

## DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	OPERATIONAL MANAGEMENT COMMITTEE	10 SEPTEMBER 2019	4
<b>CHARGING INFRASTRUCTURE FOR ELECTRIC TAXIS</b>			

### PUBLIC ITEM

This item is for consideration in the public part of the meeting.

### SUMMARY

As part of a successful joint bid to the Department of Transport, led by Lancaster City Council, Fylde Council is due to receive £105,000 for the installation of 4 'Rapid' electric vehicle charging points to be used by taxis. It is proposed that these charging points will be spread around the Borough, located near to areas that are frequented by taxis or are on frequent routes between common destinations as advised by the taxi trade.

It is hoped that the provision of a charging network will encourage taxi companies and drivers to invest in electric vehicles which in turn will encourage the wider public to consider electric vehicles as a viable alternative to standard powered vehicles. As there will be negligible electric taxis in use in Fylde when the charging points are first installed the charging points will be opened to the public to use initially until such a time that sufficient electric taxis are operational in the local area, at which point the charging points will be restricted to be used by taxis only.

### RECOMMENDATIONS

#### The Operational Management Committee is recommended:

1. To support the taxi electric charging joint project led by Lancaster City Council;
2. To request that the Finance and Democracy Committee approve a fully-funded addition to the Capital Programme for 2019/20 in the sum of £105,000 for the provision of taxi charging points, as described within this report, to be met by a grant from central government for this purpose in the same amount;
3. Subject to (2) above, to approve the expenditure of £105,000 for the provision of taxi charging points to an appointed contractor subject to appropriate procurement exercise being completed by Lancaster City Council in conjunction with associated district authorities;
4. To allow one of the charging points to be located on Lytham Station Car Park for a period of at least 10 years at a peppercorn rate for up to two spaces; and
5. To delegate authority to the Director of Development Services to negotiate and grant a 10 year Licence at a peppercorn rate to the successful contractor.

### SUMMARY OF PREVIOUS DECISIONS

#### Public Protection Committee, 17 July 2019

1. Supports the taxi electric charging joint project led by Lancaster City Council.
2. To recommend to the Operational Management Committee to agree that Fylde Council continue to be involved with the taxi electric charging joint project and to request the Operational Management committee to consider and recommend a fully funded addition to the Capital Programme at its next meeting for the project.

CORPORATE PRIORITIES	
Spending your money in the most efficient way to achieve excellent services ( <b>Value for Money</b> )	√
Delivering the services that customers expect of an excellent council ( <b>Clean and Green</b> )	√
Working with all partners ( <b>Vibrant Economy</b> )	√
To make sure Fylde continues to be one of the most desirable places to live ( <b>A Great Place to Live</b> )	√
Promoting Fylde as a great destination to visit ( <b>A Great Place to Visit</b> )	√

## REPORT

1. In 2018 a grant bid opportunity via the Department for Transport's Office for Low Emission Vehicles (OLEV) Round 2 Ultra Low Emission Vehicle (ULEV) Taxi Infrastructure Competition became available to seek funding for electric charging points for hackney carriages and private hire vehicles. Led by Lancaster City Council, six Lancashire authorities, including Fylde Council, South Ribble Council, Wyre Council, Rossendale Council and Burnley Council, came together to make a bid for a grant to provide charging infrastructure for electric taxis. This process included various officer-led discussions, surveys and presentations involving the taxi trade. The bid was successful and the six authorities were awarded £630,000 for the provision of 24 rapid charging points (the type most suitable for taxis, taking between 30 to 45 minutes to charge) across the 6 local authority areas. The formal grant offer was received on 9 April 2019.
2. As part the submission the six authorities agreed at officer level to pursue the implementation of agreed common vehicle licensing policies and incentives to promote the uptake and anticipated transition of the taxi fleets to electric vehicles over the next few years. The grant award presented an opportunity to progress a more harmonised approach between all local authorities in Lancashire region and potentially beyond. Standardisation in this area offers the prospect of better air quality in Lancashire and benefits arising from a common shared approach to both councils and the trade. This area will be looked at by the Public Protection Committee.
3. 3 main reasons were identified to focus on hackney carriage and private hire vehicle to improve air quality:
  - i) Taxis, as a consequence of operating intensively in urban areas where air quality is at its poorest, are considered a significant contributor to poor air quality.
  - ii) Local authorities have regulatory powers to encourage and/or enforce the take-up of low emission vehicle taxis.
  - iii) Through exposing more of the population to the benefits of ultra-low emission vehicles, taxis can play an important role in influencing the wider take-up of such vehicles.
4. A number of the local authorities (including Fylde) have engaged a company to carry out a survey of taxi movements to inform suitable locations for electric taxi charging infrastructure and inform the taxi trade of the potential benefits of changing their vehicle to an electric one. A survey of the trade (to gather their opinions) also took place as part of information gathering to inform the charging infrastructure grant application. This process has enabled officers to identify potential locations that electric charging points can be installed subject to technical restrictions. In Fylde, the 4 charging points are likely to be spread out with one point in each of St Annes, Lytham, Warton or Freckleton and Kirkham or Wesham. Most of the suitable locations for the charging points are either on-street or on Parish Council car parks. In Lytham the most suitable location is on Lytham Station Car Park.
5. To ensure that taxis are able to operate cross-boundary and use the charging infrastructure in other districts, a joint procurement exercise is currently being undertaken between all the districts involved in the original funding bid and led by Lancaster City Council. The procurement exercise will involve using an OJEU compliant NHS framework agreement for electric vehicle charging and a tender exercise with those companies on the framework is being undertaken. Part of the tender criteria includes a requirement that the selected contractor will contribute financially an additional 25% to meet external funding requirements taking the overall financial value of works in the Fylde Borough to £131,250. The selected contractor will undertake all

relevant studies and work to install the charging infrastructure and then operate and maintain the charging points for a minimum of 10 years to a standard as set by the District Councils. The contractor will charge users an agreed amount to cover the cost of electric and on-going maintenance of the charging points. As there are currently no taxis registered with Fylde Council that are electric powered, when the 4 charging points are installed they will be open to the general public until such a time that the number of electric taxis reaches a pre-agreed amount at which time the charging points will be restricted for taxis only. There will be no on-going liability on Fylde Council or any other landowner where the charging points are located.

6. Members are therefore requested to support the electric taxi charging joint project led by Lancaster City Council.
7. Members are requested to recommend to the Finance and Democracy Committee at its next meeting a fully-funded addition to the Capital Programme for 2019/20 in the sum of £105,000 for the provision of taxi charging points, as described within this report, to be funded by a grant from central government for this purpose in the same amount and, subject to this being approved, to authorise the expenditure of the same amount once sites for the charging points have been confirmed and procurement of the contractor to supply and operate the charging points has been completed with Lancaster City Council and other Lancashire Districts involved in the project.
8. Members are requested to allow one of the charging points to be located on Lytham Station Car Park, covering up to two parking bays, as supported in principle by the Car Park Working Group, at a peppercorn rate. At this location there will be a negligible impact on income of £50 to £100 per year in loss of revenue.
9. The Committee is further requested to delegate authority to the Director of Development Services to negotiate and grant a 10 year Licence to the successful contractor for the operation and ongoing maintenance of the charging points.

IMPLICATIONS	
Finance	This report requests a recommendation to the Finance and Democracy Committee for a funded addition to the Capital Programme for 2019/20 in the sum of £105,000 for the provision of taxi charging points, to be funded by a grant from central government in the same amount. Subject to such approval the Committee is requested to approve the expenditure for this purpose as described within the report.
Legal	There are no implications arising directly from the report.
Community Safety	There are no implications arising directly from the report.
Human Rights and Equalities	There are no implications arising directly from the report.
Sustainability and Environmental Impact	Whilst there are no Air Quality Management Areas within Fylde, supporting the provision of electric vehicles is beneficial in terms of reducing air pollution from licensed vehicles. By encouraging taxis to adopt electric vehicles it is hoped this will encourage the wider public to consider electric vehicles as a viable alternative to diesel or petrol vehicles.
Health & Safety and Risk Management	There are no implications arising directly from the report.

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BACKGROUND PAPERS		
Public Protection Committee	17 July 2019	<a href="#">Public Protection Committee</a>