

# Nottingham City Council Delegated Decision



**Nottingham**  
**City Council**

Reference Number:

3994

Author:

Rasita Chudasama

Department:

Development and Growth

Contact:

Rasita Chudasama

(Job Title: Principal Transport Planner, Email: rasita.chudasama@nottinghamcity.gov.uk, Phone: 01158763938)

Subject:

Wireless electric taxi demonstration

Total Value:

£911,000 (Type: Capital)

Decision Being Taken:

1. To approve the receipt of £761,000 from the Office for Low Emission Vehicles (OLEV) administered by Innovate UK to Nottingham City Council in the delivery of a wireless electric taxi demonstration.
2. To approve the project allocations, delivery and procurement routes as highlighted in Appendix A Table 1, and delegate authority to the Corporate Director for Development and Growth to appoint preferred suppliers and contractors to deliver the programme.
3. To approve the allocation of £150,000 capital funding from the Future Transport Zone as a contribution towards the electric taxi purchase costs.

**Reasons for the Decision(s)**

The Council is a partner in a consortium project that has been successful in securing Innovate UK funding for the Wireless Charging of Electric Taxis (WiCET) project. The project will trial new wireless charging capability in the use with electric taxis in Nottingham in two phases between 2020 and 2022. The project is aiming to test the potential benefits of wireless charging e.g. improving efficiency in charging habits and saving time for drivers who will have the ability to charge whilst they queue in taxi ranks. The Council will also be able to understand the effectiveness of wireless charging for its own fleet charging needs.

The Council is benefitting from £761,000 funding towards the purchase of nine electric taxis (4x LEVC and 5x Dynamo), and contribution towards the vehicle integration and groundworks, staffing and operational costs.

The first phase of the project (during 2020/21) will comprise of the purchase of all nine taxis with up to three taxis (2x LEVC and 1x Dynamo) fitted with the wireless charging software and hardware capability. Charging pads will be installed in Eastcroft Depot as part of a controlled trial for testing. Improvements can then be made ahead of installation into a live taxi rank. Transport Strategy are in talks with Parking, Fleet and Transport Services to identify a suitable location within the Depot where the charging infrastructure could be placed for testing.

The second phase (which will commence 2021/22) will see the introduction of the charging pads into a suitable city centre taxi rank and the remaining six taxis will also be fitted with necessary software and hardware. This second phase will be activated by OLEV/Innovate UK following the successful delivery of the first phase. A separate approval (through delegated decision) will be sought to approve the specific details with respect to the location, traffic management arrangements and installation of the wireless charging equipment into the chosen city centre taxi rank.

The Council is responsible for procuring a number of infrastructure and software to support the project. Appendix A includes the delivery and procurement routes. Activities will be commenced to procure all necessary equipment in the coming year; where relevant the Council will seek to enter into a framework for up to four years for the provision of equipment should the trial be successful and further purchases required to expand operations. The project is entirely funded from external grant funding from OLEV/Innovate UK with a contribution from Future Transport Zone funding to support vehicle purchase costs. At the end of the trial, the vehicles will revert to Council ownership.

The project is being led by Cenex with consortium partners including Shell, Parking Energy Ltd, Coventry University, IHI Europe, Sprint Power Technology Ltd and Transport for London. The project supports the Council's Clean Air Plan, Taxi and Private Hire Strategy and Carbon Neutral 2028 objectives.

**Briefing notes documents:**

Wicet - Procurement Table - 200915 - RC.docx

**Other Options Considered:** Do nothing. This option was rejected as the project has the potential to support the shift to electric taxi use in the local fleet and therefore the Council's strategic aims of clean air and carbon.  
Deliver the project in house. WiCET will examine the commercial feasibility of wireless charging infrastructure for electric taxis. This technology has not been tested or installed anywhere else in the UK. With the involvement of the consortium partners (who will provide the necessary specialist technical expertise to support the project) and the funding (the total project budget for all partners is £3.3m) the project presents low risk to the Council.

**Background Papers:** None

**Published Works:** None

**Affected Wards:** Citywide

**Colleague / Councillor Interests:** None

**Consultations:**  
**Date: 27/01/2020**  
**Other City Council Bodies: Portfolio Holder (Councillor Longford) and Councillors Neal and Webster**  
The project has received Portfolio Holder and Councillor endorsement.

**Date: 15/01/2020**  
**Other: Taxi Trade Meeting**  
The project has received positive support from the existing electric taxi drivers and ULEV taxi trade group.

Those not consulted are not directly affected by the decision.

**Crime and Disorder Implications:** None

**Equality:** EIA not required. Reasons: The first phase of this project has no direct/indirect impact on equality issues. Potential implications presented as part of the live demonstration phase will be considered and an EIA submitted as part of the subsequent DDM.

**Social Value Considerations:** N/A

**Relates to Building Services:**

Yes

**Decision Type:**

Portfolio Holder

**Subject to Call In:**

Yes

**Call In Expiry date:**

01/10/2020

**Advice Sought:**

Legal, Finance, Procurement, Building Services

**Legal Advice:**

This report seeks authority to accept funding from OLEV and to utilise the Future Transport Zone Grant in connection with the wireless electric taxi demonstration project. The City Council must ensure it complies with the grant funding conditions including any restrictions on future use or disposal of any taxis purchased. The proposal for the purchase of the taxis is to utilise existing framework contracts and the City Council must ensure it complies with the terms of the frameworks where it intends to make direct awards. All other procurement activities set out in the attached report must be carried out in accordance with the City Council's financial regulations and its duties in the Public Contracts Regulations 2015. Advice provided by Andrew James (Team Leader Contracts and Commercial) on 15/09/2020.

**Finance Advice:**

As detailed in the body of this report the project costs of £0.911m are to be funded via £0.761m OLEV Grant and £0.150m Future Transport Zone Grant. Following the approval of this decision the capital programme will be amended accordingly.

The Wireless electric taxi project is considered self-funding as the revenue costs identified are in addition to current Council budget but business case assumes the grant is flexible to cover these costs. The project budget breakdown enclosed contains both revenue and capital spend.

At time of the approval the grant conditions in relation to OLEV Grant are to be confirmed so there is a risk that the grant will not be able to be used for revenue expenditure. The project manager is recommended to clarify the grant conditions as soon as possible to identify whether it can be directly or indirectly (via a funding switch) used to support the identified revenue activities. If the grant conditions do not allow allocation to revenue the project will have to be reworked as it cannot put any revenue pressure on the Council.

The project manager and Head of Transport Strategy to ensure that the grant conditions are complied with to reduce the risk of grant clawback and that the project has no adverse revenue impact.

Advice provided by Tom Straw (Senior Accountant - Capital Programmes) on 21/08/2020.

**Building Services Advice:**

Building Services have no issues with the proposals and project Advice provided by Trevor Bone (Property Maintenance Manager) on 19/08/2020.

**Procurement Advice:**

**Procurement colleagues will assist with any tendering exercises that will arise from the development of the project to ensure that any contracts that are let will be fully compliant with Contract Procedure Rules and that are value for money purchases. Advice provided by Paul Ritchie (Lead Procurement Officer) on 17/08/2020.**

**Signatures**

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| <b>Sally Longford (PH for Energy, Environment and Democratic Services)</b> |
| <b>SIGNED and Dated: 24/09/2020</b>  |
| <b>Chris Henning (Corporate Director for Development and Growth)</b>       |
| <b>SIGNED and Dated: 20/09/2020</b>  |

Table 1: Wicet delivery and procurement routes

| Element   | Procurement Approach   | Allocation<br>Phase 1<br>June 2020 – May 2021 |
|---|--|---|
| <b>Purchase of the materials</b>  |  |   |
| Wireless vehicle equipment  | New procurement exercises will be required.  | 0.099   |
| Ground assemblies.  |  | 0.070   |
| Integration materials which will link the taxis to the roadside hardware.   |  | 0.180   |
| Civil and electrical installation materials.  |  | 0.007   |
| Purchase of 1x Dynamo electric taxi – this vehicle is needed as a matter of urgency to support the initiation of vehicle scanning and testing.  | Utilise existing vehicle frameworks to direct award to Dynamo. 75% costs met from Innovate UK and 25% costs met from Future Transport Zones.   | 0.029   |
| Purchase of 2x LEVC Comfort Vista Plus taxis – these vehicles are needed as a matter of urgency   | Procurement exercise to purchase up to five LEVC taxis was carried out in December 2019. It is proposed to utilise this route to market to award funding to Marshall Volvo Nottingham for the additional two LEVC taxis. 75% costs met from Innovate UK and 25% costs met from Future Transport Zones. | 0.076   |
| Purchase of 4x additional Dynamo taxis to expand the trial fleet for the wireless taxi demonstration  | Utilise existing vehicle frameworks (order to be placed via Nissan Westway). 75% costs met from Innovate UK and 25% costs met from Future Transport Zones.   | 0.118   |
| Purchase of 2x additional LEVC Comfort Vista Plus taxis to expand the trial fleet for the wireless taxi demonstration   | Utilise the new ULEV vehicle framework which will be in placed in autumn 2020. 75% costs met from Innovate UK and 25% costs met from Future Transport Zones.   | 0.076   |
| <b>Operational costs</b>  |  |   |
| Costs associated with facilitating the operation/delivery of the scheme. This includes costs to cover engineering support for the converted vehicles, vehicle decals/wraps, servicing, insurance, electricity for recharging the fleet and completing the Traffic Regulation Order. | To be delivered in-house or through existing frameworks.   | 0.043   |

|  |  |              |
|--|--|--------------|
| Installation and groundwork costs  | Civils and electrical connections work for the private pilot and public demonstration will be carried out inhouse. Costs associated with groundworks done by the DNO are also included in this budget. | 0            |
| <b>Programme Coordination</b>  |  |              |
| Recruitment of Transport Planner post + oncosts, associated travel and contribution towards procurement, legal and highways costs. | New recruitment exercise will be carried out through a separate Staffing DDM and costs for existing staff will be covered via internal recharges.  | 0.063        |
| Contribution from Future Transport Zone programme towards 25% of the vehicle costs.  | As above, either through existing or new procurement exercises as required during the project life.  | 0.150        |
| <b>TOTAL</b>   |  | <b>0.911</b> |