

Decision Pathway – Report



PURPOSE: Key decision

MEETING: Cabinet

DATE: 06 February 2024

TITLE	Green Recovery Fund – Public Electric Vehicle Infrastructure		
Ward(s)	Citywide		
Author: Helen Reed	Job title: City Leap Client Function and Energy Service Manager		
Cabinet lead: Cllr Kye Dudd - Cabinet Member for Housing Services and Energy	Executive Director lead: John Smith, Interim Executive Director Growth and Regeneration		
Proposal origin: BCC Staff			
Decision maker: Cabinet Member Decision forum: Cabinet			
Purpose of Report: To seek approval to accept and spend the grant funding offer from WECA under the Green Recovery Fund to develop and implement electric vehicle (EV) charging infrastructure.			
Evidence Base: Background			
<ol style="list-style-type: none"> 1. Bristol City Council is working steadily towards realising the Mayor’s vision of a carbon-neutral city by 2030 with improved air quality, in line with the directives outlined in the Mayor’s Climate Emergency Action Plan, Bristol’s One City Climate Strategy and the council’s corporate strategy. Accelerating electric vehicle (EV) uptake should result in improved air quality and will reduce carbon emissions in the city. In order to support accelerated EV uptake, there needs to be a significant increase in the number of EV charging points. The Green Recovery Fund grant from the West of England Combined Authority and delivery of it aims to expand EV charging infrastructure across the city in-line with and in progress of the Council’s 2030 target and its corporate strategy. 2. The council is well placed to help meet the rising demand for EV infrastructure, through expansion of the existing council owned public EV charging network, Revive (further details of the Revive network are set out below). Leveraging the financial resources from the Green Recovery Fund grant will facilitate the construction of additional charging sites strategically located across Bristol, and extending into the neighbouring regions of South Gloucestershire and Bath & Northeast Somerset. This expansion builds on Revive, aiming not only to foster a cleaner, more sustainable urban environment but also to encourage more residents to opt for electric vehicles, confident in the availability of convenient charging solutions. Including proposals to facilitate deployment of EV charge points in residential settings to 'plug gaps' in the existing infrastructure, should help make it more convenient for residents to own and use electric vehicles, thereby fostering a swift transition to greener transportation options. 			
Green Recovery Fund			
<ol style="list-style-type: none"> 3. The West of England Combined Authority (the CA) has been developing an EV strategy for the region. One objective is for WECA to take a proactive role in EV charging infrastructure provision, as well as to support and promote Revive as the region’s publicly operated EV charging network. The EV charger scheme as part of 			

the Green Recovery Fund is expected to grant fund 300+ EV charging bays to include on-street residential, community hubs and destination chargers in public car parks.

4. Up to £4.9m is being offered by WECA to the council, Bath and North East Somerset (**B&NES**) and South Gloucestershire (**SGC**) under the Green Recovery Fund. Up to £2.46m of this will be allocated to Bristol City Council. The council intends to use Bristol City Leap to support the delivery of the EV charging points, including design and build site construction works, funded by this grant funding money. The council, B&NES and SGC intend to utilise the grant monies in expanding the Revive EV charging network.

Revive electric vehicle charging network

5. Revive is a publicly owned EV charging network backed and owned by the four West of England Local Authorities, which includes fast (7-22kW) and rapid (50kW) charge points for public use. It is expected that (outside of the approvals contained in this cabinet report) c.150kW ultra-rapid charging will be added to the network over the next 12 months.
6. Revive was established through the Go Ultra Low West project, launching in 2019 and now includes over 200 EV charging bays used by over 8000 Revive users. Revive is operated for the WoE Local Authorities by the Council who have sub-contracted the management of this to Bristol City Leap under the council's Bristol City Leap strategic partnership.

Proposed EV Infrastructure Expansion

7. The WECA Green Recovery Fund is fully financing an extended rollout of new EV charge points (EVCPs) in the West of England, including in the city of Bristol, and within the areas of SGC and B&NES. Of the funding allocated to the council, the initiative will introduce or expand the following types of EV charge point installations:
 - **Community charging hubs:** provide chargers for residents who do not have access to off-street parking to charge their vehicles, providing an alternative and complementary approach to on-street charging. Residential hubs typically consist of multiple standard/fast AC chargers (7-22kW) set in an off-street car park in residential or suburban environments, often using a car park which is otherwise underutilised (e.g. overnight). This method continues the approach of the current Revive network, which has already installed fast and rapid chargers in council owned car parks within residential areas.
 - **Destination charging:** this occurs mid-journey when drivers are visiting a location such as a supermarket, railway station, shopping centre, cinema or hotel and take the opportunity to charge the vehicle and 'top-up' the batteries. Destination chargers are in public car parks (either on or off-street) and utilise either a fast or rapid charger. This method continues the approach of the current Revive network, which has already installed fast chargers in central council owned car parks.
 - **On-street residential charging:** provision of convenient and low cost on-street charging in residential areas, for people without off-street charging. For GRF, this is in the form of 150 single-socket charge points fitted to a lighting columns, as part of a trial. Other examples include single or double socket charge points installed on-street (on the pavement where wide enough, otherwise on a build out on the highway).
 - **On-street Residential Chargepoint Scheme (ORCS) grant:** BCC was previously awarded a grant from the DfT for on-street residential charge points. This project required match funding, which was previously to be financed from the council's capital reserves, funded through prudential borrowing. The GRF is now able to provide match in place of prudential borrowing. Permission will be required from the DfT in order to utilise the ORCS grant given the delay to implantation. In the event permission is not forthcoming, there may need to be changes to WECA's required outputs for the delivery plan. Recognising the substantial number of residential areas that currently lack sufficient EV charge points, it is proposed to facilitate the deployment of EV charge points in residential settings to 'plug gaps' in the existing infrastructure. This initiative would make it more convenient for residents to own and use electric vehicles, thereby fostering a swift transition to greener transportation options.

Funding allocation and planned outputs

8. The allocation of the funding for each of the above type of charge point provision is as follows:

Type of installation	Funding allocation	Planned number of chargers	Notes
Bristol City Council			
On-street residential charging	£521,447 + £283,553 'ORCS' grant*	150**	*ORCS grant previously awarded to BCC, but subject to further DfT sign-off to proceed
Community charging hubs	£749,086	11**	7 sites provisionally chosen**
Destination charging	£890,546	26**	4 sites provisionally chosen**
TOTAL:	£2,161,079	187**	
TOTAL (including ORCS grant*):	£2,444,632		
SGC and B&NES			
B&NES allocation	£932,813		
SGC allocation	£1,143,114		Not including match funding (£182k ORCS fund, £226,361 Climate Emergency Fund)
Total CA allocation to BCC, SGC, B&NES minus contingency and WECA PM costs	£4,237,006		
Total WECA funding that could be claimed by BCC as part of GRF project delivery on behalf of BCC, SGC and B&NES	£4,823,806***		Theoretical maximum***
Contingency for programme			
GRF Contingency	£310,450		
GRF Inflation Allowance	£276,350		
GRF Programme Management	£76,194		
WECA GRF total	£4,900,000		Includes staff PM costs

**This will be subject to site selection change controls, as defined by WECA as the programme lead, and as contributed to by the Revive Network Board.

***Theoretical maximum: SGC will claim site delivery works to carry out themselves but procure charge points through BCC (BCL), and B&NES will do the same, although they might wish to also deliver site enabling works through BCC (BCL) – they have yet to decide on this.

Site selection methodology:

9. Details of site selection methodology are set out in Appendix A to this report. In summary:

- a) **Destination Charge Points and Community Hubs:** a long list of sites has been developed using data-led insights to develop a detailed methodology. Sites include key destinations, high priority sites and areas identified as “hotspots” of requests from residents. These sites have then been ranked for suitability for destination and community chargers, resulting in a shortlist of proposed sites.
- b) **On-street residential:** a data led approach highlighting streets with lack of off-street parking has been overlaid with site suggestions have been received by the public through the Travelwest website to help select priority areas. These areas have then been analysed for suitable lighting columns and a final narrower set of priority areas identified.

10. Site selection will be finalised by the project delivery team in conjunction with the Revive Network Board, who will approve based on a forecast overall network income surplus position of the new and existing sites.

Grant offer conditions

11. The funding will be subject to a grant offer letter from WECA, which will set out the terms of the spending

and the return of any unspent grant at the end of the programme. More detail in the funding allocation table above.

- £2,161,079 is allocated to BCC for up to 15 sites for EVI supply, and design& build.
 - £2,075,927 is allocated to SGC and B&NES for 40+ sites, of which approximately £1.3m would be spent through BCC to expand the Revive network. The remainder will be passed to SGC and B&NES.
12. The programme of works will be developed by Bristol City Leap, the council's joint venture company and it is anticipated that the installation of charge points will be carried out by Ameresco Limited, the strategic partner procured by the council to delivery low carbon energy infrastructure through the council's City Leap partnership (or alternatively through another contractor procured via a regulated procurement).
13. It is anticipated that the programme of works would start from summer 2024, with the project ending in March 2026. On commissioning of the newly installed EV charge points, they will be integrated into the existing Revive operations and maintenance systems. Monitoring of utilisation will take place alongside the rest of the Revive network. This will be funded through revenues from the Revive network in the same way current operational and maintenance and monitoring costs are funded. It is anticipated that installation of additional charge points will generate the additional revenues required to meet these costs.

Business case and costs

- An income surplus position is forecast for Revive following the installation of the GRF-funded charge points.
 - GRF includes funding for higher powered ultra-rapid charge points as well as lower powered fast charge points. Higher powered charge points have been shown to generate positive cash flows within the existing Revive network, which has a positive effect on the overall income surplus position.
 - Planned operational costs have been capitalised for the first 3-5 years which reduces the risk of loss-making from underutilised sites.
 - The ORCS grant fund previously had approval for match funding to deliver the capital for the 150 on-street lighting column charge points. GRF provides 100% grant funding, which replaces the need for BCC internal borrowing match funding, which improves the business case for on-street charge point installation.
 - The project outputs are based on achieving the above number of installed charge points, however, the project has also built in the following contingencies:
 - Inflation: 275k
 - Risk: 310k
 - Total 12%: £585k
 - The contingency will minimise the risk of not being able to meet the project output, and there is also the flexibility within the prescribed project change controls to change to difference types of charge point, which could offer up savings as required.
14. As part of the WECA GRF Full Business Case (FBC), estimated costs were included for charge points and site installations. These estimates were based on previous Revive installations. A breakdown of the site costs can be found in section 4.4 of the WECA GRF Full Business Case ([here](#)).

Cabinet Member / Officer Recommendations:

That cabinet:

1. Authorise the Executive Director for Growth and Regeneration, in consultation with the Cabinet Member for Housing Services and Energy, and the Chief Finance Officer to accept up to £2,410,000 Green Recovery Fund grant awarded by WECA to South Gloucestershire Council and Bath and North East Somerset Council and to transfer or spend those monies as directed by South Gloucestershire Council and Bath and North East Somerset Council.
2. Authorise the Executive Director for Growth and Regeneration, in consultation with the Cabinet Member for Housing Services and Energy, and the Chief Finance Officer to enter into a grant agreement to accept and

spend up to £2,500,000 Green Recovery Fund grant awarded by WECA to Bristol City Council to deliver electric vehicle infrastructure as outlined in this report.

3. Authorise the Executive Director for Growth and Regeneration, in consultation with the Cabinet Member for Housing Services and Energy to procure, agree the terms of and enter into any contract(s) (which may be over £500,000) required for the delivery of electric vehicle infrastructure to be funded by the Green Recovery Fund grant award.

Corporate Strategy alignment:

1. Environment and Sustainability: Supporting Carbon Neutrality, encouraging investment, and lead a just transition to a low-carbon future.
2. Climate Resilience – reduce greenhouse gas emissions aiding efforts to adapt to climate change effects
3. Safe and Active Travel – improving air quality by fostering switch to electric vehicles through a wider charging network
4. Mayor’s Climate Emergency Action Plan
5. One City Plan – promoting increased uptake of electric vehicles through improvements to the public charging network

City Benefits:

1. Economic Opportunities: support economic resilience and a green recovery in response to the economic impact of Covid-19, supports local supply chain growth and job creation within the EV sector.
2. Reduced Emissions: promotes the use of electric vehicles contributing to cleaner air.
3. Noise Reduction: EVs operate more quietly compared to conventional vehicles, aiding in noise reduction.
4. Carbon Footprint: Facilitate actions by city partners and citizens to reduce their carbon footprints
5. Quality of Life: Encouraging cleaner transportation options fostering a healthier and more pleasant urban environment.

Consultation Details:

1. Electric Vehicle City Leap Working Group
2. Internal stakeholders – Fleet and Strategic City Transport
3. Chief Finance Officer, Finance Business Partner, Executive Director for Growth & Regeneration, Cabinet Member for Climate, Ecology, Energy and Waste and Designated Deputy Mayor with responsibility for Finance, Governance and Performance.
4. WECA EV Working Group
5. Revive Network Board
6. Public consultation via the [Travelwest EV site suggestion](#) portal.

Background Documents:

1. Mayor’s Climate Emergency Action Plan Update: [CEEP Appendix A1 - Update On Mayors Climate Action Plan Final.pdf \(bristol.gov.uk\)](#)
2. Decision Pathway – Report, Cabinet Approval, Establishing the City Leap Energy Partnership: [2022 12 06 Establishing the City Leap Energy Partnership - Cabinet Report - FINAL.pdf \(bristol.gov.uk\)](#)
3. One City Plan (third iteration): [One City Plan 2021 \(bristolonecity.com\)](#)
4. [WECA Green Recovery Fund](#)

Revenue Cost	£0	Source of Revenue Funding	
Capital Cost	£4.9 million	Source of Capital Funding	WECA – Green Recovery Fund
One off cost <input checked="" type="checkbox"/>	Ongoing cost <input type="checkbox"/>	Saving Proposal <input type="checkbox"/>	Income generation proposal <input type="checkbox"/>

Required information to be completed by Financial/Legal/ICT/ HR partners:

1. Finance Advice: This report seeks approval to accept and spend the grant funding offer from WECA under the Green Recovery Fund to develop and implement electric vehicle (EV) charging infrastructure. Using £2.2 million being made available by the West of England Combined Authority (WECA) and a £283,553 grant from the Department for Transport the report proposes building 150 on-street residential charging points, 11 community charging hubs and 26 destination charging hub. An allowance for contingency from WECA brings the total cost up to £2.7 million.

The costs are based on recent estimates completed as part of the LEVI project (a separate EV project running alongside the Green Recovery Fund for which a note is shortly coming to Cabinet). Further work will be done to establish a more accurate forecast of costs based on a precise site by site examination.

A further £2 million is to be allocated to South Gloucestershire and Bath and North East Somerset councils for at least 40 more charging sites. A portion of this £2 million, £1.3 million, will be spent through Bristol City Council to expand the Revive network and will need to be signed off by the Section 151 officer or a delegated officer.

The planned Cabinet Report later in 2024 will include a broader strategy to set out how our varied EV programmes join together.

Finance Business Partner: Ben Hegarty, Finance Business Partner Growth and Regeneration, 13 December 2023.

2. Legal Advice: Whenever the Council procures goods, works and/or services over a certain value, it must comply with its internal procurement rules and the Public Contracts Regulations 2015. The relevant officers when procuring the works and services needed to deliver the EV infrastructure must ensure these rules and regulations are complied with if the value falls within the relevant thresholds.

Whenever the council accepts a grant it must ensure that receipt and spending of such grant is in compliance with the Subsidy Control Act 2022. As above, the relevant officers will need to ensure appropriate legal advice is sought to ensure this is the case.

Legal Team Leader: Sinead Willis – Solicitor, Team Manager Commercial and Governance Team 2 January 2024

3. Implications on IT: I can see no implications on IT in regard to this activity.

IT Team Leader: Alex Simpson – Lead Enterprise Architect 8 December 2023

4. HR Advice: There are no HR implications evident

HR Partner: Celia Williams, HR Business Partner 12 December 2023

EDM Sign-off	Peter Anderson, Director Property Assets and Infrastructure	18 December 2023
Cabinet Member sign-off	Cllr Donald Alexander – Cabinet Member for Transport	4 December 2023
	Cllr Kye Dudd - Cabinet Member for Climate, Ecology, Energy and Waste	19 December 2023
For Key Decisions - Mayor's Office sign-off	Mayor's Office	8 January 2024

Appendix A – Further essential background / detail on the proposal	YES
Appendix B – Details of consultation carried out - internal and external	NO
Appendix C – Summary of any engagement with scrutiny	NO
Appendix D – Risk assessment	YES

Appendix E – Equalities screening / impact assessment of proposal	YES
Appendix F – Eco-impact screening/ impact assessment of proposal	YES
Appendix G – Financial Advice	NO
Appendix H – Legal Advice	NO
Appendix I – Exempt Information	NO
Appendix J – HR advice	NO
Appendix K – ICT	NO
Appendix L – Procurement	NO