



Dinas a Sir Abertawe

Hysbysiad o Gyfarfod

Fe'ch gwahoddir i gyfarfod

Pwyllgor Datblygu Polisi Economi ac Isadeiledd

Lleoliad: Ystafell Bwyllgor 5 - Neuadd y Ddinas, Abertawe

Dyddiad: Dydd Iau, 18 Hydref 2018

Amser: 2.00 pm

Cadeirydd: Cynghorydd Mandy Evans

Aelodaeth:

Cynghorwyr: P Downing, P R Hood-Williams, O G James, P K Jones,
M A Langstone, W G Lewis, P Lloyd, P M Matthews a/ac T M White

Agenda

Rhif y Dudalen.

- 1 Ymddiheuriadau am absenoldeb.
- 2 Derbyn datgeliadau o fuddiannau personol a rhagfarnol.
www.abertawe.gov.uk/DatgeliadauBuddiannau
- 3 **Cofnodion:** 1 - 3
Cymeradwyo a llofnodi, fel cofnod cywir, gofnodion y cyfarfod blaenorol.
- 4 **Fflyd Werdd.** 4 - 26
- 5 **Cynllun Creu Parth Cerddwyr Stryd y Gwynt.**
- 6 **Workplan 2018/2019.** 27

Cyfarfod Nesaf: Dydd Iau, 15 Tachwedd 2018 ar 2.00 pm

Huw Evans

Pennaeth Gwasanaethau Democrataidd

Dydd Iau, 11 Hydref 2018

Cyswllt: Democratic Services - Tel: 636923

Agenda Item 3



City and County of Swansea

Minutes of the **Economy & Infrastructure Policy Development Committee**

Committee Room 5 - Guildhall, Swansea

Thursday, 20 September 2018 at 2.00 pm

Present: Councillor V M Evans (Chair) Presided

Councillor(s)
P Downing
P M Matthews

Councillor(s)
M A Langstone
T M White

Councillor(s)
P Lloyd

Officer(s)

Caritas Adere
Mark Barrow
Martin Nicholls
Samantha Woon

Senior Lawyer
Fleet Manager
Director of Place
Democratic Services Officer

Also Present:

Cabinet Member for Investment, Regeneration & Tourism
Cabinet Member for Homes & Energy

Apologies for Absence

Councillor(s): P R Hood-Williams and W G Lewis

24 Disclosures of Personal & Prejudicial Interests.

In accordance with the Code of Conduct adopted by the City and County of Swansea, no interests were declared.

25 Minutes:

Resolved that the Minutes of the Economy and Infrastructure Policy Development & Delivery Committee held on 16 August, 2018, be approved as a correct record.

26 Green Fleet.

The Fleet Manager introduced the Green Fleet Policy and gave an overview of the background, policy statement and scope, green fleet strategies, vehicle use and green fleet targets, monitoring and governance.

The Director of Place reiterated that the 'grey fleet' would be considered as an addendum to this Policy at a later time.

Members' discussed the costs of electric refuse lorries; Swansea University's hydrogen refuelling trial and sharing the Council's best practice with other local authorities.

The Director of Place stated that Members views were sought in regard to vehicle specification and selection detailed in paragraph 3.4. He confirmed the procedure involved in the tendering process and the Council's commitment to trials prior to procurement.

The Fleet Manager referred to the 'spot hire regime' which could be expensive depending on the weight of the vehicle. He confirmed that the Council was a member of the 'All Wales Framework for the Lease of Vehicles' and as such benefitted from reduced leasing rates.

The Cabinet Member for Homes and Energy thanked the Officers for their commitment to Green Fleet Strategy.

Resolved that:

1. The key Green Fleet criteria listed in 3.5 of the report be **agreed**,
2. The report be amended to include the work programme and targets over the next 12 months and submitted to the Committee in October prior to proceeding to Cabinet; and
3. The Fleet Manager to circulate a standard contract award document to Members for information.

27 Feedback from site visit to River Corridor on 20/08/18.

The Chair stated that the site visit had been very educational and highlighted the key issues:

- The impressive historical knowledge of the staff on both river tours.
- Ensuring the area is recognised as a wildlife corridor with key ecological assets.
- The opportunities available to private landowners and agencies all of which have an interest and are happy to engage.
- Ensuring that the east side of the river is not overlooked.
- The opportunities that exist for the museum stores

The Director of Place detailed the potential grants available which may provide an opportunity to restore and open up an educational visitor centre. He stated that he would provide an update in relation to retentions and rotation policy at the museum stores.

Resolved that:

1. The Democratic Services Officer send notification of the River Corridor Workshop which is scheduled for Monday, 22 October, 2018 12.30 until 2.30 in Committee Room 1, Civic Centre,
2. Members consider specific issues for discussion at the workshop.

3. The Director of Place discuss accessibility and retentions/rotations policy of the museum stores with the Head of Cultural Services.

28 Work plan 2018/2019.

Resolved that the revisions to the work plan 2018 – 2019 be agreed as follows:

18/10/18	<ol style="list-style-type: none">1. Green Fleet.2. Co-operative Housing (Head of Property Services to attend).3. Wind Street Pedestriansiation – Feedback from Consultation on 14/09/18. (City Centre Manager to attend)
15/11/18	<ol style="list-style-type: none">1. Homes as Power Stations (Cabinet Member for Homes and Energy to attend).2. Green Infrastructure Strategy.
13/12/18	<ol style="list-style-type: none">1. Transportation Strategy.

The meeting ended at 3.05 pm

Chair



City & County of Swansea

Green Fleet Policy

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1. Introduction

- 1.1 The purpose of this policy is to ensure that the acquisition, use and management of the City and County of Swansea's corporate vehicle fleet consistently and continuously seeks to contribute to the Council's Corporate Plan commitments with regard to the Well-Being of Future Generations (Wales) Act 2015.
- 1.2 As road transport operations have been proven to significantly contribute to air quality health related issues, particularly Carbon Dioxide (CO₂), Oxides of Nitrogen (NO_x), Nitrogen Dioxide (NO₂) and Particulate Matter (PM_s), the Council is committed to actively reduce the impact of its activities on the environment in line with its sustainable delivery and wellbeing objectives.
- 1.3 The City and County of Swansea operates a large fleet of approximately 750 vehicles, ranging from small pool cars to heavy goods vehicles, with the majority of the journeys being undertaken in and around urban areas. This provides the Council with a clear opportunity to directly influence the adoption of low carbon and ultra low emission vehicles within the region. *(A number of employees also use their own private vehicles on Council business, the so called Grey Fleet. Whereas they fall outside of the scope of this Policy, the environmental implications of their use will be addressed through the Business Travel Review)*
- 1.4 The Council has already undertaken numerous initiatives to develop more sustainable forms of fleet operations including adoption of fully electric small vans, implementing fleet vehicle electric chargepoints, adoption of bio diesel fuel stocks, driver behaviour monitoring and training, the broader use of telematics and route optimisation software, promotion of clean air roadshows, as well as reducing fleet numbers.

- 1.5 It is recognised however that as a large fleet operator, the Council has a leading role to play in continually respond to the challenges of transport generated pollutants, and can contribute further by adopting a Green Fleet Policy.
- 1.6 This policy establishes the appropriate scope, aims, strategies, targets and responsibilities for the consistent 'greening' of the corporate vehicle fleet.

2. Policy Statement and Scope

- 2.1 This policy shall apply to all corporate vehicles operated by the City and County of Swansea, whether owned, leased or short term rental (spot hired).
- 2.2 The primary aims of this policy are to continuously reduce the environmental impact of the Council's fleet operations in terms of air quality and to strive towards achieving an optimised, sustainable low carbon 'Green' vehicle fleet.
- 2.3 The policy establishes key strategies in support of these aims, as outlined below :
 - i. Vehicle Specification and Selection
 - ii. Fuels and Supporting Technologies
 - iii. Vehicle Use
 - iv. Annual Targets for Green Fleet
- 2.4 Green Fleet targets will be established under this policy, alongside cyclical review, governance and reporting mechanisms to monitor progress.
- 2.5 All Directorates and Services within the Council must be able to demonstrate compliance with this policy and shall be subject to monitoring and review.

3. Green Fleet Strategies

- 3.1 The Council will adopt the following strategies in pursuance of the Policy aims.

Vehicle Specification and Selection

- 3.2 The specification and selection of the corporate vehicle fleet will consistently seek to acquire the best possible solution for the user service. This routinely involves challenging the design, layout, additional requirements and adoption of better technologies as part of the specification process.
- 3.3 However, the establishing of the appropriate vehicle type, whilst taking into account its operational needs, shall ensure that the specification maximises the opportunities to continuously improve environmental performance.

- 3.4 Wherever viable, the greenest possible option shall be recommended. (This is a policy commitment that we would have to adhere to, after giving consideration to any attendant cost implication).
- 3.5 Key 'Green' fleet criteria to be considered in the vehicle specification (where available and applicable), and subsequently evaluated in the selection processes, are listed below. A range of these criteria will be included as part of the procurement process for each contract for vehicle supply.
 - 3.5.1. vehicle fuel type (see Fuel and Supporting Technologies)
 - 3.5.2. the current tailpipe emission standard for all vehicles.
 - 3.5.3. a maximum carbon dioxide (CO₂) threshold
 - 3.5.4 a maximum Oxides of Nitrogen (NO_x) threshold
 - 3.5.5. a minimum miles per gallon (mpg) or range requirement
 - 3.5.6. vehicle design weights and payload capability (where applicable)
 - 3.5.7. noise (where applicable)
 - 3.5.8. value for money in terms of whole life costing (where applicable)
- 3.6 These key criteria will be determined by the Council when agreeing and specifying new vehicle replacements as part of its corporate fleet renewal programme. Their application will depend on the class of vehicle being acquired due to the size and complex range of the fleet profile and the need to ensure the selected vehicle is fit for purpose.
- 3.7 Notwithstanding this, the Council will establish an incrementally decreasing, maximum CO₂ and NO_x thresholds for the acquisition of passenger cars and maximum CO₂ thresholds for N1 light commercial vehicles. These thresholds will be determined on a cyclical 3 year basis by the Council to maximise environmental improvements in these predominant vehicle types.
- 3.8 The corporate fleet renewal programme currently renews the majority of vehicles over a 3 to 5 year maximum cycle. This cycle allows the Council to maintain a relatively new asset profile and provides a regular opportunity to take advantage of developing market technologies to improve environmental performance. (A small number of owned fleet vehicles may be renewed on longer cycles, due to asset working life advantages or funding requirements.)
- 3.9 All vehicle renewal requirements shall be broadly advertised in full compliance with the Corporate Procedure Rules (CPRs), allowing vehicle suppliers an opportunity to offer the best possible solutions to the Council.
- 3.10 The Council will seek to collaborate with other bodies and aligned partners when procuring vehicles, to maximise the opportunities the subsequent

aggregated spend would deliver in terms of increasing the uptake of greener fleet alternatives.

- 3.11 Where the Council seeks to acquire vehicles on short term rental (spot hire), the same key 'Green' fleet criteria shall be applied to the procurement process.

Fuels and Supporting Technologies

- 3.12 The Council recognises the need to minimise the use of fossil based fuels in its fleet operations and to reduce their impact. It also acknowledges the UK Government's intention to ban the sale of new 'conventional' diesel and petrol cars and vans from 2040, and seeks to support the transition to low carbon alternatives as soon as viably possible.
- 3.13 The Council monitors all vehicle fuels drawn from its bunkered stocks and fuel management information reports are (to be) provided to user sections outlining all transactions, as well as providing fuel economy details for each vehicle.
- 3.14 The Council will conduct regular audits of the fuel economy figures and highlight areas of apparent concern to the user sections for corrective action. This will assist in determining inefficient driving behaviours and vehicle types, as well as ensuring data is valid and appropriate for Green fleet monitoring purposes.
- 3.15 The emergence of alternative fuel and drivetrain options to the standard internal combustion engine (both diesel and petrol), has provided a greater choice of potentially viable and more sustainable solutions when specifying and selecting new vehicles.
- 3.16 These options include (but are not limited to) biofuels, hybrid drivetrains, plug in full electric, liquid petroleum gas (LPG) and hydrogen fuel cells.
- 3.17 The Council shall actively consider these options when specifying new vehicles and take into account the benefits of each against existing fuel type choices for the vehicle class. This will include,
- 3.17.1. Real world tailpipe emissions in terms of Carbon Dioxide (CO₂), Oxides of Nitrogen (NO_x), Nitrogen Dioxide (NO₂) and Particulate Matter (PMs).
 - 3.17.2. Real world fuel economy and costs
 - 3.17.3. Whole life cost implications (including supporting infrastructure)
 - 3.17.4. Fuel availability and security of supply
 - 3.17.5. Service, maintenance and repair implications

- 3.17.6. A robust and appropriate trial of the option, undertaken by user services, to establish performance, viability and feedback.
- 3.18 Where the Council establishes a clear opportunity to specify alternatives to diesel or petrol, a full business case shall be provided by Fleet Management for approval.
- 3.19 Similarly, where supporting technologies are identified that aid the environmental performance of the fleet, the Council will consider these options in the same manner as alternative fuel and drivetrain options.
- 3.20 The Council will actively seek to promote viable opportunities for green fleet alternatives on a 'Demonstrate and Deploy' basis, and collaborate with stakeholders and strategic partners in leading on the changes required for the adoption of greener fleet choices.

Vehicle Use

- 3.21 The Council's fleet currently undertakes approximately 8 million miles per annum, mainly within the County boundaries. A key strategy in reducing the environmental impact of a fleet operation, is to modify vehicle use patterns and rationalise the extent of the fleet miles travelled through mileage and demand management approaches.
- 3.22 The Council fleet is fitted with telematics devices to aid the efficient use of vehicle assets. Certain classes of vehicles also utilise route planning software to maximise efficiencies.
- 3.23 The detail available from these systems will be regularly and periodically monitored by the Council to establish trends in use, and particularly where an asset is being under-utilised or inappropriately used.
- 3.24 The Council will conduct an annual review of fleet mileages and utilisation, to determine the efficiency of their vehicle operations.
- 3.25 Vehicle weights will be regularly checked by the Council to ensure legal payloads are not exceeded, as they impact on environmental performance and safety. Issues will be reported to user sections for subsequent corrective action.
- 3.26 Council vehicle drivers also have a large part to play in the operation of a 'Green' fleet. Driving styles and behaviours impact significantly on the vehicles' fuel economy and the pollutants discharged.
- 3.27 Vehicle telematics will be used to identify instances of excessive engine idling, speeding, hard acceleration and harsh braking. These unnecessary behaviours contribute to additional environmental impacts and will be reported to user sections for subsequent corrective action.

- 3.28 Driver training and awareness will be promoted to improve (ECO) driving styles, particularly where the need for corrective action has been clearly identified.
- 3.29 Driver behaviour monitoring devices (that provide real time dash board mounted indicators of green driving performance) with speed limiting and idling reduction technologies will also be considered to assist drivers .
- 3.30 The Council will ensure that its vehicle fleet is regularly serviced and maintained (including tyre pressures) to optimise performance.
- 3.31 The Council's vehicle maintenance providers will be required to ensure that any by-products or waste generated as a result of their activities, is disposed of by a fully accredited waste carrier.
- 3.32 The Council shall consider vehicle parts supply options that clearly demonstrate good environmental practice in terms of recycled or remanufactured goods.

4. Green Fleet Targets, Monitoring and Governance

- 4.1 The Council will set out annual targets for the Green Fleet Policy over a cyclical **3 year** programme (**each target level tba**). These targets will focus on a continuous percentile improvement in the following key areas,
 - 4.1.1. Size of fleet (decreasing)
 - 4.1.2. Litres of diesel and petrol used by fleet (decreasing)
 - 4.1.3. Total number of miles undertaken by fleet (decreasing)
 - 4.1.4. Total amount of Carbon Dioxide (CO2) emitted by fleet (decreasing)
 - 4.1.5. Extent of low carbon/alternatively fuelled vehicles in fleet classes (increasing)
 - 4.1.6. Extent of low carbon supporting technologies adopted on fleet (increasing)
 - 4.1.7. Summary of trials, initiatives, driver interventions and collaborative exercises arising from the Green Fleet strategies.
- 4.2 All Directorates and Services within the Council must be able to demonstrate compliance with this policy and cyclical monitoring shall be undertaken by Fleet Management.
- 4.3 The Head of Highways and Transportation will be responsible for the promotion of this policy across the Council and shall provide an annual report on the Green Fleet Targets.
- 4.4 Heads of Service and line managers will be responsible for ensuring the adoption of the strategies and any related actions arising from this policy.
- 4.5 Fleet Management will be responsible for providing technical advice, operational guidelines, fleet reviews and practical support to user services.

Fleet Management will also be responsible for ensuring vehicle acquisition decisions reflect the policy and to continue to investigate new ways to 'Green' the fleet.

- 4.6 Governance of the Green Fleet Policy shall be the responsibility of the respective Cabinet member and Director of Place, who shall establish the appropriate mechanisms on behalf of the Council.
- 4.7 This policy will be reviewed by the Council every 3 years unless:
- New legislation is published or existing is updated.
 - New guidance is published or existing guidance is updated.
 - Research, monitoring or auditing suggests that a review may be required.



Green Fleet Targets (3 year programme)

2019/20 to 2021/22 inclusive

4.1.1 Size of fleet (decreasing)

Target difficult to set as out of control of the strategy

4.1.2. Litres of diesel and petrol used by fleet (decreasing)

Reduce by 5% year on year

4.1.3. Total number of miles undertaken by fleet (decreasing)

Reduce by 5% year on year

4.1.4. Total amount of Carbon Dioxide (CO₂) emitted by fleet (decreasing)

Reduce by 5% year on year

4.1.5. Extent of low carbon/alternatively fuelled vehicles in fleet classes (increasing)

Increase by 5% year on year

4.1.6. Extent of low carbon supporting technologies adopted on fleet (increasing)

Increase of 5% year on year

4.1.7. Summary of trials, initiatives, driver interventions and collaborative exercises arising from the Green Fleet strategies.

Annual summary report of above



VEHICLE SPECIFICATION

ELECTRIC SMALL PANEL VAN

(Nissan e-NV200, Peugeot Partner, Renault Kangoo ZE or Similar)

- 3.1 Electric motor driven small panel van
- 3.2 A power capability of approximately 49KW
- 3.3 Mode 3, Type 2 plug in charging c/w rapid, fast and standard charge capability
- 3.4 A minimum range capacity of approximately 100 miles per full charge in normal urban use
- 3.5 A wheelbase of approximately 2700mm
- 3.6 Payload a minimum of 630 kg
- 3.7 Load area volume of approximately 3.30 cubic metres (with seats in upright position)
- 3.8 Load area length of approximately 1.80 metres
- 3.9 Load area height of approximately 1.10 metres
- 3.10 Load area width between wheel arches approximately 1.20 metres
- 3.11 Power assisted steering
- 3.12 Anti lock braking system (ABS)
- 3.13 Load area rubber floor matting
- 3.14 Glazed rear doors
- 3.15 Load area to have appropriate interior lighting operated by door switch only
- 3.16 Load area restraint hooks
- 3.17 Robust load area bulkhead
- 3.18 Passive anti-theft immobiliser
- 3.19 Vehicle colour to be white
- 3.24 Recommended normal operational tyre pressures are to be marked in black in appropriate locations above each tyre.
- 3.25 Vehicle to be supplied with Mode 3 Type 2 32A 7 pin cable for rapid charging use
- 3.26 Vehicle to be supplied with EVSE 10A 3 pin cable for occasional charging use

MAB 05/01/17

FLEET RENEWALS TO MARCH 2019

Description	Qty	Note	Status
10t Demount truck	1		
18t Demount Trucks	5		Tendered Aug 18
18t flatbed with crane	1		
18t Gulley Tankers	2		
18t Skip lorry	1		
26t tipper with crane	1		
3.5t crewcab tippers	5		
3.5t Luton vans	2		
3.5t tippers	20		
26t Hookloaders	4		
5t tippers	5		
7.5t Box truck	3		Tendered Sept 18
7.5t Demount truck	1		
7.5t tipper with crane	2		
7.5t tipper/canopy	1		
7t tippers with tail lifts	4		
Agricultural tractors	10		
AWD Caddy vans	2		
Compact road sweepers	8		
Demountable Bodies	7		Tendered Aug 18
Graffiti van	1		
Highways Out of Hours truck	1		
Landrover/4x4	8		
Lord Mayor Car	1	Full electric	Tendered Aug 18
LWB Vans	4		
Minibuses	10		
Small cars	25	Full EV & Hybrid	
	135		

Annex 5: Method Statements and Pricing Schedule

Contract for Up To 40 x Electric Small Vans on Contract Hire With Maintenance

Contract Reference: CCS/17/010

IMPORTANT: Please read the Instructions to Tenderers carefully before completing this document

Sheet 1: Pricing Option 1 (Three (3) Year Contract Term)

Part 1: Vehicle Manufacturer and Model

Question	Response
Vehicle Manufacturer and Model	

Part 2: Manufacturers' Published Vehicle Range on Single Full Charge

Question	Response
Manufacturers' Published Vehicle Range on Single Full Charge (miles)	

Part 3: Service, Repair and Maintenance Agent Proximity

Question	Response
Name, address and postcode of nominated service, repair and maintenance agent	
Normal opening hours of nominated service, repair and maintenance agent	

Part 4: Added Value - Chargepoint Infrastructure

The Council seeks to maximise the advantages of operating electric vehicles. Please set out a statement below providing details of additional tangible and measurable support that will be offered as part of the Contract in relation to chargepoint infrastructure (please limit responses to no more than 350 words).

Part 5: Annual Rental Price **Per Vehicle**

Quantity of Vehicles	Purchase Price Per Vehicle (Excluding VAT)
Up to 10	
Up to 20	
Up to 30	
Up to 40	

Part 6: Hourly Recharge Labour Rate

Question	Response
Hourly Recharge Labour Rate	

Part 7: Percentage Discount on MRP Parts Prices

Question	Response
Percentage Discount on MRP Parts Prices	

*Percentage discount to be fixed firm for five years from the registration date of each vehicle supplied

Part 8: Estimated Vehicle Delivery Period

Question	Response
Estimated Vehicle Delivery Period (weeks from the date of order)	

Annex 5: Method Statements and Pricing Schedule

Contract for Up To 40 x Electric Small Vans on Contract Hire With Maintenance

Contract Reference: CCS/17/010

IMPORTANT: Please read the Instructions to Tenderers carefully before completing this document

Sheet 2: Pricing Option 2 (Five (5) Year Contract Term)

Part 1: Vehicle Manufacturer and Model

Question	Response
Vehicle Manufacturer and Model	

Part 2: Manufacturers' Published Vehicle Range on Single Full Charge

Question	Response
Manufacturers' Published Vehicle Range on Single Full Charge (miles)	

Part 3: Service, Repair and Maintenance Agent Proximity

Question	Response
Name, address and postcode of nominated service, repair and maintenance agent	
Normal opening hours of nominated service, repair and maintenance agent	

Part 4: Added Value - Chargepoint Infrastructure

The Council seeks to maximise the advantages of operating electric vehicles. Please set out a statement below providing details of additional tangible and measurable support that will be offered as part of the Contract in relation to chargepoint infrastructure (please limit responses to no more than 350 words).

Part 5: Annual Rental Price **Per Vehicle**

Quantity of Vehicles	Purchase Price Per Vehicle (Excluding VAT)
Up to 10	
Up to 20	
Up to 30	
Up to 40	

Part 6: Hourly Recharge Labour Rate

Question	Response
Hourly Recharge Labour Rate	

Part 7: Percentage Discount on MRP Parts Prices

Question	Response
Percentage Discount on MRP Parts Prices	

*Percentage discount to be fixed firm for five years from the registration date of each vehicle supplied

Part 8: Estimated Vehicle Delivery Period

Question	Response
Estimated Vehicle Delivery Period (weeks from the date of order)	

Annex 5: Method Statements and Pricing Schedule

Contract for Up To 40 x Electric Small Vans on Contract Hire With Maintenance

Contract Reference: CCS/17/010

IMPORTANT: Please read the Instructions to Tenderers carefully before completing this document

Sheet 2: Pricing Option 2 (Five (5) Year Contract Term)

Part 1: Vehicle Manufacturer and Model

Question	Response
Vehicle Manufacturer and Model	

Part 2: Manufacturers' Published Vehicle Range on Single Full Charge

Question	Response
Manufacturers' Published Vehicle Range on Single Full Charge (miles)	

Part 3: Service, Repair and Maintenance Agent Proximity

Question	Response
Name, address and postcode of nominated service, repair and maintenance agent	
Normal opening hours of nominated service, repair and maintenance agent	

Part 4: Added Value - Chargepoint Infrastructure

The Council seeks to maximise the advantages of operating electric vehicles. Please set out a statement below providing details of additional tangible and measurable support that will be offered as part of the Contract in relation to chargepoint infrastructure (please limit responses to no more than 350 words).

Part 5: Annual Rental Price **Per Vehicle**

Quantity of Vehicles	Purchase Price Per Vehicle (Excluding VAT)
Up to 10	
Up to 20	
Up to 30	
Up to 40	

Part 6: Hourly Recharge Labour Rate

Question	Response
Hourly Recharge Labour Rate	

Part 7: Percentage Discount on MRP Parts Prices

Question	Response
Percentage Discount on MRP Parts Prices	

*Percentage discount to be fixed firm for five years from the registration date of each vehicle supplied

Part 8: Estimated Vehicle Delivery Period

Question	Response
Estimated Vehicle Delivery Period (weeks from the date of order)	

Agenda Item 6



Economy & Infrastructure PDC - Work Plan for 2018-2019

Meeting Date	Agenda items and Format
21/06/18	1. Work Plan Discussion.
19/07/18	1. River Corridor – work shop terms of reference. (Director of Place) 2. Wind Street Pedestrianisation. (City Centre Manager)
16/08/18	1. Green Fleet. 2. Transportation Strategy
20/09/18	1. Feedback from site visit to River Corridor. 2. Green Fleet.
18/10/18	1. Green Fleet. 2. Co-operative Housing (Head of Property Services to attend). 3. Wind Street Pedestrianisation – Feedback from Consultation on 14/09/18. (City Centre Manager to attend)
15/11/18	1. Homes as Power Stations (Cabinet Member for Homes and Energy to attend). 2. Green Infrastructure Strategy.
13/12/18	1. Transportation Strategy.
17/01/19	
21/02/19	
21/03/19	
18/04/19	End of Year Report.
To be scheduled	