

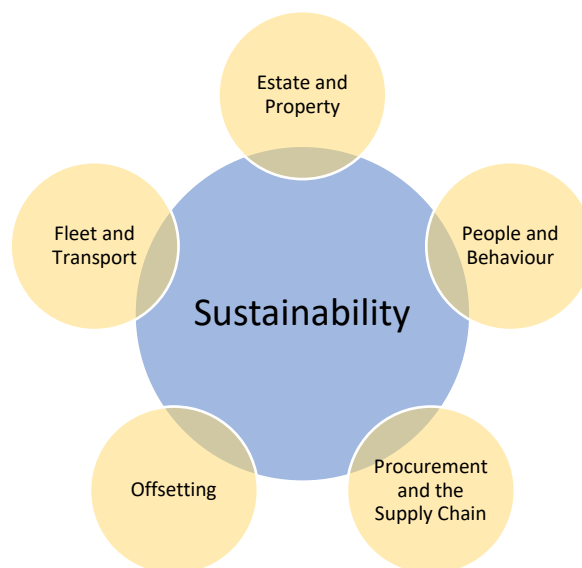


Electric Vehicle Pilot

19 January 2023

Background and Context

- 1.1 At the BCB meeting in May 2022 the Sustainability Strategy for the Constabulary was approved. The Strategy sets out themes that the Constabulary is working to in pursuit of carbon reduction and achieving carbon net zero by 2035. The Strategy is based on 5 themes which are set out in the diagram below.



- 1.2 A transition plan is being developed for each theme which sets out the intended actions to be taken within the theme as part of the Constabulary's journey to net carbon zero. Work has progressed to develop the Fleet and Estates transition plans. Most of the Constabulary's direct carbon emissions are through the built estate and the operation of the fleet. Therefore, these two areas have been the focus of the initial transition plans to begin the move to more reduced carbon arrangements.
- 1.3 The Constabulary has a vehicle fleet of c450 vehicles ranging from admin cars, support vans, to patrol and high response vehicles. The aim is to reduce

carbon emissions from vehicles through ultra-low emission vehicles and the use of other technological developments as they come forward such as hydrogen engines. The fleet transition will be interdependent with all other themes within this Strategy.

- 1.4 Considerations within the fleet transition will include the size of the fleet, types of vehicles, fuel usage and importantly how the Constabulary uses the fleet. To this end a review of the fleet is underway.
- 1.5 Within the Fleet Transition Plan one of the areas of activity is the development and implementation of a pilot to test the Constabulary's approach to adopting electric vehicle (EV) technology.
- 1.6 The remainder of this report sets out the planned approach to the EV pilot which has been discussed and agreed at the Fleet Governance Group.

EV Pilot Approach

- 1.7 Using telematics data converted into a PowerBI database, suitable vehicles to form part of an EV pilot have been identified. The only EVs currently available through our current Chiltern Transport Consortium (CTC) frameworks for procuring vehicles are admin and general usage vehicles. The EV range on these vehicles is currently limited. Therefore, unmarked admin and general use vehicles with relatively low mileage which align to the specification of EVs currently available to the Constabulary will be the basis of the pilot.
- 1.8 Other factors in determining the scope of the pilot have been the geographic location, and the teams that are considered best suited to include in the pilot.
- 1.9 Regarding geographic location, the key consideration has been the ability to install sufficient charge points relatively easily to enable the vehicles to be charged. Copse Court in the north has been identified as the proposed location for the pilot given the size of the car park and the fact that Parkside will in time be relocated to the new Southern Police Station making investment in charging at Parkside less attractive. The electrical supply to the Copse Court site is being assessed to determine what charging can be accommodated and whether there is any upgrade to the electricity supply required.
- 1.10 There are also sufficient teams in the northern geographic hub operating at Copse Court / Thorpewood which meet the EV criteria required for the pilot. There is scope for up to 12 admin and general use EVs to form part of the pilot across:
 - a) Neighbourhood Support Team; and
 - b) CID Volume Crime and Serious Crime Teams.

Financial Impact

- 2.1 The 12 EVs are expected to cost in the region of £25k each giving a total capital cost of £300k. Budget provision for the transition of the fleet is factored into the capital programme, which will be used to purchase the vehicles.
- 2.2 With all vehicles there is an annual charge for maintenance which is a revenue cost. The current recharge cost to CTC of the Corsa EV is £4,548 per annum which would equate to an additional cost of £55k. This cost can be offset by the replacement of the existing admin vehicles that would be replaced. Further analysis is required of the actual vehicles, however if it was assumed that these were all equivalent to a petrol Corsa then the annual recharge to CTC would be around £30k per annum. The difference representing the estimated additional. The disposal of existing vehicles would also generate some income which would offset the capital cost.
- 2.3 There would also be the opportunity to reallocate the existing admin / general use vehicles to other parts of the business if appropriate. However, the default position is to surrender the existing vehicles by replacing with EVs otherwise there would be no beneficial impact on carbon emissions if the vehicles being replaced are simply reallocated.
- 2.4 The other significant cost to the pilot will be the installation of charging infrastructure for the vehicles. There may be two elements to this:
 - 1) The electrical supply to the Copse Court site (confirmed as being sufficient to support the pilot); and
 - 2) The charging equipment.Work is currently underway to assess these two elements. Some capital budget provision is included in the Capital Strategy to meet the estate costs of the sustainability agenda. This will be used to fund the charging requirements.
- 2.5 ICT will be engaged to consider whether any ICT requirements exist in support of the pilot.

Operational Impacts

- 3.1 The pilot, and the broader transition to EV's, provides a opportunity to reset how the fleet is used. Current arrangements typically involve vehicles being assigned to teams / units with limited or no sharing of vehicles. A more efficient and collegiate approach to the use and allocation of the fleet will be considered as part of a fleet review that has been started. The EV pilot provides an early opportunity to test some of the changes in approach that the move to EVs presents such as:
 - Operating vehicles as a pool of vehicles moving away from dedicated vehicles for teams / units, especially where non-response vehicles are used;
 - Changing mindsets of teams, officers and staff to embrace and promote the change in approach; and

- Consider any change in driver training that may be required for EVs as well as the practices and protocols that may need to be put in place.

Intended Outcome

- 4.1 The aim of undertaking a pilot as set out in this report is to test how EVs can be brought onto the fleet and what organisational and operational impacts this may have. Learning will be taken from the pilot from all involved, especially those teams using the vehicles to inform the wider role out of EVs across the fleet and Constabulary.
- 4.2 The pilot will also be used to inform a business case for the wider implementation and timing of the fleet transition.