

Bath & North East Somerset Council		
DECISION MAKER:	Cllr Mark Shelford, Cabinet Member for Transport	
DECISION DATE:	On or after 17th February 2018 (for single Member decision)	EXECUTIVE FORWARD PLAN REFERENCE:
		E 3029
TITLE:	Go Ultra Low West Charging Hub, Last Mile Delivery, Electric Cycle Hire & Business Charge Points	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix A Go Ultra Low West Bid		

1 THE ISSUE

1.1 This report seeks approval for the £776,158 identified within Go Ultra Low (GULW) to cover the following work packages: -

- WP7 Satellite Charging Hubs
- WP8 Last Mile Delivery
- WP9 Electric Cycle Hire
- WP13 Business Charge Points

2 RECOMMENDATION

2.1 The Cabinet Member is asked to;

- Approve the fully secured GULW funding of £776,158 for the period of the project to March 2021 which will enable the above work packages to be implemented. The GULW Office of Low Emission Vehicles (OLEV) scheme is a provisionally approved item on the 2017/18 capital programme.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

3.1 There are resource implications for finance and people.

Financial Implications

3.2 The funding approved will cover the implementation of GULW (OLEV) work packages 7 (£370,000), 8 (£150,000), 9 (£180,000), and 13 (£76,160) over the period to March 2021.

3.3 The planned spend for the funding over the project period is as follows: -

Sub project name	2017/18 £'000	2018/19 £'000	2019/20 £'000	2020/21 £'000	Total £000
WP7 Satellite Charging Hubs	40.0	200.0	100.0	30.0	370
WP8b Last Mile Delivery	15.7	59.3	50.0	25.0	150
WP9b Electric Cycle Hire	40.0	60.0	30.0	50.0	180
WP13 Business Charge Points	15.7	16.6	18.6	25.3	76.160
Total	111.4	335.9	198.6	130.3	776.160

3.4 The work packages will be delivered as either grant funding or through procurement exercises using the funding awarded by OLEV for the Go Ultra Low West programme. WP13 Business Charge Points will have grants administered by the Bath and North East Somerset (B&NES) Business Engagement Account Manager (based in the Sustainable Transport Team) to businesses within the B&NES area. The grants will be issued on a 50% match funding basis with the grant recipient to provide the remaining 50% of the charge point grant funding. The amount of the grant will vary from recipient to recipient depending on their needs and the charge points will have to be installed within 6 months of the grant being awarded. The remaining work packages will be administered via procurement exercises where successful tenderers will be identified to operate the schemes for the lifetime of the GULW project. It is intended that following the contract period the electric cycle hire and last mile delivery schemes will become self-funding and so would no longer require financial support.

3.5 The GULW OLEV programme and funding runs until 31st March 2021. The funding identified in this report covers this period. Any work beyond March 2021 on these projects would be the subject of further funding from OLEV. To be successful in obtaining further funding a competitive bid process is likely to be undertaken.

People Implications

3.6 The staff resource to support delivery of these projects will be funded through the relevant work packages.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

4.1 Overall OLEV bid proposals to encourage the uptake of ULEVs include: -

- Demonstration charging hubs

- ULEV car club bays
- Community engagement
- Match funding business charge points
- Conversion of fleet vehicles to ULEVs

4.2 The government's aspiration is that, by 2040, every new car in the UK will be an ultra-low emission vehicle.

4.3 The project will increase the number of electric vehicles within district B&NES by investing in and installing charging infrastructure giving more opportunities for people to use electric vehicles and to allow this emerging market to develop more widely.

4.4 There are three Air Quality Management Areas (AQMAs) in the council area – Bath, Saltford and Keynsham where annual average concentrations of nitrogen dioxide exceed the national objective level. Each AQMA has an action plan and the draft Bath Air Quality Action Plan includes the measure 'Develop a Bath freight consolidation centre, providing storage (for stock replenishment) and delivery depot for local businesses, ideally to be operated by cargo bikes or Ultra-Low Emission Vehicles'.

4.5 The Getting Around Bath Transport Strategy objectives include 'improving air quality & health, reducing vehicle carbon emissions'. The Keynsham Transport Strategy also supports this objective through its inclusion within this strategy as well. These will contribute towards the management of improved air quality within the AQMA areas in the authority.

4.6 Bath and North East Somerset Council were served a letter of Direction from the Department for Environment, Food and Rural Affairs (DEFRA) and Department for Transport to 'develop and implement a plan designed to deliver compliance in the shortest time possible' by reducing emissions to bring concentrations of nitrogen dioxide to below the national objective and EU limit values by 2021. Failure to achieve the necessary reductions may result in financial penalties for the Council.

4.7 GABTS reported that "The majority of respondents (86%) felt that preventing HGVs from entering the city centre during peak hours, and the use of a Freight Consolidation Centre with electric vehicles, was a good idea." Policy GABP14 in the strategy refers to promotion of HGV consolidation, and Action GABA39 is to "Continue to support Freight Consolidation Centre and review potential for additional centres."

5 THE REPORT

5.1 GULW (OLEV) is a WoE project awarded £7m of capital funding approximately £1.6m of which is for expenditure within B&NES. Of this £1.6m, £776,158k is aligned for the work packages noted above in paragraph 1.1.

5.2 Main objectives of the GULW project are: -

- Double the existing provision of charge points to 400 in total (strategic commercial decision to be taken on how many points to go in each UA)

- Match funded business charge points and business demonstrator cars
- 4 exemplar demonstration charging hubs (1 delivered by B&NES)
- ULEV car club bays
- Improving air quality.
- This campaign fits on the wider strategy and track record of improving sustainable, integrated transport across the West of England.
- Targeting a 10% higher take up of ULEV (Ultra Low Emission Vehicles) than the national average.

5.3 These will support the Council's work in improving our local transport and air quality by enabling schemes supporting low emission, electric vehicle use across West of England, including within B&NES. In addition to WP4 Fleet Electrification, option 1 (the preferred option) realises the support funding available to B&NES, delivers on the council commitment to reducing emissions, and leads from the front in meeting government targets to remove petrol fuelled vehicles from our roads by 2040.

5.4 This will support the Council's work in improving our local transport by doubling the number of electric vehicle charging points across the West of England, including within B&NES. It will support our local economy by delivering a fully considered business model to result in self-sufficient charging network by 2021.

5.5 It will support improving the local environment by targeting a 10% higher take up of ULEV (Ultra Low Emission Vehicles) than the national average.

5.6 This project will work with local businesses to find new ways of meeting demand, such as electric vehicle car clubs, to reduce parking demand and emissions in congested areas, and electric bike last mile delivery to reduce emissions and congestion by freight in the city centre. Through procurement exercises it will be ensured that successful tenderers are provided with grants to operate schemes for WP7, 8, 9, 13.

5.7 The work packages seek to deliver the following: -

- WP7 Satellite Charging Hubs
 - Create bespoke state-of-the-art electric hubs to include rapid charge points for cars with solar canopy charging, alongside ancillary services like retail, cafe and WiFi.
- WP8 Last Mile Delivery
 - Using electric bikes to pilot a last mile delivery solution for city centre businesses to create a low impact delivery service, and reduce congestion and emissions from freight in the city centre.
- WP9 Electric Cycle Hire

- Expanding on the existing success of cycle hire in Bath, overcoming accessibility and topographic barriers by introducing electric bikes into the scheme.
- WP13 Business Charge Points
 - Offer match funding to businesses to purchase and install charging points for their ULEV fleets and install charge points at their premises for business, staff and visitor use.

5.8 Governance for the project is detailed in the 'Go Ultra Low West 2016-2021 - Programme Manual' (v4 25th July 2016) which specifies reporting and structure. A project manager from each of the four authorities will be members of a delivery board, also attended by a sub-regional Programme Manager. An advisory group of industry professionals feed into the Programme Board above the delivery board and the Joint Transport Board sits above that with the Joint Scrutiny Committee. The structure and reporting broadly follows the sub regional LSTF structure.

6 RATIONALE

6.1 Option 1 (the preferred option) is to approve the secured funding for the work packages.

7 OTHER OPTIONS CONSIDERED

7.1 The chosen option for these work packages is as follows: -

- Option 1 - Approve the secured funding for the work packages to cover the period of the project to March 2021.

7.2 The other options considered are listed below: -

- Option 2 - Return this funding to the sub-region or to OLEV and not progress any of the work packages.
- Option 3 - Return this funding to the sub-region or to OLEV and fund the work packages from Council reserves and identified capital funding.

7.3 Option 2 was rejected on the grounds that it will not satisfy the Council's commitments to reducing emissions, improving air quality, or meeting the government target to remove petrol fuelled vehicles from our roads by 2040.

7.4 Option 3 was rejected as it would have long term financial implications for the Council.

8 CONSULTATION

8.1 Consultation has been undertaken with Finance, Fleet Managers as well as the Air Quality Team. Teams such as Transport Development and Highways will continue to be key consultees throughout wider GULW programme delivery.

8.2 Ward members will be consulted as and when infrastructure is planned for delivery in their ward.

8.3 The Getting Around Bath Transport Strategy demonstrated through its public consultation that around three quarters of respondents (74%) supported proposals to increase facilities for electric vehicles within the city.

8.4 The s151 & Monitoring Officers have had opportunity to review & input into this report.

9 RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	<i>Jessica Fox-Taylor 01225 394257 / Joanna Sammons 01225 477608</i>
Background papers	<i>List here any background papers not included with this report, and where/how they are available for inspection.</i>
Please contact the report author if you need to access this report in an alternative format	