

## **Cabinet**

**10 March 2026**

### **Gateway 1 Report: Supply, Installation, Maintenance and Operation of on-Street EV Charging Infrastructure**

Portfolio Holder: Councillor Alex Paterson, Portfolio Holder for Community Safety, Highways and Enforcement

Report from: Adam Bryan, Director Place

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#### Procurement Overview

Total Contract Value (estimated): £2,000,000 - £30,000,000

Regulated Procurement: Yes

Proposed Contract Term: 15 years + 1 year extension

#### Tender Process Overview

Process Proposed: Open Tender

Intention to Guarantee Inflationary Uplift: No – Set cost

Parent Company Guarantee/PB Required: Yes

### Summary

This report seeks approval to commence the procurement process for the Supply, Installation, Maintenance and Operation of On-Street Electric Vehicle Charging Infrastructure.

The project will enable the Council to increase access to public charging for residents without off-street parking, support the transition to electric vehicles improving local air quality and will contribute towards the Council's climate change and carbon reduction objectives. The Cabinet is asked to agree the procurement timetable and procedure, as set out in paragraph 6.2.4.3.

#### 1. Recommendations

- 1.1. The Cabinet is asked to agree to pursue the procurement for the Supply, Installation, Maintenance and Operation of On-Street EV charging Infrastructure, as per the preferred option 4 identified in paragraph 6.2.4.

## 2. Suggested reasons for decisions

- 2.1. Officers recommend approval to commence the procurement of the Supply, Installation, Maintenance and Operation of On-Street Electric Vehicle (EV) Charging Infrastructure in order to support the delivery of Medway Council's climate change and air quality objectives.
- 2.2. The provision of publicly accessible EV charging infrastructure is a key enabler in supporting the transition away from petrol and diesel vehicles, particularly for residents without access to off-street parking. Commencing this procurement will assist the Council in meeting its responsibilities as Highway Authority, contribute to improvements in local air quality, and support the delivery of Medway's wider climate change commitments.
- 2.3. The proposed commercial approach allows the Council to facilitate the delivery of EV charging infrastructure without the need for significant capital investment other than the £2.14m LEVI Grant awarded to us, transferring the majority of financial, operational and maintenance risk to the successful operator. A long-term contract term reflects the scale of investment required by the market and is necessary to secure sustainable delivery, ongoing maintenance and service resilience.
- 2.4. An Open Procedure is recommended to ensure transparency, fairness and value for money, while encouraging maximum market competition in line with the Public Contracts Regulations 2015. This approach is considered proportionate for the scale, longevity and strategic importance of the project.
- 2.5. The proposed approach is to require a single form of contractual security, either a Parent Company Guarantee or a Performance Bond, rather than mandating both. This approach is based on proportionality and informed by market engagement, including review by the Energy Saving Trust, which advised that requiring both a Performance Bond and Parent Company Guarantee in addition to one another could act as a barrier to competition within the specialist on-street EV charging market.
- 2.6. The contract adopts a supplier-funded, concession-style model under which the appointed operator will be responsible for capital investment, operation and maintenance of the charging infrastructure. The Council does not provide a guaranteed revenue stream and is not exposed to material direct financial loss. Accordingly, a single, appropriate form of security is considered sufficient to protect the Council's interests.
- 2.7. Approval at Gateway 1 will enable officers to progress this strategically important project in a timely manner, manage identified risks effectively, and establish a scalable model that can support future expansion across other Council-owned land and assets, subject to further approvals.

### 3. Budget & Policy Framework

- 3.1. The proposed procurement complies with the Council's budget and policy framework.
- 3.2. Medway Council has been awarded £2.14m of external funding through the Local Electric Vehicle Infrastructure (LEVI) Fund to support the delivery of on-street EV charging infrastructure. This funding is intended to enable the Council to develop and accelerate the delivery of a publicly accessible charging network and supports the recommendation to progress this procurement.
- 3.3. The project is being developed using a commercially funded delivery model, whereby the supply, installation, operation and ongoing maintenance of the infrastructure will be undertaken by the successful operator. This approach minimises the requirement for direct capital investment by the Council and ensures that most of the financial and operational risk sits with the provider.
- 3.4. The LEVI funding will be used in accordance with grant conditions to support programme development, procurement, site viability and delivery where required. The project therefore does not create unapproved pressure on the Council's capital or revenue budgets at this stage.
- 3.5. The proposal aligns with the Council's policy framework, including objectives relating to:
  - Climate change mitigation and carbon reduction.
  - Sustainable transport and decarbonisation.
  - Air quality improvement.
  - Place-based and highways management priorities.
- 3.6. Any future proposals that involve additional Council funding or expansion to other Council assets, such as car parks or Council buildings, will be subject to separate approval in line with the Council's financial and governance procedures.
- 3.7. While the project is not considered exempt or urgent in procedural terms, there is a clear strategic and operational need to commence the procurement at this time.
- 3.8. The award of £2.14m LEVI funding places an expectation on the Council to demonstrate progress towards delivery, including the establishment of appropriate contractual and commercial arrangements. Delaying commencement of the procurement may place delivery milestone and funding condition at risk.
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arrangements. Delaying commencement of the procurement may place delivery milestones and funding conditions at risk.

3.10. In addition, demand for EV charging infrastructure across Medway continues to increase. Progressing the procurement at this stage will enable the Council to:

- Leverage the LEVI funding effectively.
- Secure market interest while commercial funding models remain viable.
- Coordinate delivery with highways programmes and electricity network planning.
- Retain strategic control over the location and quality of on-street charging provision.

3.11. Failure to proceed in a timely manner could result in:

- Reduced flexibility in delivering the LEVI programme.
- Increased pressure from unmanaged or ad-hoc charging requests.
- Missed opportunities to support air quality and climate objectives.

3.12. Approval at Gateway 1 will therefore enable officers to progress the procurement in a managed, compliant and timely manner.

## 4. Background Information and Procurement Deliverables

### 4.1. Background Information

4.1.1. This procurement relates to the supply, installation, maintenance and operation of on-street electric vehicle (EV) charging infrastructure across Medway.

4.1.2. The provision of on-street EV charging is required to support the growing number of electric vehicles, particularly for residents without access to off-street parking. As Highway Authority, the Council has a key role in enabling a coordinated and safe approach to the delivery of charging infrastructure within the public highway.

4.1.3. The proposed contract will appoint a specialist charge point operator responsible for the design, installation, operation and ongoing maintenance of the charging infrastructure for the duration of the contract. This will ensure a consistent, high-quality charging network that meets highways standards and customer expectations.

4.1.4. The procurement will deliver publicly accessible on-street EV charging infrastructure, support the Council's climate change and air quality objectives, and provide a scalable model that can be expanded to additional locations or Council-owned assets, subject to further approvals.

## 4.2. Procurement Deliverables

4.2.1. As part of the successful delivery of this procurement requirement, the following procurement project outputs / outcomes within the table below have been identified as key and will be monitored as part of the procurement project delivery process.

Outputs / Outcomes	How will success be measured?	Who will measure success of outputs/ outcomes	When will success be measured?
Approved and compliant tender documentation	Tender documentation approved by Procurement, Legal and Client Service and published in accordance with regulations	Client Lead	Prior to tender publication
Competitive and compliant tender process	Receipt of compliant bids within timescale and in line with the approved procurement route	Procurement Team	At tender close
Appointment of a suitable EV Charge Point Operator	Contract awarded to a financially robust and technically competent provider in line with evaluation criteria	Client Lead with Procurement	At contract award
Established contract and governance arrangements	Signed contract in place, mobilisation plan agreed and governance arrangements established	Client Lead	Contract Mobilisation stage
Alignment with Highways and policy requirements	Specification and proposed delivery approach aligns with highway standards and	Highway Service	During tender evaluation and Mobilisation

	Council policy objectives		
Scaleable delivery model	Contract model allows for future expansion to additional locations or Council assets	Client Lead	At contract award and during mobilisation
Funding compliance	Procurement and delivery arrangements meet LEVI funding conditions and reporting requirements	Client Lead with Finance	Throughout procurement and mobilisation

#### 4.3. Parent Company Guarantee/Performance Bond Required

4.3.1. A form of contractual security is considered necessary to provide appropriate assurance over the delivery and ongoing operation of this long-term contract. Therefore we will seek either a Parent Company Guarantee or a Performance Bond, as part of the tendering activity.

### 5. Procurement Dependencies and Obligations

#### 5.1. Project Dependency

5.1.1. This procurement is not dependent on any other live procurement project for its approval or commencement and can be progressed on a standalone basis. However, delivery of the on-street EV charging infrastructure is operationally linked to a number of wider Council functions and external considerations, including:

- The Council's highways and traffic management programmes.
- Electricity distribution network capacity and connection agreements.
- Wider transport decarbonisation and climate change initiatives
- The Council's Local Electric Vehicle Infrastructure (LEVI) funded programme.

These dependencies do not prevent the procurement from proceeding but will require ongoing coordination to ensure effective and timely delivery.

5.1.2. While this procurement is being progressed as a standalone contract for on-street EV charging infrastructure, there are

potential synergies with other current and future Council programmes, particularly those relating to:

- EV charging provision within Council car parks.
- EV infrastructure at Council-owned or operational buildings.
- Future transport or energy-related initiatives.

At this stage, it is considered appropriate to procure the on-street EV charging infrastructure as a discrete contract, recognising the specific highways, legal and operational requirements associated with on-street delivery.

5.1.3. The proposed contract has been intentionally designed to be scalable and flexible, enabling future alignment or expansion where appropriate. Opportunities to align contract terms, or consider a broader multi-site procurement approach will be explored as part of contract management and at future review points, subject to performance and further governance approvals.

5.1.4. This approach allows the Council to progress delivery at pace while retaining the option to develop a more integrated or consolidated procurement model in the future.

## 5.2. Statutory/Legal Obligations

5.2.1. The project is not required to fulfil a specific statutory duty. However, it supports the Council in meeting its responsibilities as Highway Authority, its duties under air quality legislation, and its obligations under the Equality Act 2010. The procurement will be carried out in compliance with the Public Contracts Regulations 2015.

## 5.3. Procurement Project Management

5.3.1. The management of this procurement process will be the responsibility of the Category Management team.

## 5.4. Post Procurement Contract Management

5.4.1. The management of any subsequent contract will be the responsibility of the Head of Highways.

5.4.2. To ensure that the requirements of the contract are met and remain continuously fulfilled following contract award, the following Key Performance Indicators (KPIs) will be included within the tender documentation and will form part of the contractual performance management framework.

These KPIs support the delivery of the project outcomes outlined in paragraph 4.2.1.

<b>Title</b>	<b>Short Description</b>	<b>%/measurement criteria</b>
Charger Availability/Uptime	Measures the operational availability of charge points to ensure the network remains usable and reliable for customers	Minimum 98% uptime per charge point, measured monthly
Fault Response and Repair Times	Measures the operator's responsiveness in addressing reported faults and outages	95% of faults responded to within 24 hours and resolved within agreed timescales
Health, Safety and Highways Compliance	Ensures all installation and maintenance activities comply with highways, health and safety and statutory requirements	100% compliance with no unresolved safety breaches
Customer Experience	Measures customer satisfaction with usability, reliability and support services	Minimum 80% satisfaction rating (or equivalent performance measure)
Reporting and Performance Management	Ensures timely and accurate provision of performance, usage and compliance data	100% on-time submission of contractual reports

5.4.3. The KPIs as denoted within paragraph 6.5.2 will be monitored on a quarterly basis. Those not performing will be reported to the next available RCE DMT meeting for discussion and agreed remedial action.

## 6. Market Conditions and Procurement Approach

### 6.1. Market Conditions

6.1.1. The market for on-street electric vehicle (EV) charging infrastructure in the UK is established, mature and competitive, with a range of experienced national charge point operators actively delivering large-scale on-street networks for local authorities.

6.1.2. There is a healthy level of competition, including both specialist on-street providers and larger multi-sector operators, which supports the use of an open procurement procedure and provides confidence that the Council will attract viable and competitive bids.

6.1.3. The market has been significantly strengthened by Government policy and funding interventions, including the Local Electric

Vehicle Infrastructure (LEVI) Fund, which is specifically designed to accelerate the roll-out of on-street charging for residents without off-street parking. LEVI has helped to standardise commercial models, contracting approaches and market expectations, reducing delivery risk for local authorities.

- 6.1.4. The regulatory environment is now well defined following the introduction of the Public Charge Point Regulations 2023, which set clear consumer and reliability standards for public charging infrastructure. These regulations have raised service quality expectations across the market and provide additional assurance to the Council regarding operational performance.
- 6.1.5. While demand for EV charging continues to increase, key market risks are well understood and manageable. These primarily relate to electricity network capacity and connection timescales, which are routinely addressed by established operators and will be managed through tender evaluation and contract mobilisation.
- 6.1.6. Overall, market conditions are considered favourable, with sufficient capability, capacity and competition to enable a successful procurement and long-term delivery of a high-quality on-street EV charging network within Medway.

## 6.2. Procurement Options

- 6.2.1. The following is a detailed list of options considered and analysed for this report:
- 6.2.2. **Option 1 – Do nothing:** Under this option, the Council would not progress any procurement for on-street EV charging infrastructure and would continue with the existing limited provision.

This option is not considered appropriate as demand for on-street EV charging across Medway is increasing, particularly from residents without access to off-street parking. Failing to act would limit the Council's ability to manage the location, quality and safety of charging infrastructure on the public highway. This option would also undermine progress against the Council's climate change, air quality and transport objectives and would place the Council at risk of losing the benefits associated with the £2.14m LEVI funding award, including the opportunity to leverage external investment.

- 6.2.3. **Option 2 – Utilise a framework or existing contract to meet this need:** Relevant frameworks exist that can support elements of EV charging infrastructure delivery; however, they are not considered the most suitable route for this project. Frameworks often focus on the supply and installation of infrastructure rather than the long-term concession-style model required for a supplier-funded on-street charging network.

In addition, progressing via a framework may limit commercial flexibility, site-specific solutions and competitive tension. An open market approach is also more closely aligned with LEVI expectations and supports securing the most appropriate long-term delivery partner.

- 6.2.4. **Option 4 – Competitive procurement:** This option involves undertaking a competitive procurement to appoint a charge point operator for the supply, installation, maintenance and operation of on-street EV charging infrastructure.

A competitive procurement allows the Council to maximise market competition, secure best value and an appropriate commercial model, test market appetite and innovation and appoint a financially robust and technically competent operator

This approach provides flexibility to establish a scalable, long-term contractual arrangement that can respond to changing demand and future expansion opportunities.

- 6.2.4.1. Open (single stage) Procedure: Given the maturity of the EV charging market and the availability of established commercial models, an Open Procedure is considered appropriate and proportionate. It is a transparent and straightforward process that encourages wide market participation which is proportionate for a competitive market and widely understood by suppliers and internal teams.

- 6.2.4.2. Competitive Flexible (multi-stage) Procedure: While this procedure was considered, it is not considered necessary for this procurement given the defined requirement and established market solutions.

- 6.2.4.3. Subject to approval, it is proposed Option 4 - Competitive Procurement using an open procedure is designed as follows:

Procurement stage	Purpose/detail	Deadline
Issue tender documents	Advertise the opportunity to the market and publish the Invitation to Tender in accordance with regulatory requirements	16 March 2026
Deadline of expressions of interest to be shortlisted to 5	The market is relatively competitive, but as the Council may wish to engage in dialogue at a later stage, the number of shortlisted suppliers needs to be made manageable yet remain competitive.	8 June 2026

Procurement stage	Purpose/detail	Deadline
Issue Invitation to Tender documents to the 5 shortlisted suppliers	Engage with the 5 shortlisted suppliers to start work on their technical submission and pricing	15 June 2026
Review of tender responses	To evaluate the tender responses prior to negotiation – fail any responses that fall under the pre-disclosed quality threshold	13 July 2026
Dialogue with remaining suppliers	Dialogue with suppliers to discuss and commercialise the proposals to ensure they are fit for purpose and fully meet the needs of the Council. Stage to not disclose proposals between bidders but refine submissions to support both parties.	20 July 2026
Issuance of final tender doc	Allow the suppliers to finalise their proposal based on dialogue and to submit their final pricing	27 July 2026
Evaluation of final bids	To identify a winning bidder prior to seeking approval to award.	7 August 2026

6.2.5. **Option 5** – Other delivery options were considered, including direct Council-funded delivery, limited pilot-scale or grant-only deployment, and an ad-hoc or multi-operator permissions model. These approaches were discounted as they would either require significant capital investment and ongoing operational resource from the Council, lack scalability and long-term sustainability, or reduce strategic control over the location, quality and consistency of infrastructure on the public highway. In comparison, a single competitive procurement enables a coordinated, scalable and value-for-money solution while transferring the majority of financial and operational risk to the charge point operator.

### 6.3. Contractual synergies

6.3.1. The Council currently operates EV charge points within council car parks under an existing arrangement. Performance concerns have been identified, and it is therefore proposed that this procurement provides the opportunity to consolidate EV charging infrastructure under a single operator, subject to contractual and legal processes.

#### 6.4. Advice and analysis

6.4.1. **Officers recommend Option 4 – Competitive Procurement using an Open (single-stage) Procedure** as the preferred approach for delivering the on-street electric vehicle charging network. This option is considered proportionate and appropriate given the maturity and competitiveness of the EV charging market, the availability of established commercial models, and the clearly defined service requirements. An Open Procedure will maximise transparency and market participation, secure best value and a robust long-term commercial arrangement and enable timely delivery of the LEVI-funded programme. It also supports the Council's objective to consolidate EV charging provision under a single, scalable contractual arrangement, improving performance management and operational consistency while transferring the majority of financial and operational risk to the charge point operator.

6.4.2. It is recommended that the contract length be a 15 year term with the option to extend for one year by mutual agreement.

#### 6.5. Evaluation Criteria

6.5.1 The proposed 60% Quality / 40% Price evaluation split outlined in section 6.5.2 directly reflects the award criteria set out in the Instructions to Interested Parties, specifically Section 8 – Tender Evaluation Suitability and Award Criteria.

6.5.2. This structure emphasises service quality, operational competence and deliverability over the long contract term, while retaining a significant commercial weighting to ensure value for money and competitive market tension.

6.5.3. Whilst not finalised at this stage, officers propose to evaluate bidders against the following quality criteria within the tender. The final criteria and wording will be confirmed within the Invitation to Tender documentation.

#	Question	Weighting (%)	Purpose
1	Solution – Site Selection and charging specification	20%	To assess the bidder's proposed technical solution, including approach to site identification, charger specification, accessibility and compliance with highways requirements
2	Delivery – Programme governance and delivery assurance	15%	To assess the bidder's ability to mobilise and deliver the charging network safely, efficiently and within agreed timescales

#	Question	Weighting (%)	Purpose
3	Operation – Operational delivery and resource management	15%	To assess the bidder's approach to ongoing operation, maintenance, fault response, customer support and performance management
4	Social Value	10%	To assess the bidder's commitment to delivering social value outcomes aligned with the Council's priorities through the life of the contract

## 7. Risk Management

7.1. The following table identifies the key risks associated with the proposed procurement and outlines the mitigation measures that will be put in place to manage these risks effectively.

Risk	Description	Action to avoid or mitigate risk	Risk rating
Market interest and competition	Limited or insufficient market interest could reduce competition and value for money	Use of an open procedure to encourage wide market participation; market maturity and LEVI support expected to attract multiple bidders	B/II
Electricity network capacity	Insufficient grid capacity or long connection times could delay installation and rollout	Requirement for bidders to demonstrate experience of DNO engagement and grid planning; phased rollout and early feasibility assessments	B/II
Performance and service quality	Risk that the appointed operator does not deliver consistent performance or service availability	Comprehensive specification, quality-weighted evaluation (60%), KPIs, performance monitoring and	C/II

Risk	Description	Action to avoid or mitigate risk	Risk rating
		contractual remedies	
Transition from existing provider	Risk associated with transferring existing EV chargepoints in Council car parks from the current provider to the new operator	Transition planning built into mobilisation requirements; legal oversight; continuity of service requirements	B/III
Highways and public realm impacts	Improper siting or installation could affect parking provision, accessibility or highway safety	Highways approval process, design standards, stakeholder engagement and clear installation protocols	C/II
LEVI Funding conditions	Failure to meet LEVI funding requirements could impact funding or project timelines	Procurement and contract aligned to LEVI guidance; reporting and governance arrangements in place; oversight by client lead	C/II
Reputational and political sensitivity	Public concern regarding loss of parking or location of chargers may generate complaints	Clear siting strategy, engagement with Ward Members where appropriate and managed communications	C/III

For risk rating, please refer to the following table:

Likelihood	Impact:
A Very likely B Likely C Unlikely D Rare	I Catastrophic II Major III Moderate IV Minor

## 8. Consultation

- 8.1. Proportionate consultation has been undertaken to inform the proposed procurement approach.
- 8.2. Internal consultation has taken place with Procurement, Legal, Finance, Highways and Transport, Corporate Property and Parking, and through the Climate Change Working Group, to ensure alignment with operational, financial, legal and climate objectives.
- 8.3. Early supplier engagement and review of LEVI guidance and wider local authority best practice have informed the proposed commercial and procurement approach.
- 8.4. Ongoing engagement has also taken place with OZEV and the LEVI Support Body, including review of the proposed route to market.
- 8.5. Final contract documentation and commercial offers will be subject to OZEV/Department for Transport review and approval prior to contract award, in accordance with LEVI funding requirements.
- 8.6. In addition, the Council has hosted a public webpage inviting residents to suggest locations for EV charging infrastructure, helping officers to understand areas of local demand and inform future site identification. This engagement did not commit the Council to specific locations.
- 8.7. At this stage no formal public consultation has been undertaken, as this report seeks approval to commence procurement rather than approval of specific sites. Local member and resident engagement will be undertaken at appropriate stages during delivery where on-street installations are proposed.

## 9. Service Implications

### 9.1. Financial Implications

- 9.1.1. The recommendations in this report relate to the commencement of a procurement exercise for the supply, installation, maintenance and operation of on-street electric vehicle (EV) charging infrastructure. The estimated total contract value over the proposed 15-year term is between £2m and £30m; however, this represents commercial investment by the appointed charge point operator, rather than direct expenditure by the Council.
- 9.1.2. The Council has been awarded £2.14m of external capital funding through the Local Electric Vehicle Infrastructure (LEVI) Fund, which will be used in accordance with grant conditions to support programme development, procurement activities, site viability and delivery where required. This funding has already been approved and does not place additional pressure on the Council's capital programme.

- 9.1.3. The proposed procurement adopts a supplier-funded concession-style model, whereby the successful operator will be responsible for the majority of capital costs, ongoing operational expenditure and maintenance of the charging infrastructure for the duration of the contract. This approach significantly limits the Council's direct financial exposure and transfers the majority of financial, operational and delivery risk to the operator.
- 9.1.4. Based on the proposed commercial model, there are no additional unapproved capital or revenue costs arising from the recommendations in this report. Any limited revenue implications for officer time associated with contract management and programme oversight will be met from the LEVI Capability Funding.
- 9.1.5. Should future phases of the programme require additional Council funding, or if expansion to other Council-owned assets (such as car parks or buildings) is proposed with financial implications, these will be subject to separate reports and approvals in line with the Council's financial regulations.

## 9.2. Legal Implications

- 9.2.1. This procurement activity will be above works and concession services threshold and therefore a tender notice will be required.
- 9.2.2. The procedure gives a high degree of confidence that the Council's primary objectives for procurement are met, as required by Rule 2.2 of the Council's Contract Procedure Rules ("the CPRs").
- 9.2.3. Under the Council's Contract Procedure Rules, the procurement is a Process 3 procurement (Rule 18), and the process set out in this report meets the requirements for such procurements. The procurement was advertised on the Kent Business Portal, in compliance with rule 18.4 of the CPRs.
- 9.2.4. Medway Council has the power under the Local Government (Contracts) Act 1997 and the Localism Act 2011 to enter into contracts in connection with the performance of its functions.
- 9.2.5. The process described in this report complies with the Procurement Act 2023 and Medway Council's Contract Procedure Rules.
- 9.2.6. This report has been presented as a high risk / key decision procurement, and therefore the Monitoring Officer, in consultation with the Procurement Board will therefore set the risk and reporting stages for the remainder of the procurement process.

## 9.3. TUPE Implications

9.3.1. Officers have considered the application of TUPE. Although LEVI Capability Funded officers are supporting the programme, they remain Council employees and will not transfer to the Contractor. TUPE does not apply and no employees will be affected.

#### 9.4. Procurement Implications

9.4.1. As per the Contract Procedure Rules: 'All requirements above £25,000.00 must be advertised on the Kent Business Portal and over £25,000.00 on governments Contracts Finder.

9.4.2. The FTS threshold value for works and concession services (£5.19M inclusive of VAT), which this project is clearly going to be above. Therefore, Category Management have agreed with the service area in light of the market conditions, that an Open Process would be the best option.

#### 9.5. ICT Implications

9.5.1. Not Applicable

#### 9.6. Climate Change implications

9.6.1. The proposed procurement has positive climate change implications.

9.6.2. The delivery of on-street electric vehicle (EV) charging infrastructure will support the uptake of electric vehicles, particularly for residents without access to off-street parking and contribute to the reduction of transport-related carbon emissions. Transport is a significant source of local emissions and improving access to public charging infrastructure is a key enabler in supporting the transition away from petrol and diesel vehicles.

9.6.3. The procurement itself does not give rise to any significant negative climate change impacts, and opportunities to support energy efficiency and decarbonisation will be addressed through the contract specification and performance management arrangements.

### 10. Social, Economic & Environmental Considerations

10.1. In line with Medway Council's Social Value Policy, officers will include the following standard outcomes and measures (the units have also been included for illustrative purposes) within the tender. Whilst there will be no commitment for bidders to deliver against every line, the

accumulative value provided by each bidder will be scored and form part of the price evaluation score.

- 10.2. The Social Value commitment from the winning bidder will be transposed into contractual KPIs.

<b>Outcomes</b>	<b>Measures</b>	<b>Standard Units</b>
More local people in employment	No. of local direct employees (FTE) hired or retained (for re-tendered contracts) on contract for one year or the whole duration of the contract, whichever is shorter	No. people FTE
More local people in employment	Percentage of local employees (FTE) on contract	%
Improved skills	No. of staff hours spent on local school and college visits e.g. delivering careers talks, curriculum support, literacy support, safety talks (including preparation time)	No. staff hours
Improved skills	No. of weeks of apprenticeships on the contract that have either been completed during the year, or that will be supported by the organisation until completion in the following years - Level 2,3, or 4+	No. weeks
More opportunities for local MSMEs and VCSEs	Total amount (£) spent in LOCAL supply chain through the contract	£
More opportunities for local MSMEs and VCSEs	Meet the buyer' events held to highlight local supply chain opportunities	£ invested including staff time
Social Value embedded in the supply chain	Percentage of contracts with the supply chain on which Social Value commitments, measurement and monitoring are required	%
Creating a healthier community	Initiatives taken or supported to engage people in health interventions (e.g. stop smoking, obesity, alcoholism, drugs, etc.) or wellbeing initiatives in the community, including physical activities for adults and children	£ invested including staff time

Carbon emissions are reduced	Savings in CO2 emissions on contract achieved through de-carbonisation (specify how these are to be achieved)	Tonnes CO2e
Sustainable Procurement is promoted	Percentage of procurement contracts that includes sustainable procurement commitments or other relevant requirements and certifications (e.g. to use local produce, reduce food waste, and keep resources in circulation longer.)	% of contracts
Social innovation to create local skills and employment	Innovative measures to promote local skills and employment to be delivered on the contract - these could be e.g. co-designed with stakeholders or communities, or aiming at delivering benefits while minimising carbon footprint from initiatives, etc.	£ invested - including staff time and materials, equipment or other resources

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### Appendices

None

### Background Papers

None