

# Chichester District Council

CABINET

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## Electric vehicles in the Council Fleet

### 1. Contacts

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### 2. Recommendation

- 2.1. **That the Council purchases electric vans and cars instead of conventionally fuelled vehicles unless there are significant business reasons why this is not appropriate.**

### 3. Background

- 3.1. In 2014 the Council commissioned a 'Plugged in Fleets Initiative' (PIFI) report from the Energy Savings Trust (EST) (See Background Paper 12.1). Using vehicle type and vehicle mileage data provided by the Council, EST assessed the business case for electric vehicles in the Council fleet on a vehicle by vehicle basis. The report concluded that there was a robust financial and operational case for electric vehicles in the Council fleet (see Appendix 11.1).

### 4. Outcomes to be achieved

- 4.1. CDC utilising electric vans is modelled to save money compared to conventionally fuelled vans. It demonstrates CDC's commitment to tackling local air quality issues and provides leadership in utilising new technologies to deliver services. These outcomes contribute to CDC's Corporate Plan objectives to 'Manage our Built and Natural Environments'; encourage sustainable living and to maintain clean, pleasant and safe public places.
- 4.2. Outcomes will be measured through vehicle mileage records and calculating the annual running costs for the vehicles compared to diesel vans. Total polluting emissions avoided by using electric fleet will also be calculated.

### 5. Proposal

- 5.1. Procuring electric vehicles is considered to be an invest-to-save opportunity (compared to purchasing conventionally fuelled vehicles).

- 5.2. Electric vans typically require recharging after 90 miles. As such, electric vans might not be an operationally good fit for vehicles that regularly exceed that distance. Likewise the additional capital cost of purchasing an electric van means that the asset must be worked hard for the lower running costs to be realised. Vehicles with low average daily mileage may not have a strong business case. The business case will be refined as part of the pre-procurement process and in any case seven vehicles are modelled to have a strong business case at this time. These are vans run by Contract Services and the Parking Services Team.
- 5.3. Electric vehicle charging points can be installed at low cost on existing buildings to facilitate an 80% electric vehicle battery recharge within three hours.
- 5.4. CDC will benefit through revenue savings and the use of the vehicles should enhance CDC's image as a progressive authority with strong fiscal management. The Plugged-in Fleets Initiative 100 Electric Vehicle Report (see Background papers) concluded that: 'Over the procurement pattern of 13,500 miles per annum (the CDC small van average) over 7 years (the average age of the CDC vans), the EVs are less expensive to run than the Transit Connect models that currently dominate the light van fleet. The standard Kangoo Z.E (electric vehicle) costs approximately £982 less to run per year over 7 years than a Transit Connect. The larger Kangoo Z.E (electric vehicle) costs £865 less per year to run.'
- 5.5. The vehicles are also calculated by The Plugged-in Fleets Initiative 100 Electric Vehicle Report (see Background papers) to have a lower carbon footprint and states: 'Another factor to consider is the emission and air quality benefits from operating electric vehicles can deliver. The tailpipe emissions of electric vehicles are zero compared to the 4.7 tonnes of carbon that each Transit Connect is likely to produce at 13,500 miles/annum. Even factoring in an equivalent CO<sub>2e</sub> amount to take into account the emissions from generating the electricity at the current mix of power production, each Transit Connect replaced with an EV would lead to a total reduction of approximately 3 tonnes of CO<sub>2</sub> per year.'
- 5.6. The timetable will depend upon the vehicle replacement cycle which is not yet agreed but is likely within the next financial year for both Parking Services and Contract Services. All vehicle procurement at CDC is managed by Contract Services.

## **6. Alternatives that have been considered**

- 6.1. The existing vans in the CDC fleet are diesel fuelled. In some cases the business case for like-for-like diesel vans is less favourable than for electric equivalents.

## **7. Resource and legal implications**

- 7.1. The 25 year Asset Replacement Programme budget makes provision for new vehicles.
- 7.2. CDC Contract Services will carry out the procurement process.

- 7.3. This proposal has no additional staffing requirement above existing resource.
- 7.4. No IT implications are identified in association with this proposal.
- 7.5. The car battery recharging locations require access to an electricity supply between 7 – 22 kW per vehicle. Subject to the detail it is understood that there is adequate capacity in the existing EPH and Depot power supply to facilitate the installation of the necessary charge points.

## 8. Consultation

- 8.1. In working up this proposal the following persons have been consulted:
  - (a) A paper was presented to SLT in June 2015. It was agreed that, at the present time, for all vehicles with an average daily mileage of less than 70 miles the replacement vehicles should be electric.
  - (b) Car Parks services and Contract Services have shared and understood the PIFI business case for this proposal. Likewise they have had test vehicles (Nissan enV200 and a Citroen Berlingo electric) and agreed that the vehicles appear fit for purpose.

## 9. Community impact and corporate risks

- 9.1. The business case for electric vans compared to that for diesel vans is sensitive to a number of factors namely: purchase price of the vehicles, average daily vehicle mileage and the cost of electricity and diesel. Whilst we have confidence in the existing EST calculated business case the analysis carried out in January 2014 will be revisited and refined prior to committing to electric vehicles.
- 9.2. Given the limited range of electric vans then the proposed policy is subject to electric vans' capability fitting their intended use. As such it might be that electric vans initially form part of the CDC fleet.

## 10. Other Implications

	Yes	No
<b>Crime &amp; Disorder:</b>		✓
<b>Climate Change:</b>	✓	
<b>Human Rights and Equality Impact:</b>		✓
<b>Safeguarding:</b>		✓

## 11. Appendices

- 11.1. None

## 12. Background Papers

- 12.1. Energy Saving Trust, Plugged-in Fleets Initiative 100 Electric Vehicle Report, Chichester District Council, January 2014 (PIFI/1314/056)