

RECORD OF DECISION

TITLE: Electric Vehicle Pilot

Ref: PCC/D/2020/16

EXECUTIVE SUMMARY

The Electric Vehicle Pilot within West Mercia Police will introduce six electric vehicles into the West Mercia Police fleet along with six charge points across the local policing areas to be used in a non-emergency capacity.

This Pilot symbolises the start of the force plans to integrate Ultra Low Emission Vehicles (ULEVs) into the fleet. It will be used to inform a detailed 10 year Electric Fleet Strategy and Delivery Plan. This will be achieved by conducting a thorough evaluation of the data, performance metrics obtained from the pilot along with feedback from users. The evaluation will be carried out by the Transport and Fleet Manager with support from the Business Architect and the Head of Business Operations.

This will result in a new vehicle replacement strategy that will set out how the force can move to 100% ULEVs fleet over the next 10 years, without compromising operational effectiveness or our ability to protect people from harm.

PROPOSAL

That an initial investment of £100k for the vehicles, re-allocated from the West Mercia Police vehicle replacement budget; and **£250k** for the charging points funded from capital be approved.

**APPROVAL OF
West Mercia Police and Crime Commissioner**

I hereby approve the above proposal.

Signed



PART 1 – NON-CONFIDENTIAL/EXEMPT FACTS AND FIGURES

SUPPORTING REPORT

- 1 A High Level Business Case (attached as the Part 2 report) has been developed seeking support for an Electric Vehicle Pilot within West Mercia Police.
- 2 The pilot will introduce six electric vehicles (5 Ultra-Low Emission Vehicles or ULEV) and deploy to each policing area (Malinsgate, Shrewsbury, Worcester, Hereford and Kidderminster) plus one Plug-in Hybrid Electric Vehicle (PHEV) in the Crime and Vulnerability Directorate, to ensure a force wide trial is conducted Six charge points across the policing area will be needed.
- 3 So that the pilot can be a success it is important that the force invests in charge points as well as electric vehicles for the following reasons
 - 3.1 Current charge times for Electric Vehicles are simply too long to completely rely on the public charging support network or partner agencies charging points Depending on the type of charge point and its charging capacity, a full charge can take between 2 and 8 hours.
 - 3.2 For the vehicles to operate in the most effective and efficient manor, they should be deployed with a full charge each day to deliver the vehicles maximum range. The most effective way to do this is for them to be charged them overnight when not in use from their base location.
 - 3.3 Whilst opportunities exist to use our partners charge points for a top up charge It wold not be practical to completely rely on this method of charging to power our vehicles. Terms and conditions would need to be agreed in relation to the usage and payment of the electricity. It is also expected that the partners vehicles would take priority over our own, limiting our ability to get the best out of the vehicles in relation to our needs.
 - 3.4 As the force adopts more ULEVs over the coming years it will need to invest in charge points at so point This pilot is the perfect opportunity to understand the procurement and installation processes and build out our requirements.
 - 3.5 Deploying charge points at police locations also presents an opportunity for employees to charge their own personal electric vehicles. A potential new revenue stream whilst also promoting sustainability and green energy possible supporting the wider adoption and usage of ULEVs.
 - 3.6 Early conversations have been held with Hereford and Worcester Fire and Rescue Service (HWFRS) to scope the potential for joint working and the ability for shared usage HWFRS have indicated it will be feasible for use of their existing charging points at Wyre Forest and displayed an eagerness to participate in the tender process moving forward.
- 4 The original proposal was for ULEVS to be trialled in Local Policing Areas. The recommendation is to include a sixth PHEV in the Crime and Vulnerability Directorate in the pilot. This department uses different vehicles in different ways, so this approach will enable broader learning and be better for informing a holistic fleet electrification strategy

- 4 Whilst leasing may appear initially more cost-effective, the move to electric vehicles is eventually going to be permanent, making full ownership a more flexible option. Whilst the original business case suggests residual values “may well be worthless”, residual values have now been quantified, enabling a more accurate comparison of leasing versus ownership. Consequently the option to purchase the ULEVs, PHEV and infrastructure for each base is the recommended approach
- 5 Whilst a sum is recommended to be reserved from capital to deliver the charging points as set out in the supporting papers, the exact budget to deliver the charging points can only be determined after procurement because of the variable costs of installation. Consequently following approval of this proposal tenders will be invited and further approval for the final capital costs will be sought in due course.

FINANCIAL COMMENTS

The £107, 274 for the vehicles will be re-allocated from the West Mercia Police vehicle replacement budget.

The exact budget to deliver the charging points will be determined after procurement. The costs for the charging points will be funded from capital.

LEGAL CONSIDERATIONS

By virtue of schedule 11, paragraph 14 of the Police Reform and Social Responsibility Act 2011 the Police and Crime Commissioner may do anything which is calculated to facilitate, or is conducive or incidental to, the exercise of the functions of commissioner That includes entering into contracts and other agreements (whether legally binding or not) and acquiring and disposing of property (including land).

PUBLIC ACCESS TO INFORMATION

Information in this form is subject to the Freedom of Information Act 2000 (FOI Act) and other legislation. Part 1 of this form will be made available on the West Mercia Police and Crime Commissioner’s website. Any facts and advice that should not be made automatically available on request are not included in Part 1 but instead in the separate Part 2 report

OFFICER APPROVAL

Chief Executive Officer

Andy Champness

Signature Date 27th July 2020