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**Title: Low Carbon Vehicle Procurement Support Scheme**

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## **1.0 SUMMARY**

1.1 The Scottish Government launched the Low Carbon Vehicle Procurement Support scheme (LCVPS) in June 2010 as a means of encouraging the development and use of low carbon vehicle technology to help meet targets set out in the Climate Change (Scotland) Act 2009. Argyll and Bute Community Planning Partnership has made two successful grant applications during this time which have assisted in the purchase of a number of hybrid vehicles and the associated charging infrastructure. The purpose of this report is to inform CCP members of our participation in the scheme.

## **2.0 RECOMMENDATIONS**

2.1 It is recommended that, if the Scottish Government decide to extend the scheme for another year, Argyll and Bute Community Planning Partnership should continue to support any grant applications and encourage members to explore further opportunities for introducing low carbon vehicles to their fleets.

## **3.0 BACKGROUND**

### **Scheme Participation 2010/11**

3.1 The Low Carbon Vehicle Procurement Support Scheme, since renamed the Electric Vehicle and Plugged in Places Charging Infrastructure Scheme, provides public bodies with an opportunity to introduce and evaluate low carbon vehicles in a wide range of operating environments and to provide feedback to the Scottish Government on their use and suitability.

3.2 As part of this promotion Transport Scotland offered Argyll and Bute Community Planning Partnership a grant of up to £85,000 to provide subsidy for the purchase of Low Carbon Vehicles and their associated charging/refuelling infrastructure during the financial year 2010-11. The grant was designed to be used to bridge the gap between the costs of an internal combustion engine vehicle and a low carbon alternative.

3.3 The grant funding was available to all member organisations of the Community Planning Partnership, and all were invited to

submit proposals for use of the funding. No funding requests were received from partners other than Argyll and Bute Council.

- 3.4 The opportunity to introduce electric cars was given careful consideration. Analysis of pool car journeys made by employees of Argyll and Bute Council revealed that the average return trip is 120 miles. However, information supplied by vehicle manufacturers and feedback from other Scottish local authorities indicated that electric vehicles have range restrictions of less than 90 miles which makes them more suited to urban environments.
- 3.5 The above analysis assisted in the impact assessment carried out, considering affordability, sustainability and risk, and which resulted in the rejection of electric vehicles, due to range restrictions, in favour of hybrid vehicles.
- 3.6 Arising from this process, the decision was to select Ashwoods, one of the main suppliers of hybrid commercial vehicles, to supply three Transit minibuses and one Transit van. These vehicles do not require plug-in charging as energy is recovered during braking and deceleration events and is stored in a Lithium battery.
- 3.7 These hybrid vehicles drive like standard diesel and petrol vehicles and government tests have shown them to achieve fuel savings of between 15 to 25% as well as reducing CO2 emissions by similar amounts. This is supported from the initial evaluation of performance.
- 3.8 A breakdown of the procurement costs for each of these vehicles is shown in the table below:-

#### **Vehicle Costs – Financial Year 2010/11**

<b>Item</b>	<b>Basic price (£) Paid by Council</b>	<b>Hybrid engine price (£) Paid by Grant</b>	<b>Total Vehicle Price (£)</b>
Ford transit Hybrid Engine Van	15,335.20	11,873.05	27,208.25
Ford Transit Hybrid Engine 17 seat minibus	20,119.00	12,047.55	32,166.55
Ford Transit Hybrid Engine 17 seat minibus	20,119.00	12,047.55	32,166.55
Ford Transit Hybrid Engine 17 seat minibus	20,119.00	12,047.55	32,166.55
<b>TOTALS</b>	<b>75,692.20</b>	<b>48,015.70</b>	<b>123,707.90</b>

## Scheme Participation 2011/12

- 3.9 In 2011/12 the grant scheme shifted its focus from Low Carbon Vehicles in general to Electric Vehicles and their associated charging infrastructure.
- 3.10 Discussions took place with Streetscene managers in Development and Infrastructure Services who were very enthusiastic about introducing a small number of electric utility trucks to replace some of their grounds maintenance vehicles which are approaching the end of their life. These vehicles are predominantly used in and around towns which is ideally suited to electric vehicles.
- 3.11 With the Streetscene requirements in mind further grant applications were made to Transport Scotland and successful awards of £36,000 and £24,000 were allocated towards the costs of electric vehicles and infrastructure respectively.
- 3.12 After carrying out an impact assessment considering sustainability, affordability and risk the Double A Trading Company based in Cupar, Fife was chosen to supply two Goupil G5 utility vehicles. These vehicles use dual mode hybrid technology and have a payload of 600kg. Starting in electric mode, the petrol engine takes over at 25kph and allows a maximum speed of 70kph. For local applications the electric mode offers a range of 80km and a speed of 40kph. Expected delivery date of these vehicles is July 2012 and a breakdown of purchase costs is shown below:-

### Vehicle Costs – Financial Year 2011/12

Item	Basic price (£) <b>Paid by Council</b>	Hybrid engine price (£) <b>Paid by Grant</b>	Total Vehicle Price (£)
Goupil G5 Hybrid Truck	9,999.00	15,951.00	25,950.00
Goupil G5 Hybrid Truck	9,999.00	15,951.00	25,950.00
<b>TOTAL</b>	<b>19,998.00</b>	<b>31,902.00</b>	<b>51,900.00</b>

- 3.13 The Scheme will also cover the full costs of the supply and installation of charging outlets to support the electric vehicles.
- 3.14 Following a tender exercise via the Public Contracts Scotland website the contract for supplying and installing six charging outlets at sites across Argyll and Bute was awarded to Electromotive.
- 3.15 The following Council premise sites were chosen in order to provide a vehicle charging network across Argyll and Bute:-  
Kilmory Nursery, Lochgilphead  
110 High Street, Rothesay  
Mossfield Stadium, Oban

The Roding, Campbeltown  
Hamilton Street Depot, Dunoon  
Blackhill Depot, Helensburgh

- 3.16 The costs for supply and installation of these charging outlets are shown below:-

#### **Infrastructure Costs – Financial Year 2011/12**

<b>Item</b>	<b>Basic price (£)</b>
	<b>Paid by Grant</b>
6 Elektrobay 305 (combi) wall mounted charge points	23,944.00
<b>TOTAL</b>	<b>23,944.00</b>

These charging points form the first installations under the Scottish Plugged in Places (PiP) project and are not intended for public use. However, Transport Scotland has indicated that the next round of grant funding will be targeted at installing charging infrastructure to be made available to the public.

#### **4.0 CONCLUSION**

- 4.1 Argyll and Bute Community Planning Partnership has been demonstrating its commitment to tackling climate change and reducing carbon emissions through its participation in these schemes.
- 4.2 Detailed findings of carbon and cost reductions will be provided to the CPP once the vehicles and charging infrastructure have been operational for a minimum period of six months

#### **5.0 IMPLICATIONS**

- 5.1 Policy – None
- 5.2 Financial - 15% savings to be confirmed
- 5.3 Legal – None
- 5.4 HR – None
- 5.5 Equalities – None
- 5.6 Risk – None

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16 May 2012

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