

Report Title:	Pool and Mayoral Cars and the introduction of Electric Vehicle Points
Contains Confidential or Exempt Information?	NO - Part I
Member reporting:	Cllr Coppinger, Lead Member for Adult Services, Health and Sustainability, Cllr Bicknell, Deputy Leader of the Council and Lead Member for Highways and Transport
Meeting and Date:	Cabinet - 27 April 2017
Responsible Officer(s):	Andy Jeffs, Interim Executive Director, Ben Smith, Highways and Countryside Manager
Wards affected:	All

REPORT SUMMARY

1. This report makes recommendations on the pool cars leased by the Royal Borough; the Mayoral car and Electric Vehicle Charging points.
2. The financial implications of delivering the recommendations on revenue, for the period 2017/18 – 2019/20, are an increase of £8,000.

1. DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That Cabinet notes the report and:

- i) **Delegates authority to the Interim Executive Director in conjunction with the Lead Member for Adult Services, Health and Sustainability, and the Deputy Leader of the Council and the Lead Member for Highways and Transport to:**
 - a. **Terminate the existing pool car fleet at the end of the second year of the three year lease.**
 - b. **Carry out a review of the current mileage policy.**
 - c. **Procure a new electric Mayoral car during 2018/19.**
 - d. **Assess the demand, identify suitable locations and install 10 on-street electric vehicle charging points.**
 - e. **Report to Cabinet in six months on a progress of work and future electric pool cars.**

2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

Pool cars

- 2.1 The Royal Borough procured a three year lease for a fleet of 13-petrol powered Mini pool cars in January 2016, at an annual charge of approximately £60,000. The pool of cars are located:
 - 9: Town Hall, Maidenhead
 - 2: Tinkers Lane
 - 2: York House, Windsor.

- 2.2 The business case to enter into the lease was based on:
- Each vehicle undertaking 10,000 miles a year. This level of usage offered efficiencies over existing mileage costs incurred by the council through the travel policy.
 - The pool car scheme being developed into a 'Car Club' allowing public use at weekends, subject to establishing a successful scheme internally.
- 2.3 The current average mileage per pool car is roughly 6,300 miles. The impact financially of not achieving the 10,000 miles is £16,900 per annum.
- 2.4 Action being implemented to increase the current usage includes:
- Vehicles more accessible through relocation of pool cars to local sites.
 - Increased promotion of the pool car scheme - emphasising the ease of use of the scheme and the benefits against use of own cars.
 - Providing access to pool cars to employees transferring to Achieving for Children and Optalis.
- 2.5 The lease has penalties for early release. Consequently it is proposed that the current fleet of petrol vehicles is terminated at the second anniversary of the three year lease, at a charge of £3,744.

Mayoral car

- 2.6 The Mayoral car is a Jaguar XJ Sovereign Long Wheel Base purchased in 2011 and was first registered in April 2007. Although the car will be 10 years old in April 2017 it is still in very good condition. The mileage of the car is in excess of 158,000, has a diesel engine and travels approximately 10,000 miles annually. Due to the age of the vehicle, maintenance liabilities are likely to increase.
- 2.7 Opportunities exist to procure a cleaner vehicle, see table 1 for breakdown of potential suitable electric/hybrid vehicles. These vehicles are fuel efficient with low Co2 emissions and substantially lower running costs.

Table 1: Mayoral car lease options

Make	Hybrid / Electric Models	Co2
BMW	5 Series 530e SE	49g/km
BMW	7 Series 740e Exclusive	49g/km
Mercedes	E Class E350e	49g/km
VW	Passat 1.4 Tsi GTE	39g/km
Tesla	Model S 60kWh 5dr Auto	0g/km
Range Rover	Sport 3.0 SDV6 Hybrid HSE	164 g/km
Volvo	XC90 2.0 T8 Hybrid	49 g/km
Lexus	NX 300h 2.5 Sport 5dr CVT	121 g/km

- 2.8 It is recommended that a new electric/hybrid vehicle possibly one listed in table 1 is either leased or purchased as the new Mayoral car. For illustrative purposes

the cost of a mid-range vehicle has been included in the financial section of this paper.

On Street - Electric vehicle charging points

2.9 A majority of electric car owners charge their vehicles overnight when parked at home. This is sufficient for the majority of short, everyday journeys. Where residents do not have off-road parking, they are unable to charge their vehicles at home due to the trip hazard caused by trailing cables across the footway. To address this issue, the OLEV has made funding available for on-street charge points in residential streets, with bids invited from January 2017 onwards. The criteria for bids covers:

- Where charging points can be located, i.e. where properties do not have off-street parking.
- Demand from residents – local evidence exists.
- Accessibility to charging points - parking permit schemes may be appropriate.
- Availability of dedicated bays – whilst not required local authorities are strongly encouraged to consider this.
- A cap of £100,000 on bids, covering up to 75% of cost of the charging points.
- Maintenance of the points - serviceable condition for three years from installation.

2.10 Pod Point, are one of the largest suppliers of charging infrastructure in the UK and offer to local authorities to:

- Match funding for Pods against the government grant - resulting in no net cost to the council.
- Take on all running and maintenance costs and all responsibilities for the life of the charge point (estimated at seven years).
- Install 'fast' 7kW / 32A charge points which can charge a Nissan Leaf from flat in four hours. Each charge point has two outlets and can charge two vehicles at a time.
- Charge a tariff to users that replicate the home charge cost and would be on a 'Pay as You Go' basis.
- Use the profit made to cover all maintenance costs and potentially pay for replacement costs after seven years.
- Use a system that means the charge points are secure and can only be accessed via a smartphone app.
- Protect the charge points by a guardrail to avoid accidental damage.
- Cover the cost of installing 10 charge points, at a total cost circa £50k depending on electrical connection costs (75% grant/25% Pod Point/0% Council).

Note: The only cost for the Council would be in making the order for, or marking out, the dedicated bays.

2.11 Reaction to providing dedicated spaces in residential streets where demand for parking exceeds supply has been mixed to date, as it removes valuable on-street parking from general use. This will be taken into account during the assessment of demand and locations. However, implementing electric charging points would incentivise and promote the take-up of electric vehicles which assists with broader air quality improvements.

Table 2: Option summary

Option	Comments
Pool Cars	
1. Retain existing vehicle fleet and do not convert to electric vehicles. Not the recommended option	This option is not recommended as it delivers no sustainability benefits.
2. Terminate the pool car scheme and request Employment Panel to review the existing staff travel policy. Bring a paper back to Cabinet in 6-months with options to consider implementing an electric pool car fleet. The recommended option	This option is recommended as costs will reduce and there are sustainability benefits.
Mayoral Car	
3. Lease or purchase a new replacement hybrid/electric vehicle. The recommended option	This option is recommended as it minimises future liabilities by replacing the existing car and delivers sustainability benefits.
4. Lease or purchase a new replacement non-hybrid/electric vehicle. Not the recommended option	This option is not recommended as it delivers minimal sustainability benefits.
5. Retain the existing Mayoral car. Not the recommended option	This option is not recommended as ongoing maintenance costs are likely to increase and no sustainability benefits are delivered.
Electric Vehicle Charging Points	
6. Assess demand and identify locations for 10 on-street electric vehicle charging points and engage Pod Point to install these. The recommended option	This option is recommended as it promotes and supports the use of electric vehicles delivering environmental sustainability benefits.
7. Install no electric vehicle charging points and allow the market to develop through domestic and commercial installations. Not the recommended option	This option is not recommended as the promotion and support for electric vehicles may be reduced.

3. KEY IMPLICATIONS

3.1 Key Implications of the recommendations are set out in Table 3.

Table 3: Key implications

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
Pool Cars					
Vehicle mileage	Mileage decreases	0 – 30%	31 – 40%	➤ 40%	31/01/18

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
increases.					
Mayoral Car					
New hybrid / electric Mayoral car available for use.	Beyond 1 st April 2018	1 st April 2018	1 st March 2018	Before 1 st March 2018	1 April 2018
Electric Vehicle Charging Points					
Implement 10 on-street charging points.	No points implemented	10	11 – 20	➤ 20	1Dec 2017

4. FINANCIAL DETAILS / VALUE FOR MONEY

Pool cars

- 4.1 Financial implications of terminating the current pool car fleet at the end of the second year of the three year lease are shown in table 4.

Table 4: Financial details – Pool cars

	Description	2017/18	2018/19	2019/20
Revenue				
i.	Early termination of existing leases	£3,744	Nil	Nil
	Total	£3,744	Nil	Nil

Mayoral car

- 4.2 Financial implications of replacing the Mayoral car for a hybrid/electric vehicle from April 2018 are detailed in tables 5 and 6.

Table 5: Lease financial details – Mayoral car

	Description	2017/18	2018/19	2019/20
Revenue				
ii.	Lease costs	Nil	£7,530	£7,530
iii.	Reduced operating costs	Nil	(£5,900)	(£4,900)
	Total	Nil	£1,630	£2,630

Table 6: Purchase financial details – Mayoral car

	Description	2017/18	2018/19	2019/20
Revenue				
ii.	Purchase costs	Nil	£5,985	£5,985
iii.	Reduced operating costs	Nil	(£4,400)	(£3,400)
	Total	Nil	£1,585	£2,585

On-street electric vehicle charging points

- 4.3 There is zero cost to the council to install and operate the 10 on-street electric vehicle charging points.
- 4.4 Tables 7 and 8 outline the total financial impact of the recommendations.

Table 7: Total financial impact of report's recommendations (Lease option)

REVENUE	2017/18	2018/19	2019/20
Addition	£3,744	£7,530	£7,530
Reduction	Nil	(£5,900)	(£4,900)
Net impact	£3,744	£1,630	£2,630

Table 8: Total financial impact of report's recommendations (Purchase option)

REVENUE	2017/18	2018/19	2019/20
Addition	£3,744	£5,985	£5,985
Reduction	Nil	(£4,400)	(£3,400)
Net impact	£3,744	£1,585	£2,585

5. LEGAL IMPLICATIONS

- 5.1 Procurement of any new vehicles and electric charging points will be fully compliant and secured in accordance with legal requirements.

6. RISK MANAGEMENT

Table 9: Key Risks associated with recommendations

Risks	Uncontrolled Risk	Controls	Controlled Risk
Usage of electric vehicle charging points is low impacting on financial viability and crating dedicated on-street bays which are unused removing valuable parking provision.	High	Business case to be developed prior to installation	Medium
Reputational risk around new Mayoral Car	Medium	Effective communication and transparency	Low

7. POTENTIAL IMPACTS

- 7.1 The conversion of the Mayoral vehicle to hybrid/electric will deliver environmental sustainability benefits to the Royal Borough.
- 7.2 Installation of on-street electric vehicle charging points will promote use of electric vehicles delivering for sustainability benefits and improvements in choice for residents.

8. CONSULTATION

- 8.1 This report will be considered by:

- The Highways & Transport and Corporate Overview and Scrutiny Panels with comments reported to Cabinet for consideration.
- Members of the Sustainability Panel will be invited to comment on the report which will be reported to Cabinet for consideration.

9. TIMETABLE FOR IMPLEMENTATION

9.1 Table 10 shows the stages and deadlines for implementation.

Table 10: Timetable for implementation

Date	Details
27 April 2017	Cabinet report
1 December 2017	On-street electric vehicle charging points operational
31 January 2018	Current pool car fleet terminated
1 April 2018	New Mayoral car available

9.2 Implementation date if not called in: Immediately

10. APPENDICES

10.1 None.

11. BACKGROUND DOCUMENTS

11.1 None.

12. CONSULTATION (MANDATORY)

Name of consultee	Post held	Date sent	Commented & returned
Cllr Coppinger	Lead Member for Adult Services, Health and Sustainability	03/04/17	03/04/17
Cllr Bicknell	Deputy Leader of the Council and Lead Member for Highways and Transport	04/04/17	04/04/17
Alison Alexander	Managing Director	03/04/17	12/04/17
Russell O'Keefe	Executive Director	03/04/17	
Rob Stubbs	Deputy Director Finance	03/04/17	
Terry Baldwin	Head of HR	03/04/17	

Decision type: Non-key decision	Urgency item? No
Report Author: Andy Jeffs, Interim Executive Director	