procurement framework with Surrey County Council and other district and borough authorities for electric vehicle charging. There are pros and cons to joining but this is an important issue that we would like the Environment and Sustainability Committee to consider and to agree to officers progressing discussions with a view to bringing back a report and recommendation when more detail is available.

### Pros of EV chargepoints being installed:

- We have had 11 FOI requests since Sept 2020 regarding EV chargers – how many have the council installed, how many are they planning to install, is there a strategy etc. So, there is interest.
- A [report](#) published on the 8<sup>th</sup> of Feb by EY about the transition to EV states that between now and 2035, 65 million charge points will need to be installed across Europe.
- “The critical need to massively accelerate the deployment of charging infrastructure in line with EV adoption will require widespread collaboration between municipalities, **local authorities**, city planners, charge point operators, eMobility service providers, automakers and distribution system operators,” it states. “Working together, the road transport system designed today should serve everyone long into the future.”
- A study by ZenAuto found that 46% of motorists said they are put off from switching to an electric vehicle as they believe there are not enough charging points in their area,
- By 2030 all cars will be electric and so the infrastructure needs to be put in place
- This is a non-binding commitment so even if we show interest we do not “have to” put charging points on our properties
- There are management requirements with EV charging points, this would release the Council from having to maintain them whilst receiving some income (TBC in terms of amount)
- Currently electric car owners complain about inconsistency in charging points - if all participate there would be consistency in Surrey.
- The County will be responsible for where any on-street charging points are located but if we are participating we may have more influence on locality.
- Would avoid the Council having to invest capital funds into charging points in car parks

### Cons:

- Need to lease council property that can be leased long term to a third party, for them in turn to pay in full the installation of electric vehicle chargers so would still need Council oversight from an asset perspective
- Surrey led project

**From:** Jonathan James

**Sent:** 08 February 2022 21:42

**Cc:** Miles Cooke

**Subject:** [EXTERNAL] Surrey EV Forum - Update

**This message originated from outside your organization**

---

Hi to all EV enthusiasts,

Its time for more information on the twists and turns of public chargepoint installations for Surrey. The position of the county council as highway authority and District and Boroughs who have responsibility for the operation of many well located public car parks means that together we are uniquely positioned to contribute to overall EV chargepoint demand.

The current pilot installations of chargepoints On-street in Surrey are a positive start, however it is clear that using the external funding methods and match funding cannot deliver the scale of chargepoints required.

In January 2022 Surrey County Council's Cabinet agreed to proceed with a procurement exercise to achieve a large scale roll out of chargepoints across Surrey. A reference group of members of the Surrey County Council Select Committee is expected to be formed in February 2022 to scrutinise this process. Subject to the consideration of the reference group the following arrangements are proposed.

- A long-term contract attracting private sector investment to fund installations;
- A scale of installations of many 100's per year across Surrey
- Authorities would receive a % proportion of revenue
- Part public funding, where available, would support less commercial/socially necessary sites
- Chargepoint speeds may primarily be Fast 7-22KWH, however provision for Rapid 50KWH + and potentially Slow 3-7 KWH chargepoints would be included.
- A concession arrangement would be governed by a management board chaired by the county council and with members from each participating Borough or District council, details of the arrangements would be available for review and would be formalised at the first meeting.
- The first 12 months of a contract would include known priority installations and, in parallel, a comprehensive effort to develop a long term chargepoint network plan.
- Each location will be the subject of a lease between the supplier and the land owner (normally SCC on highway and B&D in car parks)
- Tariffs levels will be subject to the competitive tender, however they are likely to be agreed as a fixed margin over the cost of power supply to account for potentially volatile energy prices.
- Revenues from the contract would be due to the leaseholder of each site, on-street to SCC and B&D car park to the respective B&D. The share of revenue would be

subject to contract management costs and would need to be agreed by the governing board.

- These arrangements would not affect current contracts in place for existing installations, nor future installations under existing contracts.
- It is intended that the contract would allow access for installations by any public sector organisation in Surrey, including authorities' own premises, schools, NHS, parish councils etc. The funding arrangements might vary from the main network plan depending on circumstances.

In any event close joint working will be required by the chosen supplier(s), the county council and B&Ds to research and agree on-street locations. Experiences to date have shown that in this transitional period at least, identifying and agreeing on-street locations has been challenging meaning that well researched and supported locations will only be achieved through good community engagement and through democratic processes where traffic regulations orders are required to designated chargepoint bays as EV only.

### **Options for Surrey Boroughs and Districts**

Once a detailed form of procurement has been decided in the coming weeks then authorities will be invited to formally express their interest in participating. It seems likely that the following options will be available;

Participating B&Ds would,

- submit a formal intention to participate, this would not be binding,
- propose priority car park and other locations for installations, and
- agree to membership and participation of the governing board,

Post the main contract award it is likely that individual contracts, with the same T&Cs would be signed between each authority and the supplier. It is likely that the contract would include exclusivity for the supplier for a set period of time.

B&Ds deciding not to participate;

- would be free to take forward their own plans for car park installations; and
- On-street chargepoint location planning would require full B&D participation in any event, even for those authorities not participating.

The advantages of participation include;

- Reduction in burden of management of alternative schemes
- increasingly consistent public sector EV equipment supply
- contract scale set to attract a best commercial offer
- no contract management required from B&Ds
- Very low risk strategy with high potential to achieve numbers required

There are many further details that would be included in the contract to further strengthen the authorities positions such as technology refreshes, decommissioning arrangements.

There will be a further update at the next EV Forum meeting and I look forward to discussing progress then

Regards

Jonathan James