



PUBLICATION OF DECISION LIST NUMBER 22/16-17

MUNICIPAL YEAR 2016/2017

Date Published: Tuesday 23 August 2016

This document lists the Decisions that have been taken by the Council, which require publication in accordance with the Local Government Act 2000. The list covers Key, Non-Key, Council and Urgent Decisions. The list specifies those decisions, which are eligible for call-in and the date by which they must be called-in.

A valid request for call-in is one which is submitted (on the form provided) to the Scrutiny Team in writing within 5 working days of the date of publication of the decision by at least 7 Members of the Council.

Additional copies of the call-in request form are available from the Scrutiny Team.

If you have any queries or wish to obtain further report information or information on a decision please refer to:
– Claire Johnson (ext.4329)

Phone 020 8379 then extension number indicated

INDEX OF PUBLISHED DECISIONS – Tuesday 23rd August 2016

List Ref	Decision Made by	Date Decision came into effect	Part 1 or 2	Subject/Title of Report	Category of Decision	Affected Wards	Eligible for Call-In & Date Decision must be called in by (If Applicable)	Page Number
1/22/16-17	Cabinet Member for Environment (Cllr Anderson)	Wednesday 31 August 2016	Part 1	The Future of Enfield's Electric Vehicle Charging Points	Non-Key	All	Tuesday 30 August 2016	1

DECISIONS

For additional copies or further details please contact Claire Johnson (020 8379 4239), Governance Team.

CALL – IN UPDATE –

Please note that no decisions have been called in for review since the publication of the last list.

LIST REFERENCE: 1/22/16-17

SUBJECT TITLE OF THE REPORT							
THE FUTURE OF ENFIELD'S ELECTRIC VEHICLE CHARGING POINTS							
Part 1 or 2 (relevant exempt Paragraph)	Wards affected by decision	Decision taken by	Date Decision comes in to effect	Interest declared in respect of the Decision	Category of decision (i.e. Key, Non-Key, Council, Urgent)	Contact Details	Eligible for Call-in & Date to be called in by
Part 1	All	Cabinet Member for Environment (Cllr Anderson)	Wednesday 31 August 2016	None	Non-Key	Katie Pudney 020 8379 3563	Tuesday 30 August 2016
DECISION:							
<p>AGREED: Subject to no Call-in being received, the following decision will come into effect on Wednesday 31 August 2016:</p> <ol style="list-style-type: none"> That the Cabinet Member for Environment agrees that in a contract with Chargemaster for the installation, management and maintenance of existing and future electric vehicle charge points should be negotiated and implemented. To delegate responsibility for contract negotiation and implementation to the Director for Regeneration and Environment, 							
ALTERNATIVE OPTIONS CONSIDERED:							
<ol style="list-style-type: none"> Two alternative options have been considered and these are those presented by Blue Point London and Pod Point. These have been discounted for reasons stated in this report. Other options include: <ol style="list-style-type: none"> Retain responsibility and ownership of current posts and remain responsible for their upkeep, maintenance and all other costs and conditions for their existence. This has been discounted because there is no available budget for the provision of electric vehicle charging points, so the Council would be unable to provide an efficient and reliable service under this option. To remove the charging posts altogether and no longer provide a service. This has been discounted mainly because it goes against national and regional policy as well as the Council priorities and policies particularly those focused on improving air quality. 							
REASONS FOR RECOMMENDATIONS:							
<ol style="list-style-type: none"> Some of the reasons why the model presented by Chargemaster is the most favourable for the Council are presented above. But overall: <ol style="list-style-type: none"> The Chargemaster option is felt to be more manageable and deliverable for the Council, especially in terms of the resources (staff time) available to implement the new set up; There are fewer terms and conditions than the next leading competitor, BPL, and termination arrangements are also more favourable for Chargemaster as are the requirements for land provision; The benefits for the end user under the Polar Network are felt to be stronger than the other options. For example, with over 4000 charging posts UK wide, there is greater connectivity to other areas outside of London by an ultra-low emission vehicle. There is no undue pressure to increase the size of the network with Chargemaster, whereas BPL has already stated it would like to increase the number of charging points in the borough to 300. Although this would not go ahead without permission of the Council, it could be that they place pressure on officers to find sites to implement further posts. 							
BACKGROUND							
Please note that a copy of the Part 1 report is available via the Decision list link on the Council's Democracy pages.							

