
Decision Maker: Portfolio Holder for Transport, Highways & Road Safety

Date: **For Pre-Decision Scrutiny by the Environment and Community Services Policy Development and Scrutiny Committee on Tuesday 23 January 2024**

Decision Type: Non-Urgent Executive Key

Title: **UPDATE ON ELECTRIC VEHICLE CHARGING STRATEGY**

Contact Officer: Dan Beckett, Transport Planner
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Chief Officer: Director of Environment and Public Protection

Ward: (All Wards);

1. Reason for decision/report and options

1.1 The purpose of this report is to update Members on the progress of the 'Residential Electric Vehicle (EV) Charging Pilot' and to seek authorisation from the Portfolio Holder for the next stages of the project.

2. **RECOMMENDATION(S)**

That the Portfolio Holder approves:

- 2.1 **The appointment of Connected Kerb as a supplier of the on street electric vehicle charge points to be installed in the locations defined in the EV Residential Charging Strategy.**
- 2.2 **Authorise Officers to begin the process of rolling out an electric vehicle gully charging project across the Borough as a paid for service, at no cost to the Council.**
- 2.3 **Delegate to the Assistant Director of Legal Services authority to sign and execute all legal and ancillary documentation arising in connection thereto.**
- 2.4 **Delegate to the Director of Environment and Public Protection authority to make minor changes to the schemes in response to operational requirements.**

Impact on Vulnerable Adults and Children

1. Summary of Impact:

No negative impact is expected, providing the positioning of any new street furniture is carefully considered. Longer term the switch to electric vehicles will improve air quality for all, including those who are more impacted by such matters.

Transformation Policy

1. Policy Status: The proposals outlined below in section 3 are in line with the Borough's Local Implementation Plan (LIP 3) objectives to help deliver more transport choices for residents.
 2. Making Bromley Even Better Priority
 - (1) For children and young people to grow up, thrive and have the best life chances in families who flourish and are happy to call Bromley home.
 - (2) For adults and older people to enjoy fulfilled and successful lives in Bromley, aging well, retaining independence, and making choices.
 - (4) For residents to live responsibly and prosper in a safe, clean, and green environment great for today and a sustainable future.
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Financial

1. Cost of proposal: The proposal is for the on-street charge points to be installed and operated by Connected Kerb at no cost to the Council. The initial plan for the gully project (although this is subject to change) is for residents to pay for the unit and installation in a similar arrangement to how crossover applications are managed.
 2. Ongoing costs: None.
 3. Budget head/performance centre: N/A
 4. Total current budget for this head: £0
 5. Source of funding: N/A
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Personnel

1. Number of staff (*current and additional*): 1
 2. If from existing staff resources, number of staff hours: 25 hours per week
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Legal

1. Legal Requirement: Non-Statutory - Government Guidance
 2. Call-in: Applicable
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Procurement

1. Summary of Procurement Implications: Comments from colleagues in Procurement are included further on in the report.
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Property

1. Summary of Property Implications: None
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Carbon Reduction and Social Value

1. Summary of Carbon Reduction/Sustainability Implications: Facilitating more use of electric vehicles will support sustainable transport and help reduce carbon emissions in the Borough.

Impact on the Local Economy

1. None
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Impact on Health and Wellbeing

1. Although this proposal will not necessarily support walking or cycling, it will give an increasing number of residents the option to use electric vehicles and to therefore reduce the emissions from internal combustion engines.

Customer Impact

1. Estimated number of users or customers (*current and projected*): All residents with no off-street charging facility who may wish to purchase an EV.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments:

Ward Councillors were made aware of the proposed locations for on street charge points during the initial drafting of the EV charging strategy and were happy for us to proceed. This process was undertaken again for the purposes of this report both for new Members and as a reminder for existing Councillors, due the time frames involved.

In terms of the gully project, Councillors in Wards where Gul-E units have been installed have been consulted throughout the process and are generally in favour, reporting positive feedback from local residents.

The vast majority of comments from Members were neutral or positive. The Leader has expressed concerns with future viability of on street charging infrastructure and gullies given the potential for ultra rapid charging sites being introduced, the greater involvement of the private sector and improvements to both battery and charger technology.

Members representing Beckenham town centre are also keen for future installations to take place there.

3. COMMENTARY

- 3.1 The issue of electric vehicle charging is a national one, and to varying degrees local authorities have a role to play. In Bromley we are fortunate enough that the majority of households (approximately 65%) have access to off-street parking and are therefore able to make their own vehicle charging arrangements. The remainder typically charge their electric vehicles using a combination of on street, destination and garage forecourt charge points.
- 3.2 In March 2022 and with the above in mind, the Environment and Community Services PDS committee was presented with a proposal for a residential electric vehicle (EV) charging pilot scheme. The strategy behind this pilot was to evaluate how the Council should help to facilitate residents need for charging facilities while balancing the needs of other road users with the issue of cluttering the highway/footway and role that the private sector will play.
- 3.3 The main purpose of the pilot was two-fold, firstly to run a trial scheme of 'Gul-E' - an EV charging gully that could be installed in the footway outside the homes of participants, allowing them to safely and legally charge their vehicles on the public highway from their own domestic power supply. The costs of the trial installation of gullies were funded by the S106 Carbon Offset Fund.
- 3.4 The second aspect was to begin the process of increasing the number of on-street EV charge points, with the intention of trialling 2-3 different charging unit options in order to advise future Council strategy. This was expected to be done under a supplier funded model, wherein the Council would not financially contribute to the scheme and installation and maintenance would be the responsibility of the operator.
- 3.5 The intended purpose of this report is to inform committee members of the advancement of these two aspects of the pilot scheme, how they have been impacted by internal and external factors and to agree on the next steps. Therefore, this report will be made up of two distinct elements: the Gul-E trial and the on-street charge point pilot.

Gul-E

Progress to date

- 3.6 In July 2023, 8 Gul-E units were installed in the Borough at the following locations by Oxford Direct Services (ODS) the commercial arm of Oxford City Council:
- Wellsmoor Gardens Bromley BR1 2HT
 - Gilbert Road Bromley BR1 3QP
 - Cambridge Road Anerley SE20 7XJ
 - Trenholme Road Penge SE20 8PP
 - Venner Road Penge SE26 5HU
 - Clarence Avenue Bromley BR1 2DL
 - Stanley Road Bromley BR2 9JE
 - Colesburg Road Beckenham BR3 4HP
- 3.7 There were initially 12 locations shortlisted, however even though installation was free of charge and could potentially save them hundreds of pounds a year, 5 residents withdrew from the scheme when user agreements and installation dates were being agreed. This was for varying reasons including changes in financial circumstances, residents switching back to petrol/diesel vehicles, and the reluctance to sign any form of user agreement.
- 3.8 Fortunately, one additional participant was sourced, and surveys by all the relevant parties were carried out in time, enabling the final total of sites to be the 8 listed above. The orders for the

Gul-E units were not placed until all user agreements were returned and signed therefore the Council did not incur any financial losses when some applicants to the trial pulled out.

3.9 The trial period was originally scheduled to last 12 months but after discussions with senior officers it was decided that in order to expediate progress, a 6-month trial period would suffice.

Feedback on the trial

3.10 Overall, the Gul-E trial appears to have been a success, in summary this is due to the following positive findings:

- Installations were carried out efficiently, ahead of schedule and to a very high standard. The residents concerned, and colleagues in Highways were all highly satisfied with the end result.
- User surveys were conducted after 1 month and 5 months of the 6-month trial and are included in full as an appendix and summarised below.
- After the first month, only one user experienced a technical issue - which was simply a matter of needing a longer charging cable. After 5 months no technical issues were experienced.
- Only one user had an issue with debris needing to be cleaned out of the Gul-E itself over the entire survey period.
- None of the users received any negative feedback from neighbours, visitors or footway users.
- The only significant issue that was reported by a user was at an address where parking directly outside or close to the property was an issue, so it was not always possible to park close enough to the property to utilise the Gul-E. This is understandable and confirms the reasonable assumption that gully charging is not a suitable solution for every property. In the event of this becoming a paid for service it is expected that the resident making the application would be best placed to decide if parking availability was sufficient at their address.
- We also asked the triallists how much they would (in theory) be willing to pay for Gul-E installations, the majority would not pay in excess of £500 but some would be happy with £500 to £1000 and in once case £1000 to £1500. In any case further studies will need to be done to ascertain a reasonable price that will ensure the Council does not incur any costs if a gully scheme is rolled out.
- No issues arising during the trial were reported by the Council's Highways teams.
- Councillors in wards in which the Gul-Es were installed received no complaints or negative comments from residents. In fact, the only feedback they received was positive and included multiple requests from residents who asked to be added to a waiting list should the trial be successful.
- Following on from the above point, officers have received 12 formal requests for Gul-E installation from interested residents. These requests are simply the result of word of mouth with no promotion or marketing of the Gul-E undertaken other than the initial press release announcing the installations. This bodes well for the potential popularity of a roll-out scheme.

- The Gul-E user agreement was based upon a template used by Oxford City Council and was reviewed by the Council's in-house legal team. Finalising the user agreement required input from not only the Council's property and contract lawyers but also the highways specialist lawyer. This delayed progress slightly, although now the User Agreement is established any future legal documents should be more straightforward.

3.11 It should also be noted that EV charging gullies are included as a potential option to accelerate the transition to net zero in the Government's policy paper "The Plan for Drivers" which was published in October 2023.

Market forces and cost

3.12 The initial decision to appoint Oxford Direct Services (ODS) as a supplier of the Gul-E unit was a straightforward one as it was a novel product that only ODS had developed and could supply, and this simplified the procurement process. However, since 2022 other suppliers have come to the market such as Charge Gully and Kerbocharge. The current cost of a Gul-E unit to be supplied and installed by ODS is £757.15 so this would be the price a procurement exercise would be aiming to beat and the minimum charge that would be made to the resident requesting the gully.

3.13 This change in the market presents both opportunities and challenges for the Council. The increase in competitors helps to achieve best value and makes a potential roll out of gully chargers as a paid for service a more viable project for the Council, whilst also being more affordable for interested residents. All costs related to gully installation would need to be met by interested residents before the Council made any financial commitment.

3.14 However, challenges also present themselves in two key areas. Firstly, the trial was based on one specific product (the ODS Gul-E) so a move to another product for the scheme expansion would mean the positive outcomes of the trial would carry less weight as there would be unknown factors associated with the quality of both the product and the installation.

Next steps

3.15 Should the Gul-E scheme be recommended for further rollout discussions would need to take place with colleagues in Procurement, Highways and other departments to ascertain if we need to consider other suppliers, if it makes financial sense to do so and how we manage to potential risk of moving to another supplier without first trialling their product.

Once a supplier and the pricing structure has been confirmed we would first target the residents who have asked to be added to the waiting list as the first customers. For reference those addresses are included below:

- Colesburg Road Beckenham BR3
- Gilbert Road Bromley BR1
- Holligrave Road Bromley BR1
- Lytchet Road Bromley BR1
- Maitland Road Crystal Palace SE26
- Gates Green Road West Wickham BR4
- Wickham Road Beckenham BR3
- Spring Gardens Biggin Hill TN16
- Croydon Road SE20
- Marlow Road Penge London SE20
- Addison Road, Bromley, BR1
- Madeira Avenue BR1
-

3.16 On Street Charge Points

Progress to date

The initial plan as laid out in the EV Charging Strategy was for the Council to procure 45 charge points from 2 to 3 suppliers that utilised 2 or 3 charging technologies. This proved a challenging exercise for a number of reasons:

- Shortly following the publication of the EV Charging Strategy 3 members of the Carbon Reduction Team left in the Council in short order. This meant that the project was being progressed by one staff member in Transport Strategy as part of their regular workstream.
- The aforementioned delay in finalising the Gul-E user agreement also proved time consuming for officers and delayed the start of the procurement process for on street charge points.
- The procurement process also proved challenging as the typical parameters used in the procurement process were not relevant. For example, the Council were not intending to pay for the charge points as they normally would for goods or services. Although a small financial remuneration would be part of any contract with a supplier, this means less to the Council than aspects such as type of charger and the installation locations. It was also difficult to appoint 2 to 3 suppliers when in procurement terms a single supplier would make more financial sense. It would also be challenging to work with three separate contractors on what amounts to one project.
- The market was also changing at a fast pace, as EV charging is still 'frontier' technology the products offered by suppliers are constantly evolving and in most cases homogenising, making it harder to identify and justify the use of 3 separate charging technologies. In an effort to counter this, suppliers in some cases have expanded the products they offer try and make themselves a flexible proposition.
- There was also an issue that the Council had quite a strict array of requirements (type and number of charger/location/multiple suppliers) that made it difficult to attract potential suppliers when we were looking for a fully supplier funded model.

Adjustments to the project

3.17 With the above in mind, officers made some minor adjustments to the pilot scheme, in order to reach the best outcomes for the Council.

- Suppliers were identified who offered varied charging options, with the intention of sourcing a single organisation that could meet the Council's needs.
- Procurement frameworks were thoroughly discussed, in order to find a tool that permitted a 'direct award' mechanism, this would forego the difficulty in setting procurement parameters.
- Further soft market testing was carried out on said framework (Kent Commercial Services) to confirm that suitable providers were available, three suitable suppliers were identified; Connected Kerb, Mer and UK Power Networks.

Changes in the market

3.18 As previously mentioned, on street EV charge points form part of an industry that is ever changing. Since the pilot scheme was first brought to Committee various operators have

changed ownership, rebranded, changed their funding model, or in some cases been bought out by fuel companies, namely Total, Shell and BP.

- 3.19 Funding from central Government has also been through a transition with the introduction of the LEVI (Local Electric Vehicle Infrastructure) fund <https://www.gov.uk/guidance/apply-for-local-ev-infrastructure-levi-funding>. This funding will provide local authorities with the capital needed to contribute to the costs of charge point installation, giving them more say over the installation sites and enhance negotiating power with suppliers. The overarching aim of LEVI is to enable charge point installations in residential locations typically less financially viable than busier locations favoured by providers. A smaller portion of the funding is permitted for use with gully charging options and this will also need to be considered by officers when appropriate.
- 3.20 Approximately £30m has been set aside for London boroughs, and Bromley are working in conjunction with London Councils and the London Boroughs of Bexley, Croydon and Havering to look at assembling a joint bid for tranche 2 of the LEVI fund which will become active in the 24/25 financial year. Joint approaches from boroughs are the Government's preferred option and London Councils have been provided with funding that will enable them to take on the associated workload. Tranche 1 of the LEVI funding (underway this financial year) came too soon for Bromley's purposes. If, following the pilot we decided to increase the roll out of on street charge points, tranche 2 of the LEVI scheme could potentially fund the Council's EV installation plans for a number of years.
- 3.21 Transport for London have also held initial discussions with us regarding their ambition of building EV charging hubs on TfL owned brownfield land in the Borough, although to date this has not been moved forward in any significant sense and does not entirely sit with the approval of Members. In any event, no hubs would be introduced in Bromley until at least 2026.
- 3.22 As this report was being prepared TfL did submit plans to the Council for 4 EV charging bays that they plan to install on West Wickham High Street which is part of their road network.
- 3.23 In terms of the private sector, since the last report was presented to committee publicly accessible EV charging facilities within the Borough have increased in number from 22 to 48, a rise of 118%. These charge points are found in the following types of location:
- Petrol stations
 - Supermarket car parks
 - Public car parks on private land
 - Retail parks
 - Hotels
 - Gyms/health clubs
 - Pubs/restaurants
- 3.24 Although this is a significant increase it still falls short of what was generally expected of the private sector over the last few years. In fact, very shortly before this report was finalised it was announced that a Government target for EV charging provision at motorway service stations was missed by some distance. The Government wanted every motorway service station in England to have at least six rapid or ultra-rapid chargers by the end of 2023. Data compiled by the RAC found that only 40% of motorway services met these criteria as of January 2024.

Next steps

3.25 From the soft market testing exercise and meetings with KCS suppliers, officers believe that Connected Kerb (<https://www.connectedkerb.com/public-sector/>) are the most suitable EV charge point provider to take this project forward. Following initial meetings and discussions, Officers, along with the Portfolio Holder and Chairman met with Connected Kerb in December to hear their proposal in significant detail. The key takeaways that are beneficial to the Council are as follows:

- Connected Kerb offer a fully funded model, meaning charge points will be installed on the highway at no cost to the Council.
- A number of charging options are available to the Council, including two standalone kerbside charging options, rapid charge points as well as lamp column and wall mounted charge points.
- Connected Kerb actively pursue community engagement before and following installation.
- Maintenance of all charge points will be the responsibility of Connected Kerb at no cost to the Council.
- Although no investment from the Council will be provided, the Council will be due a 10% profit share from the charge points when they become profitable.
- Connected Kerb have significant financial backing following a £110m investment from Aviva.
- The user tariffs set by Connected Kerb are lower than the average price per KW of other on street charge points. They work in conjunction with Samsung and Octopus Energy to monitor prices in real time via smart technology.
- Unlike many other charge point operators, Connected Kerb do not insist on dedicated parking bays for EV charging only, although this may be advisable in many locations it allows the Council an extra layer of flexibility when planning installations.
- Connected Kerb have worked extensively with many local authorities: Barking and Dagenham, Southwark, Lambeth, Aberdeenshire Council, East Lothian Council, Sunderland City Council, Surrey County Council, Kent County Council, West Sussex County Council, Coventry City Council.
- Connected Kerb's devices accept multiple payment options and they have declared a willingness to team up with RingGo if a joint payment method could be developed.
- The working components of their charge points are installed below ground, enabling affordable and rapid repairs/replacement and future proof technology.
- Connected Kerb are also happy to proceed with the installation locations as defined in the March 2022 PDS report and included below:

Southlands Grove	BR1 2BY
Clarence Avenue	BR1 2DL
Hever Gardens	BR1 2HU
Freelands Road	BR1 3AG
Gilbert Road	BR1 3QP
River Park Gardens	BR2 0BH
Bromley Gardens	BR2 0ES
Jaffray Road	BR2 9NR
Shaftesbury Road	BR3 3PW
Kendall Road	BR3 3PZ
Churchfields Road	BR3 3QQ
Durban Road	BR3 4EY
Yew Tree Road	BR3 4HT
Blandford Road	BR3 4NQ
Kimberley Road	BR3 4QT
Wickham Road	BR3 6LZ
Links Way	BR3 3DQ
Hampden Avenue	BR3 4HA
Oak Lodge Drive	BR4 0RQ
Clareville Road	BR5 1RU
Barnsdale Crescent	BR5 2AX
Tilbury Close	BR5 2JR
Clarendon Green	BR5 2PA
Kent Road	BR5 4AD
Polperro Close	BR6 0WB
Laxey Road	BR6 6BL
Woodcote Drive	BR6 8DB
Anerley Road	SE19 2AS
Anerley Grove	SE19 2HS
Patterson Road	SE19 2LF
Pleydell Avenue	SE19 2LN
Cambridge Road	SE20 7XL
Sheringham Road	SE20 7YH
Haysleigh House	SE20 7YT
Melvin Road	SE20 8EU
Apple Yard	SE20 8FX
Maple Road	SE20 8HX
Mersham Place	SE20 8JS
Anerley Park	SE20 8ND
Beverley Road	SE20 8SJ
Maitland Road	SE26 5NN
Tredown Road	SE26 5QH
Border Road	SE26 6HB
Crystal Palace Park Road	SE26 6UP

These locations were selected using the following criteria:

- Existing EV charging infrastructure in the vicinity
- Collation of formal resident requests
- EV ownership levels
- Access to off street parking/driveways
- Energy Saving Trust projections

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

- 4.1 On street EV charging units will be placed on the edge of the footway so as not to cause an obstruction for pedestrians. The proposed units are also smaller than similar units currently installed so will take up less space. The Gul-E units have been installed now for 6 months and no issues have been reported with any footway users.
- 4.2 Longer term, the facilitating of residents moving from ICE (internal combustion engine) vehicles to electric vehicles will improve air quality in the Borough and benefit residents most effected by such matters.

5. TRANSFORMATION/POLICY IMPLICATIONS

- 5.1 The proposals outlined below in section 3 are in line with the Borough's Local Implementation Plan (LIP 3) objectives to help deliver more transport choices for residents and support the delivery of an objective within the LBB Electric Vehicle Charging Strategy.

6 FINANCIAL IMPLICATIONS

- 6.1 For gullies, in order to cover all Council admin costs plus the costs of the product being installed, it seems likely that a fee will need to be charged to qualifying applicants of about £900, based on the cost of an ODS Gul-E unit to be supplied and installed.
- 6.2 For EV charge points on street, there will be no financial impact on the Council as all costs and risks will be borne by the private operator. There will in fact be some income to the Council, but this cannot be quantified at this stage as it will be related to the number of units installed and used, and the profits generated.

7. PERSONNEL IMPLICATIONS

- 7.1 Currently one officer in Transport Planning is working on the pilot scheme. As both the gully and on street aspects evolve more officers will need to have their input; no additional staff are expected to be appointed. There is a possibility that as the LEVI funding develops London Councils will be in a position to assign staff to boroughs to work alongside officers, but this is not guaranteed.

8. LEGAL IMPLICATIONS

Property

- 8.1 The London Local Authorities and Transport for London Act 2013 (Section 16) specifically deals with the implementation and granting of permission for electric charging points.
- 8.2 Section 17 requires a local authority to provide notices before exercising powers under section 16.
- 8.3 Section 18 requires a local authority to consult and obtain permission from other authorities that may be relevant.

- 8.4 In order to secure implementation of the charging infrastructure, for Charging Points, it will depend on the application of the strategy to any given site or location considering the benefits, costs, income and financial/commercial structure.
- 8.5 There are likely to be a number of different procurement solutions available to meet the Council's specific requirements where good value must be demonstrated.
- 8.6 These will include tendering for goods and services, concession contracts, available frameworks.
- 8.7 Compliance with the Council's Contract Procedure Rules and Procurement law will need to be ensured, if applicable.
- 8.8 In addition to this, land-based solutions (lease or license and or highways licences) may be preferable and in other instances lease disposals may be the appropriate course and best consideration under section 123 of the Local Government Act 1972 must be demonstrated.

s.111 Local Government Act 1972

- 8.9 The Council has power to do anything calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions.

Disposal of Land

- 8.10 Where EV charge points are to be installed on the Public Highway this will be dealt with by way of the Council granting a Highways Licence pursuant to the Highways Acts. The Council would need to grant a lease in respect of EV charge points on non-highway land and such grant of lease constitutes a disposal. The proposals in this report are only in respect of public highways therefore no disposal of land is proposed.

Contracts and Procurement

- 8.11 This report requests the Portfolio Holder approve the appointment of Connected Kerb to provide electric vehicle charging at the locations detailed in this report. The services will be provided at no cost to the Council as the business model will be one which is entirely self-financed by the supplier. There is a further request that officers are provided with authority to fully roll out the Gul-E project following the successful conclusion of the pilot scheme.
- 8.12 The award of the contract to Connected Kerb is to be through the Kent Commercial Services Framework Agreement number Y21002. This Framework Agreement was procured in accord with the Public Contracts Regulations 2015 (the Regulations) for the supplier to provide electric vehicle charging points and associated services. As the Council is not paying for these services, such services would normally be termed a concessions contract and it will need to be confirmed that this is the case here.
- 8.13 The appointment of Connected Kerb is to be by way of a direct award under the Framework Agreement. Regulation 33(8)(a) of the Regulations sets out the criteria for making a direct award where a framework is concluded with more than one supplier. Specifically, this is that (i) all the terms governing the provision of the works, services and supplies concerned are set out in the framework, and (ii) the objective conditions for determining which of the suppliers on the framework shall perform them are set out in the procurement documents.
- 8.14 As is also detailed in this report, the Gul-E pilot has successfully completed, and officers wish to proceed to procure more of these types of devices for residents across the borough. It is not yet clear how officers intend to procure these devices and officers should continue to instruct legal services once a decision has been made in this regard.

9. PROCUREMENT IMPLICATIONS

- 9.1 This report seeks to further roll out the availability of the GUL-E availability. Where any Procurement action occurs, the Commissioner is recommended to discuss this with Procurement.
- 9.2 This report seeks to award a concessions contract to Connected Kerb for a period of 15 - 20 Years, at no cost to the Council, and for the Council to receive the as profit share as set out in 3.23, via the Kent Commercial Services (KCS) EV Charging Framework. The Council is able to make use of the Framework and has been properly included on the Contract Notice.
- 9.3 This process has been carried out within the guidelines of the framework. A call off contract of any duration is permitted under the terms of the framework. For each requirement, an order form and template call off contract must be completed.
- 9.4 As the contract value is over £30,000 including VAT, an award notice will need to be published on Contracts Finder. As the contract value is over the thresholds set out in the PCR 2015, a Find A Tender award notice must be published.
- 9.5 The Council's Contract Procedure Rules require the following for authorising an award via a framework for a contract of this value; the Approval of the Executive following Agreement by the Chief Officer, the Assistant Director Governance & Contracts, the Director of Corporate Services and the Director of Finance must be obtained. In accordance with CPR 2.1.2, Officers must take all necessary professional advice.
- 9.6 The actions identified in this report are provided for within the Council's Contract Procedure Rules, and the proposed actions can be completed in compliance with their content.

10. CARBON REDUCTION/SOCIAL VALUE IMPLICATIONS

- 10.1 Electric vehicles (EVs) have lower running costs, are quieter and better for the environment.
- 10.2 They have significantly lower carbon dioxide emissions than conventional petrol and diesel vehicles. EVs also reduce air pollution as they have zero exhaust emissions.
- 10.3 By supporting the Gul-E scheme and increasing the number of on street charging provision with a fair charging price scheme reduces some of the inequality associated with EV owners who do not have access to a charging point at home.

11. IMPACT ON THE LOCAL ECONOMY

- 11.1 This report relates to residential EV charging and not to EV charging in town centres.

12. IMPACT ON HEALTH AND WELLBEING

- 12.1 Although this proposal will not necessarily support walking or cycling, it will give an increasing number of residents the option to use electric vehicles and to therefore reduce the emissions from internal combustion engines.

13. CUSTOMER IMPACT

- 13.1 Proceeding with these two schemes will not only benefit the Council by contributing to existing air quality and carbon reduction objectives but will benefit the health of the wider community through area wide emissions reductions and improved connectivity for residents without off-

street parking, in areas where private transport remains essential. The scheme also assists residents in the necessary transition to electric vehicles.

13.2 In terms of Gul-E, there are currently 8 residents/properties trialling the unit who will continue to have them in place. In addition, there are 12 residents who have asked to be added to the waiting list in anticipation of wider roll out. If the Gul-E scheme can be fully launched and marketed to residents this could potentially increase significantly.

14. WARD COUNCILLOR VIEWS




14.1 These are set out at the top of this report in Section 2.

Non-Applicable Headings:	PROPERTY IMPLICATIONS
Background Documents: (Access via Contact Officer)	LBB Residential Charging Pilot (bromley.gov.uk) LBB Residential EV Charging Strategy




Appendix A

Gul-E User Survey Stage 1





1. What is your postcode?					
Answer Choices			Response Percent	Response Total	
1	Open-Ended Question			100.00%	8
1	17/08/2023 14:40 PM ID: 224680167	Br13qp			
2	17/08/2023 15:09 PM ID: 224683189	BR3 4HP			
3	17/08/2023 15:16 PM ID: 224684270	SE20 7xj			
4	17/08/2023 17:14 PM ID: 224695508	SE26 5HU			
5	17/08/2023 17:23 PM ID: 224696512	br1 2ht			
6	05/09/2023 15:24 PM ID: 225732124	BR2 9JE			
7	05/09/2023 16:30 PM ID: 225739487	Se20 8pp			
8	05/09/2023 16:40 PM ID: 225740229	Br12dl			
			answered	8	
			skipped	0	

2. How often do you use your Gul-E to charge your vehicle?				
Answer Choices			Response Percent	Response Total
1	Up to twice a week		75.00%	6
2	3 to 4 times a week		12.50%	1
3	5 or more times a week		12.50%	1
			answered	8
			skipped	0



3. At what time of day do you typically use the Gul-E to charge your vehicle?

Answer Choices			Response Percent	Response Total
1	Morning		12.50%	1
2	Afternoon		0.00%	0
3	Evening		37.50%	3
4	Overnight		50.00%	4
			answered	8
			skipped	0

4. Do you still use other public charge points?

Answer Choices			Response Percent	Response Total
1	Yes, as much as before.		12.50%	1
2	Yes, but less than before		25.00%	2
3	Yes, but only on long journeys away from home		50.00%	4
4	No, I do not need to now I have the Gul-E		12.50%	1
			answered	8
			skipped	0

5. Have you experienced any technical issues using the Gul-E itself?

Answer Choices			Response Percent	Response Total
1	Yes		12.50%	1
2	No		87.50%	7
			answered	8
			skipped	0


If Yes, please add details here. (1)

1	17/08/2023 15:09 PM ID: 224683189	Minor difficulty: the cable for my home charger, like most home chargers, will only just reach the edge of the pavement where it adjoins my property. I have to use a cable extension to get the required length of cable.
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6. Have you experienced any technical difficulties using your charging equipment with the Gul-E?

Answer Choices			Response Percent	Response Total
1	Yes		0.00%	0




6. Have you experienced any technical difficulties using your charging equipment with the Gul-E?

2	No		100.00%	8
			answered	8
			skipped	0

7. Have you encountered any issues with debris getting into the Gul-E?

Answer Choices			Response Percent	Response Total
1	Yes		0.00%	0
2	No		100.00%	8
			answered	8
			skipped	0

8. Do you have issues parking your vehicle close enough to your property to use the Gul-E?

Answer Choices			Response Percent	Response Total
1	Yes, often		25.00%	2
2	Yes, on occasion		25.00%	2
3	No		50.00%	4
			answered	8
			skipped	0



If Yes, how do you deal with this issue? (5)

1	17/08/2023 14:40 PM ID: 224680167	We charge fortnightly, as get 320 miles on full charge. So we have flexibility to wait for a parking spot.
2	17/08/2023 15:09 PM ID: 224683189	Just have to live with it and take the opportunity to move my car if it arises
3	17/08/2023 15:16 PM ID: 224684270	Most neighbours tend to avoid parking outside my house, however that doesn't stop occasional parkers. It has probably meant I've driven slightly less to keep the optimum spot to charge.
4	17/08/2023 17:14 PM ID: 224695508	I use a local public EV charger. We had 10 consecutive days where we were unable to park outside of our house and therefore couldn't use our home EV charger
5	05/09/2023 15:24 PM ID: 225732124	I have to use go and use public charging station which defeats the purpose.




9. Have you received any positive or negative comments from neighbours, visitors or passers-by?

Answer Choices			Response Percent	Response Total
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9. Have you received any positive or negative comments from neighbours, visitors or passers-by?

1	Yes, positive		75.00%	6
2	Yes, negative		0.00%	0
3	No		25.00%	2
			answered	8
			skipped	0



10. What is your overall level of satisfaction with the Gul-E so far?

Answer Choices			Response Percent	Response Total
1	Highly satisfied		75.00%	6
2	Somewhat satisfied		12.50%	1
3	Slightly dissatisfied		0.00%	0
4	Highly dissatisfied		12.50%	1
			answered	8
			skipped	0


What are your reasons for this answer? (5)

1	17/08/2023 14:40 PM ID: 224680167	It's a great solution for us on a fairly quiet road.
2	17/08/2023 15:09 PM ID: 224683189	It's a super simple solution to cables being draped across pavements.
3	17/08/2023 17:14 PM ID: 224695508	It's a very simple solution and it's great to be able to home charge. Not being able to guarantee parking outside our house is frustrating especially considering that where houses have a dropped kerb, they have a guaranteed parking spot so it does not feel equitable. However, I am hoping over time that inability to access the charger is an infrequent occurrence.
4	17/08/2023 17:23 PM ID: 224696512	a simple clean solution which works perfectly. credit to Bromley Cc for showing innovation
5	05/09/2023 15:24 PM ID: 225732124	There are often random cars parked outside in the spaces provided and if they are neighbours cars it can be annoying to keep asking them to move so I can charge, especially if there are no more spaces on the road which is offend the case here. If I need to charge in the daytime and there are no spaces, I can't even park on a yellow line to charge as I'll get a ticket. This was supposed to make life easier but it just the same. If we were allowed to have a drive life would be a lot easier.

11. If you did not already have access to a Gul-E at home, theoretically how much would you be willing to pay to have a Gul-E installed at your property?

Answer Choices			Response Percent	Response Total
1	Up to £500		75.00%	6
2	£500 to £1000		12.50%	1
3	£1000 to £1500		0.00%	0

11. If you did not already have access to a Gul-E at home, theoretically how much would you be willing to pay to have a Gul-E installed at your property?



4	I would not pay for Gul-E installation		12.50%	1
			answered	8
			skipped	0

Gul-E User Survey Stage 2

1. What is your postcode?

Answer Choices			Response Percent	Response Total
1	Open-Ended Question		100.00%	7
1	14/12/2023 14:27 PM ID: 233959088	Se20 8pp		
2	14/12/2023 14:45 PM ID: 233960848	BR1 2HT		
3	14/12/2023 15:05 PM ID: 233963502	SE265HU		
4	14/12/2023 15:39 PM ID: 233966990	BR34HP		
5	15/12/2023 08:30 AM ID: 234000034	Br13qp		
6	15/12/2023 09:06 AM ID: 234002652	SE20 7XJ		
7	22/12/2023 16:52 PM ID: 234386763	BR2 9JE		
			answered	7
			skipped	0

2. How often do you use your Gul-E to charge your vehicle?

Answer Choices			Response Percent	Response Total
1	Up to twice a week		71.43%	5
2	3 to 4 times a week		0.00%	0
3	5 or more times a week		28.57%	2
			answered	7

2. How often do you use your Gul-E to charge your vehicle?

skipped	0
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3. At what time of day do you typically use the Gul-E to charge your vehicle?

Answer Choices		Response Percent	Response Total
1	Morning	0.00%	0
2	Afternoon	0.00%	0
3	Evening	14.29%	1
4	Overnight	85.71%	6
		answered	7
		skipped	0

4. Do you still use other public charge points?

Answer Choices		Response Percent	Response Total
1	Yes, as much as before.	0.00%	0
2	Yes, but less than before	28.57%	2
3	Yes, but only on long journeys away from home	57.14%	4
4	No, I do not need to now I have the Gul-E	14.29%	1
		answered	7
		skipped	0



5. Have you experienced any technical issues using the Gul-E itself?

Answer Choices		Response Percent	Response Total
1	Yes	0.00%	0
2	No	100.00%	7
		answered	7
		skipped	0



6. Have you experienced any technical difficulties using your charging equipment with the Gul-E?

Answer Choices		Response Percent	Response Total
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6. Have you experienced any technical difficulties using your charging equipment with the Gul-E?

1	Yes		14.29%	1
2	No		85.71%	6
			answered	7
			skipped	0
If Yes, please add details here. (1)				
1	22/12/2023 16:52 PM ID: 234386763	Sometimes it doesn't always charge my car to the desired %		

7. Have you encountered any issues with debris getting into the Gul-E?

Answer Choices			Response Percent	Response Total
1	Yes		14.29%	1
2	No		85.71%	6
			answered	7
			skipped	0

8. Do you have issues parking your vehicle close enough to your property to use the Gul-E?

Answer Choices			Response Percent	Response Total
1	Yes, often		28.57%	2
2	Yes, on occasion		42.86%	3
3	No		28.57%	2
			answered	7
			skipped	0



If Yes, how do you deal with this issue? (5)

1	14/12/2023 15:05 PM ID: 233963502	I use a public charger
2	14/12/2023 15:39 PM ID: 233966990	I just live with it as I have a terraced house with no off-street parking
3	15/12/2023 08:30 AM ID: 234000034	We charge once every 2 weeks, so it's not a problem for us to wait a night to get a space
4	15/12/2023 09:06 AM ID: 234002652	I only need to charge my car once every week and a half/two weeks - so during that time I should be able to at least find a time when I can park there. Only on a few occasions where I've needed to use a nearby public charger instead.




8. Do you have issues parking your vehicle close enough to your property to use the Gul-E?

5	22/12/2023 16:52 PM ID: 234386763	Go to a public charger as a lot of the times it cars that I don't know who the owners are. There aren't enough spaces on the road for the amount of cars that there are. I'm having to charge in the day sometimes which costs a lot more.
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9. Have you received any positive or negative comments from neighbours, visitors or passers-by?

Answer Choices			Response Percent	Response Total
1	Yes, positive		71.43%	5
2	Yes, negative		0.00%	0
3	No		28.57%	2
			answered	7
			skipped	0





10. What is your overall level of satisfaction with the Gul-E so far?

Answer Choices			Response Percent	Response Total
1	Highly satisfied		71.43%	5
2	Somewhat satisfied		14.29%	1
3	Slightly dissatisfied		0.00%	0
4	Highly dissatisfied		14.29%	1
			answered	7
			skipped	0

What are your reasons for this answer? (5)

1	14/12/2023 14:45 PM ID: 233960848	Great innovation from Bromley Council makes owning an EV so much easier. I've had passers-by knock and ask about the Gul-E
2	14/12/2023 15:39 PM ID: 233966990	It's a simple and functional solution that works perfectly.
3	15/12/2023 08:30 AM ID: 234000034	We love the charger!! Works well for our road and our charging needs (light)
4	15/12/2023 09:06 AM ID: 234002652	Just due to the impact of not always being able to park in the exact spot I need.
5	22/12/2023 16:52 PM ID: 234386763	I can't use it as often as I'd like

11. If you did not already have access to a Gul-E at home, theoretically how much would you be willing to pay to have a Gul-E installed at your property?

Answer Choices			Response Percent	Response Total
1	Up to £500		42.86%	3
2	£500 to £1000		28.57%	2
3	£1000 to £1500		14.29%	1
4	I would not pay for Gul-E installation		14.29%	1
			answered	7
			skipped	0