

Report Title:	Update on Pool Cars and Electric Vehicle Charging Points
Contains Confidential or Exempt Information?	NO - Part I
Member reporting:	Councillor Bicknell, Deputy Leader of the Council and Cabinet Member for Highways, Transport and Windsor Councillor Coppinger, Deputy Chairman of Cabinet and Cabinet Member for Planning and Health (including Sustainability)
Meeting and Date:	Highways, Transport and Environment Overview and Scrutiny Panel - 19 November 2018
Responsible Officer(s):	Hilary Hall, Deputy Director Strategy and Commissioning
Wards affected:	All

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REPORT SUMMARY

This report provides an update on the pool cars leased by the Royal Borough and electric vehicle charging points.

1. DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That the Highways, Transport and Environment Overview and Scrutiny Panel notes the report.

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

2.1 Cabinet considered a report on 28 September 2017 entitled 'Update on Pool Cars and Electric Vehicle Charging Points. Cabinet resolved to:

- a. Procure a new electric / hybrid pool car fleet of up to 10 cars
- b. Recommend to Employment Panel that new travel policies seeking to increase pool car use are adopted and embedded
- c. Identify a partner and develop a 'pilot' car club scheme
- d. Develop an on-street electric vehicle charging programme; consult with Ward Members; seek grant funding; procure a supplier and install.

2.2 This report offers an update on the procurement of an electric/hybrid pool car fleet, electric vehicle charging points and car club in the borough.

Pool Cars

2.3 Cabinet previously resolved to procure a new electric/hybrid pool car fleet of up to 10 cars to replace the existing fleet of 13 petrol powered Minis. Until now the cost

of replacement was prohibitive based on the single model of vehicle available from the current pool car operator, AlphaCity. The operator has recently launched a 'Multi-Make' option offering a choice of makes and models which can be fitted with their telematics that would make them compatible with the council's existing management and booking system. As vehicles can be leased from Alphacity or from a third party, the council can go out to the market to procure a fleet of up to 10 vehicles on 3-year leases. The existing Alphacity management and booking system can be retained with the new vehicles.

- 2.4 If delivery times for the selected models extend beyond January 2019, the end of the current leases, lease extensions will be negotiated for the existing Minis to ensure scheme continuity. The exact mix of electric/hybrid and petrol will be finalised, to ensure it matches operational needs. Consideration will also be given to including other RBWM vehicles on the management and booking system to give flexibility across services.
- 2.5 The management and booking system will be reviewed and refined to encourage staff to use the vehicles and to maximise usage across the working day. Staff travel policies and practices have already been adopted, including a re-launch and training on the pool car scheme targeted at existing mileage claimants and new staff. Membership has increased to 270 active members across RBWM, Optalis and Achieving for Children.
- 2.6 The introduction of a 'Car Club' partner to establish a scheme in which the council would have use of the vehicles during business hours with registered members of the public using the cars evenings and weekends has been reviewed. The challenges include: how to insure members of the public on our own vehicles; the resource required to successfully run the car club day to day; public access to the North Yard; etc. For these reasons it is recommended that, as previously agreed by Cabinet, that a car club provider is identified to progress a car club scheme as part of the new build residential development linked to the regeneration programme. This will be advanced through the developers panel including our Joint Venture partners. Once a car club is established the council could consider 'block-booking' car club vehicles for staff use during the week. There are significant benefits to this model, not least having a fully managed service as well as the environmental benefits. However, as the existing pool car leases finish in January 2019 and the developer timescales are less certain, there is a need for an interim solution if we are to continue to provide pool cars. Three-year leases on new electric pool cars with an early termination agreement in place would give flexibility if the car club progressed more quickly.

Electric Vehicle Charging Points

- 2.7 On-street residential charge points – government grant funding is available to local authorities to enable them to provide charge points for residential properties that do not have access to off-street parking. The grant provides up to 75% of the capital costs relating to the procurement and installation of on-street electric vehicle charge points. The government Office for Low Emission Vehicles (OLEV) will provide up to £7,500 per charge point. Each project should not exceed more than £100k in OLEV funding.
- 2.8 Request for charging points can be made through the council's website. This is active and 22 requests have been received to date and all sites have been

assessed for the suitability of installing on-street charging points. Applicants who have off-street parking at their property are deemed ineligible for an on-street charge point, since they are able to apply for grant funding for a home-charge unit. The remaining locations have been assessed in terms of available footway widths, on-street parking availability and power source. Priority is given to applicants who have bought / ordered an electric vehicle.

2.9 The details of each charging point will vary for each location, and is subject to consultation with the ward members. The schemes are assessed with the aim of developing standard solutions for charging points and parking controls that can be rolled out as demand for charging points increases. We are working with a range of partners to trial different solutions. Sites being progressed include:

- Two sites, one in the St Marks area of Maidenhead, the other in Alma Road, Windsor are being developed as trial 'neighbourhood charging hubs' in partnership with an operator. The trial, lasting a minimum of 12 months, will enable various styles of charger unit to be assessed for ease of use, impact on the street scene, durability and cost;
- Park Street Windsor, in a conservation area, will offer 3 chargers built into traditional lamp columns;
- Eton Meadow Lane car park, and a second village car park location under discussion;
- Residential locations where a simple recessed channel to safely carry a householder's own charging cable across the footway from their property to kerbside;
- Locations suitable for a commercial operator to install charging points.

2.10 Details are being finalised for charging points at the Town Hall and at Tinkers Lane depot. At the Town Hall, points will be installed in the Members Yard, and in North Yard to support the acquisition of electric/hybrid pool cars. The Tinkers Lane charging hub will support future electric pool cars, other RBWM vehicles e.g. community wardens, and will also be available for use by the contractors based on site.

2.11 At all sites the 'back-office' management system will bill users for the power used for charging their vehicles. It is proposed to let separate contracts for provision of the charge points and the back-office functionality. This will ensure that residents have a single provider regardless of which RBWM funded charge point they use. Most charge point manufacturers have adopted the Open Charge Point Protocol, which means that they can be linked to any back office provider.

2.12 Projects are underway to ensure that new developments, including the new leisure centre at Braywick, will include electric charging points and will be future-proofed for further expansion.

Options

Table 1: Options arising from this report

Option	Comments
Pool Cars	
1. Retain existing fleet and do not convert to electric vehicles. Not the Recommended option	This option is not recommended as it delivers no sustainability benefits, although a short lease extension may be needed to ensure continuity until delivery of electric vehicles.
2. Terminate the pool car scheme and offer no replacement Not the recommended option	This option is not recommended as it delivers no sustainability benefits.
3. Retain and refine the existing pool car management system with a reduced pool car fleet including electric/hybrid vehicles The recommended option	This option is recommended as it delivers sustainability benefits; improves the business case for pool cars and enables the authority to lead by example.
Electric Vehicle Charging Points	
4. Continue to assess each requested location; consult with ward members; seek grant-funding and install on-street charging points. The recommended option	This option is recommended as it promotes and supports the use of electric vehicles delivering sustainability benefits and is responsive to residents.
5. 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.
Car Club	
6. The developers of the Maidenhead Town Centre regeneration sites are asked to work together to deliver a single car club solution as a condition of their planning permissions. Although initially aimed at residents, this could be expanded in future with additional vehicles block-booked for RBWM staff between 0800– 1800 Monday-Friday. The recommended option	This option is recommended, as it will ensure a single provider within Maidenhead which will deliver maximum benefits to residents, with flexibility for RBWM and other town centre businesses to buy into the scheme at a future date.

3. KEY IMPLICATIONS

3.1 Key implications of the recommendations are set out in Table 2.

Table 2: Key Implications

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
Pool cars – vehicle utilisation increases.	Mileage decreases	0-30%	31-40%	>40%	30/01/20
Electric vehicle charging points – implement 10 public charging points	No points implemented	10	11-20	>20	30/4/19

4. FINANCIAL DETAILS / VALUE FOR MONEY

4.1 Pool cars: The exact number and specification of vehicles and leases will be established taking into account the current costs of running the pool car scheme, including leases, management system and fuel costs, with the aim of achieving a cost neutral position.

4.2 On-street Electric Vehicle Charging Points : There is zero cost to the council to install and operate the on-street electric vehicle charging point programme as grant funding of 75% may be secured and suppliers have offered to fund the residual installation costs in return for the ongoing revenue stream. If grant funding is unsuccessful, costs will be met from the 'Electric Vehicle Charging Points – Pilot' budget of £100k in the approved capital programme. The revenue income from the charging points will be confirmed when a 'back-office' management and billing system is procured.

4.3

Table 3 : Financial Impact of report's recommendations

REVENUE COSTS	2018/19	2019/20	2020/21
Additional total	£0	£0	£0
Reduction	£0	£0	£0
Net Impact	£0	£0	£0

CAPITAL COSTS	2018/19	2019/20	2020/21
Additional total	£0	£0	£0
Reduction	£0	£0	£0
Net Impact	£0	£0	£0

5. LEGAL IMPLICATIONS

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

5.2 'Alphacity' currently deliver the pool car scheme which includes vehicles and the booking system. An electric vehicle option is available which is being explored. In parallel market testing will be undertaken to ensure value for money and legal compliance.

5.3 To secure grant funding for charge points, the bid must demonstrate that value for money has been achieved. Therefore quotations or an open tender will be secured to ensure that the most cost effective solution is procured.

6. RISK MANAGEMENT

6.1 Table 4: Impact of risk and mitigation

Risks	Uncontrolled risk	Controls	Controlled risk
Increased use of pool cars is not achieved	High	New policies and practices introduced and embedded	Medium
Car club scheme is not deliverable	Medium	Business case; consultation and securing a development will be completed prior to introduction	Low
Usage of electric vehicle points is low impacting on financial viability	High	Business case and consultation to be developed prior to installation, and usage monitored and assessed.	Medium
Creating dedicated on-street bays which are under or un-used will remove valuable on street parking provision	High	Identify suitable locations and use policies to minimise non-use.	Medium

7. POTENTIAL IMPACTS

7.1 Installation of electric/hybrid pool cars and on-street vehicle charging points will promote use of electric vehicles delivering sustainability benefits and improvements in choice for residents.

8. CONSULTATION

8.1 This report will be considered by:

- Highways & Transport Overview and Scrutiny Panel on 19 November 2018, comments will be reported to Cabinet
- Consultation will be undertaken with Ward Members with respect to the location and final details of on-street charging points.

9. TIMETABLE FOR IMPLEMENTATION

9.1 Implementation date if not called in: 'Immediately';

9.2 The full implementation stages are set out in table 5.

Table 5: Implementation timetable

Date	Details
January 2019	New electric/hybrid pool car fleet to replace the existing pool car fleet
April 2019	Public/on-street charging points operational
To be confirmed	'Car club' launched

10. APPENDICES: none

11. BACKGROUND DOCUMENTS: none

12. CONSULTATION (MANDATORY)

Name of consultee	Post held	Date sent	Date returned
Cllr Bicknell	Lead Member/ Principal Member/Deputy Lead Member for Highways, Transport and Windsor	8/11/18	
Cllr Coppinger	Deputy Chairman of Cabinet and Cabinet Member for Planning and Health (including Sustainability)	8/11/18	
Russell O'Keefe	Interim Managing Director		
Rob Stubbs	Section 151 Officer	8/11/18	
Elaine Browne	Head of Law and Governance	8/11/18	
Nikki Craig	Head of HR and Corporate Projects	8/11/18	
Louisa Dean	Communications	8/11/18	
Andy Jeffs	Executive Director		
Kevin McDaniel	Director of Children's Services		

Name of consultee	Post held	Date sent	Date returned
Angela Morris	Director of Adult Social Services		
Hilary Hall	Deputy Director of Commissioning and Strategy		
	Other e.g. external		

REPORT HISTORY

Decision type: For information	Urgency item? No	To Follow item?
Report Author: Ben Smith, Head of Commissioning - Communities		