

**Title of meeting:** Cabinet Member for Transport Decision Meeting

**Date of meeting:** 20<sup>th</sup> March 2024

**Subject:** On-Street Residential Chargepoint Scheme (Phase 3)

**Report by:** Felicity Tidbury, Assistant Director Economy, Planning and Transport

**Report Author:** Gemma White - Transport Strategy Team Leader

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

---

## **1. Purpose of report**

- 1.1. **This report is seeking approval for Portsmouth City Council to go to tender for the third phase of the On-Street Residential Chargepoint Scheme (ORCS).**

## **2. Recommendations**

**It is recommended that the Cabinet Member for Transport:**

- 2.1. **Approves Portsmouth City Council to go to tender for the third phase of the On-Street Residential Chargepoint Scheme (ORCS) in line with procurement strategy and programme laid out below, developed in consultation with the Portsmouth City Council Procurement Team.**

## **3. Background**

- 3.1. Plug-in car ownership has been increasing in Portsmouth over a number of years. However, a sharp increase can be witnessed between 2021 - 2023, where the number of plug-in vehicles from Q3 2021 (7006) has doubled in 2 years with the latest figures showing an increase to 14,588 for Q3 2023. This an approximate 108.2% increase of plug-in vehicles in Portsmouth in those 2 recent years.
- 3.2. When comparing Portsmouth's plug-in car ownership nationally, currently, an approximate 12.8% of registered cars in Portsmouth are plug-in

vehicles (includes private & company). Conversely, approximately 4.1% of registered cars for the UK are plug-in vehicles (includes private & company) meaning Portsmouth's percentage of registered plug-in cars is more than four times higher than the UK national average.<sup>1</sup>

- 3.3. Portsmouth City Council is required to comply with the Ministerial Directive as written in the 1995 Environment Act (Portsmouth City Council) Air Quality Direction 2020. This directive includes the requirement to implement the local plan for reduction of roadside nitrogen dioxide emissions by 2022 at the latest. As part of this, the Portsmouth Clean Air Zone was launched on 29th November 2021. Electric vehicle charging infrastructure is a part of both the local and national strategy for the improvement of air quality.
- 3.4. In the Portsmouth Transport Strategy 2021 - 2038 (LTP4), one of the strategic objectives is to deliver cleaner air. Policy B, Support infrastructure for alternative fuelled vehicles is among the policies within the strategy which support delivery of the strategic objectives. The scheme aligns with this policy and will encourage the uptake of electric vehicles (EVs) which in turn contribute to the achievement of the strategic objective.
- 3.5. A supplementary electric vehicle infrastructure (EVI) strategy that sets out our objectives, policies and action plan for the rollout of electric vehicle charging infrastructure in the city was consulted on in late 2023 and will be shortly brought forward for adoption. Furthermore, Transport for South East (TfSE) have developed a regional Electric Vehicle Charging Infrastructure Strategy, which incorporates Portsmouth's plans for Phase 3 and provides forecasts for further chargepoints, which indicate the need for continued roll out of charging infrastructure.
- 3.6. The Government released the 'Transport decarbonisation plan' in July 2021. The plan aims to phase out the sale of new diesel and petrol cars by 2030 (as previously published in a delivery plan setting out key milestones in 2021) and encourages the uptake of electric vehicles (EV) to meet the demand for the users of the UK's charging infrastructure network and to be on a pathway to achieving net zero emissions from the UK car fleet. As also detailed in the governments 'Ten Point Plan for a Green Industrial Revolution', supporting point 4, which is to accelerate the shift to zero emission for vehicles.
- 3.7. The Transport Decarbonisation Plan outlines that Local Transport Plans (LTP's should set out how local areas will deliver quantifiable carbon reductions in transport, with further guidance on this expected in autumn

---

<sup>1</sup> [Vehicle licensing statistics data tables - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/vehicle-licensing-statistics-data-tables)

2022. There is also a requirement for local authorities to produce an EV Strategy as part of this work.

- 3.8. The Office for Zero Emission Vehicles (OZEV) created the ORCS fund to enable local authorities to provide electric vehicle (EV) chargepoints specifically for residential areas that do not benefit from off-street parking. This enables residents to convert to electric vehicles with the knowledge they are able to charge their electric vehicles close to home. In 2018 Portsmouth City Council bid to this fund and were successful in receiving £100k for 75% of the costs of installation and infrastructure for 36 chargepoints in Phase 1.
- 3.9. Following successfully receiving £229,860 for 75% of the costs for installation and infrastructure Portsmouth City Council installed 62 chargepoints as Phase 2 of ORCS between November 2021 and March 2022. This was following approval of the associated Traffic Regulation Order (TRO) at the meeting of the Cabinet Member for Traffic and Transportation on 29th October 2020.
- 3.10. The scheme is a trial and as part of the grant funding conditions the charge points must remain in place for 3 years. The trial is not only looking at providing charge points for existing EV owners but also promotes EV charging with the hope of encouraging people to convert to electric vehicles. It is accepted that some of the chargepoints will initially have low usage levels due to requesting residents not purchasing a plug-in vehicle until they have confidence that the infrastructure is in place to allow them to charge their vehicle however, prior to the switch off, there was an approximate average of 11.4kWh used each day across 6 months for each chargepoint.
- 3.11. In November 2023, the distribution network operator (DNO) Scottish and Southern Electricity Networks (SSEN) advised the council of some safety concerns and as public safety is of the utmost importance, we took the decision to switch off all 98 on-street charging points in the city. We have been working with SSEN and both chargepoint operators to investigate, and at the time of writing this report, we have been able to re-energise 34 charging points. It's hoped further chargepoints will be reactivated soon.
- 3.12. The situation experienced has enabled us to better understand the complexities with an ever evolving transport technology. Through this we are able to ensure future schemes and associated procurement processes will use experience to safeguard against similar situations in the future.
- 3.13. Portsmouth City Council recognises that there is an increased demand for on-street plug-in vehicle charging infrastructure from residents, without off-street parking, that needs to be met, and can be met through the Office for Zero Emission Vehicles (OZEV) ORCS funding.

- 3.14. In addition to ORCS Government have allocated all Tier 1 local authorities with Local Electric Vehicle Infrastructure funding (LEVI) as well as LEVI capability funding designed to fund the resources needed to achieve the scale of EVCI roll out LEVI attempts to deliver. Portsmouth were allocated £3.682 million pounds of LEVI funding and submitted a business case to OZEV in November.
- 3.15. As well as this the council have recently applied for further capability funding to support the team through delivery of this ambitious delivery plan ensuring that resource is available to answer the demand for more charging infrastructure with the required level of expertise and without further delays.

#### **4. Portsmouth ORCS Phase 3**

- 4.1. Portsmouth City Council bid to OZEV for £887,430, which was 60% for 320 chargepoints and this was awarded in December 2023. The remaining 40% will be provided by the private sector through the procurement approach.
- 4.2. All proposed sites are based on demand having received requests from residents for charging points near to their addresses. This approach mirrors the first and second phases of the On-Street Residential Chargepoint Scheme (ORCS) installed in Portsmouth in 2019 and 2021. The resident requests and usage of existing Portsmouth Phase 1 (36 no.) and Phase 2 (62 no.) chargepoints, some of which are over capacity demonstrate current demand levels. The requesting residents include both those who already own plug-in vehicles and those seeking to purchase one, many of which need the infrastructure in place before they do.
- 4.3. Each site will be subject to suitability assessment including:
- Load checks
  - Technical and site surveys
  - public consultation through the Traffic Regulation Order (TRO) process.
- 4.4. The proposed chargepoint technology is lamp column chargepoints and satellite bollards utilising spare lamp column capacity of up to 5.5kwh. This power output is considered suitable for overnight charging in residential areas and comes with a Type 2 connection at each location.

## **5. Proposed approach to procurement**

- 5.1. The council will seek to secure a partner operator on the basis of an open book mutually incentivised concession contract. The own and operate model has the potential to offer the greatest rewards, but it also exposes the council to the highest level of risk, particularly in the short to medium term, hence it was not taken forward as an option.
- 5.2. This commercial arrangement will allow the operator to set the tariff through a transparent process that reflects the underlying energy prices plus an uplift to cover overheads, depreciation and a revenue share contribution to the council. This commercial mechanism will set a fixed margin allowing the council some oversight of the tariff. The contract will also seek to establish a maximum bi-annual tariff review, to allow for summer/winter energy pricing, which will require a two month notice period to enact. Performance metrics will aim to ensure that the availability of charge points across the city remains high. The repair and maintenance of the charge points will be the financial and operational responsibility of the operator.
- 5.3. Following extensive market testing, peer review and consideration of sourcing options the council has decided to utilise Oxford City Council's Dynamic Purchasing System (DPS) for the Supply of Electric Vehicle (EV) Charging Infrastructure and Associated Services.
- 5.4. The council has decided to use the Oxford DPS as it offers an established compliant sourcing route to the market on competitive rebate rates. The DPS documentation includes a toolkit of technical, commercial, legal and procurement documents which can be flexibly adapted to meet the specific objectives and deliverables required by both the council and the fund.
- 5.5. There was consideration for the council to run its own Concession Contracts Regulations (2016) procurement process, but a decision was taken to use the Oxford DPS instead, as it offers a number of key benefits such as fulfilling transparency requirements, market tested toolkit documents, established streamlined call off processes, etc. which would otherwise have to be developed and delivered by the council.
- 5.6. The Oxford DPS is preferred over other pre-existing sourcing arrangements as it aligns very well with the council's envisaged commercial and contractual model. Through soft market testing it was also apparent that DPS is favoured by operators who gave positive comments in respect of its market focus and flexibility.
- 5.7. The council is targeting to formally commence the mini-competition process in April 2024 and will provide tendering operators approximately 6

weeks in which to develop and submit their bid proposals. The council has allowed significant time within the procurement programme for robust evaluation of bid proposals, governance review and formal sign-off of recommendations in accordance with the council's constitutional requirements. It is expected on this basis that tenders will be due back in May 2024 and evaluation will complete over two weeks being supported by the electrical engineer who worked to write the technical specification.

- 5.8. The procurement process will also be subject to the council's procurement gateway process which ensures that additional assurance reviews are undertaken by senior procurement and legal officers at key procurement milestones.
- 5.9. Upon successful Evaluation the decision to award will be brought to the Cabinet Member for Transport, in June 2024.

## **6. Reasons for Recommendations**

- 6.1. The current on-street charging infrastructure and approach using lamp column charging has been well received and used serving as evidence of their suitability and the locations are based on resident requests demonstrating residents charging needs.
- 6.2. This type of slow charging technology specifically addresses a need for charging infrastructure for the majority of Portsmouth residents who do not have access to off street parking who would otherwise struggle to adopt the new technology.
- 6.3. Continuing to support residents in transitioning to EV is a key factor in achieving Cleaner Air Targets as set out in Policy B of the Portsmouth Transport Strategy. There is also significant strategic fit with the Government EV, TFSE's EV strategy both of which aim to deliver cleaner air and decarbonise transport in the UK by enabling EV uptake.
- 6.4. The environmental outcomes of EV uptake, requiring widespread installation of further EVCI, are also in-line with Portsmouth's declaration of a climate emergency which requires that further measures are taken to support initiatives that mitigate climate change and future proof our city.
- 6.5. Installation of further EVCI is required to keep up with the forecast rise in EV uptake in the city. It is essential that Portsmouth's EVCI network is expanded to future proof the city to enable our residents, fleet, and visitors to charge their vehicles in line with the objectives of the Portsmouth EVI strategy. This funding, as well as the LEVI funding, will enable PCC to deliver EVCI needed to ensure that we are able to meet demand from residents. Particularly since EV uptake in Portsmouth is already ahead of national average.

## **7. Integrated impact assessment**

- 7.1. An Integrated Impact Assessment (IIA) was carried out before the scheme's commencement. This has been updated as required and the latest version is appended to this report, incorporating the Equalities Impact Assessments.

## **8. Legal implications**

- 8.1. The council wishes to procure a contractor to design, install and operate a network of up to 320 lamp column electric chargepoints, partly funded by the DfT through the ORCS scheme.
- 8.2. The proposed arrangement, if approved, will be subject to the requirements set out in the Concession Contracts Regulations 2016 as well as the council's contract procedure rules and any procurement exercise, including an award utilising Oxford City Council's Dynamic Purchasing System (DPS) for the Supply of Electric Vehicle (EV) Charging Infrastructure and Associated Services, must comply with and be carried out in accordance the aforementioned together with general public sector duties.
- 8.3. As an alternative to using the Oxford's DPS, the council may also undertake its own procurement exercise. However, for the purposes set out in paragraph 5 it was deemed more appropriate to utilise the Oxford's DPS.
- 8.4. As the scheme will be partly funded by the Department for Transport, the council must also ensure that it complies with the terms of the grant funding. The failure to comply with the terms could result in the grant funding needing to be repaid.
- 8.5. Once the provider has been procured and the sites identified, the TRO statutory processes will need to be followed in order to accommodate the scheme.
- 8.6. Legal advice should be sought before proceeding to procurement to ensure that the process is compliant and the council's requirements are being met.

## **9. Director of Finance's comments**

- 9.1. Following an application dated 24 November 2023 to the On-street Residential Charge point Scheme, The Department for Transport awarded Portsmouth City Council £887,430 for the purpose of installing on-street

charge points for local residents wishing to charge their plug-in electric vehicles.

- 9.2. This award is subject to satisfying the DfT that the installation can be achieved before the end of March 2025. A supplier will not be selected until the DfT confirm that they are satisfied.
- 9.3. In addition to this, there is a contribution of £40,000 made available as part of the LTP 4 Capital scheme. This is funded from the Parking Reserve.
- 9.4. The total funding will allow the installation of up to 320 lamp column chargers. The number of chargers installed will be scaled to fit the available funding, minimising the financial risk to the Council.
- 9.5. The commercial arrangement with the supplier will ensure that all liability for servicing, repair and maintenance will lie with the operator, thereby minimising the Council's exposure to future operating costs.

.....  
Signed by:

**Appendices:**

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

<b>Title of document</b>	<b>Location</b>
Portsmouth Transport Strategy Policy B	<a href="#">Portsmouth Transport Strategy 2021-2038</a>
Electric Vehicle Charging Infrastructure Strategy	<a href="#">Transport for the South East Electric Vehicle Charging Infrastructure Strategy</a>
Draft Electric Vehicle Infrastructure Strategy Consultation – Travel Portsmouth	<a href="#">Draft Electric Vehicle Infrastructure strategy consultation - Travel Portsmouth</a>

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by: