

Cabinet

4 August 2026

Gateway 3: Supply, Installation, Maintenance and Operation of on-Street EV Charging Infrastructure

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

Report from: Adam Bryan, Director Place

Author: Alex Constantinides, Strategic Head of Public Realm

Procurement Overview

Total Contract Value (est):	£2,000,000 - £30,000,000
Project Budget:	£2,140,000
FTS reference number:	2026/S 000-021694
Contract Term:	180 months + 12 months

Summary

This report seeks permission to award the procurement for the Supply, Installation, Maintenance and Operation of an on-street EV Charging Infrastructure Contract.

1. Recommendation

- 1.1 The Cabinet is asked to agree to award the contract to the supplier named in 3.2 of Exempt Appendix 1, as they have been evaluated as the most economically advantageous against the Council's award criteria as per the evaluation spreadsheet contained within 3.1 of the Exempt Appendix.

2. Suggested reasons for decision

- 2.1. The procurement process has been undertaken in accordance with the route approved at Gateway 1 and in compliance with Medway Council's Contract Procedure Rules.
- 2.2 The winning Charge Point Operator achieved the highest overall tender score following evaluation of quality and commercial submissions and demonstrated the strongest combination of technical capability, delivery methodology, operational approach, value for money, social value commitments and contract deliverability.

2.3 Award of the contract will enable the Council to:

- Deliver the objectives of the LEVI funded programme.
- Increase the availability of publicly accessible EV charging infrastructure across Medway.
- Support residents without access to off-street parking.
- Contribute towards air quality improvement and decarbonisation objectives.
- Transfer the majority of financial, operational and maintenance risks to the appointed operator.
- Establish a scalable long-term solution capable of supporting future growth in EV demand.

3. Background Information

3.1. Budget & Policy Framework

3.1.1. The proposed award complies with the Council's budget and policy framework and supports strategic objectives relating to:

- Climate change mitigation and carbon reduction.
- Air quality improvement.
- Sustainable transport.
- Highway network management.
- Delivery of the Council's LEVI funding programme.

3.1.2. The procurement has been undertaken using the supplier-funded commercial model approved at Gateway 1. Under this model, the appointed operator is responsible for the investment, installation, operation and maintenance of the charging infrastructure, thereby minimising financial exposure to the Council.

3.1.3. The LEVI funding award will continue to be utilised in accordance with grant conditions to support programme delivery.

3.2. Background Information and Procurement Deliverables

3.1.1 This procurement relates to the appointment of a charge point operator to supply, install, maintain and operate publicly accessible on-street EV charging infrastructure throughout Medway.

3.1.2 The contract will provide the framework for delivery of an extensive charging network to support the growing adoption of electric vehicles.

3.1.3 The contract award will deliver:

- A strategic long-term EV charging partner.
- Installation and operation of publicly accessible charge points.
- Ongoing maintenance and customer support services.

- Performance monitoring through contractual KPIs.
- A scalable delivery model capable of supporting future expansion.
- Compliance with LEVI programme requirements.

3.3. Parent Company Guarantee/Performance Bond Required

- 3.3.1 As approved within the Gateway 1 report, the Council required bidders to provide either a Parent Company Guarantee or Performance Bond.
- 3.3.2 The winning bidder has satisfied the Council's contractual security requirements and will provide the agreed form of contractual security prior to contract execution.

3.4. Local Government Reorganisation

- 3.4.1. It is believed the recommendations are in the best interest of the new authority and do not undermine the anticipated benefits nor have an adverse financial risk as the procurement supports the delivery of the Council's LEVI-funded EV charging programme and secures a long-term strategic partner for the supply, installation, maintenance and operation of publicly accessible on-street EV charging infrastructure.
- 3.4.2. The contract is delivered through a supplier-funded concession model, with the successful contractor responsible for the majority of investment, operational and maintenance costs, thereby minimising the Council's financial exposure.
- 3.4.3. Awarding the contract at this stage enables the Council to meet LEVI funding objectives, deliver increased charging provision across Medway, support residents without off-street parking, and achieve decarbonisation and air quality improvement goals while mitigating the risk of delay to programme delivery and potential funding non-compliance.

4. Procurement Process

4.1. Procurement Process Undertaken

- 4.1.1. Approval to commence procurement was obtained through Gateway 1 and Cabinet approval.
- 4.1.2. The procurement was advertised through the Kent Business Portal and all relevant procurement platforms in accordance with legislative and Council requirements.
- 4.1.3. The procurement was undertaken using an Open Procedure in accordance with the strategy approved at Gateway 1. Tender documents were issued to the market and compliant responses received within the specified tender period.

4.1.4. Following tender submission, an evaluation panel comprising representatives from relevant Council services assessed submissions against the published evaluation criteria. Moderation meetings were undertaken to agree final consensus scores.

4.1.5. The procurement concluded that the winning bidder achieved the highest overall score and was identified as the Most Economically Advantageous Tender.

4.2. Evaluation Criteria Used

4.2.1. The tender evaluation criteria is shown in the table below:

Evaluation Area	Weighting
Solution – Site Selection and Charging Specification	20%
Delivery – Programme Governance and Delivery Assurance	15%
Operation – Operational Delivery and Resource Management	15%
Social Value	10%
Price	40%

4.3. Contract Management

4.3.1. Contract management will be the responsibility of the Head of Highways.

4.3.2. It is proposed that the below table is used for the purpose of further reporting.

Contract Start Date	Initial Contract End Date	Extension Period in months	Reprocure Period in months	Project Extension Review (GW4) Date	End of project review (GW4) Date
01/09/2026	31/08/2041	12	12	01/04/2041	31/05/2041

For the above table, it is assumed that the:

- Extension period must be greater than the reprocure period.
- Project Extension date (if applicable) gives officers sufficient time to reprocure the service should the extension not be granted.
- End of Project date mandates officers present a contract management report to board prior to starting a new procurement process.

5. Risk Management

5.1 Key risks associated with the project include delays to infrastructure delivery, electricity network constraints, contractor performance, public concerns regarding charger locations, and compliance with LEVI funding requirements.

Appropriate mitigation measures have been identified and will be monitored throughout the project to minimise the likelihood and impact of these risks and support successful delivery of the programme.

Risk	Description	Action to avoid or mitigate risk	Risk rating
Delivery Delays	Infrastructure delivery may be delayed due to supply chain or utility constraints	Mobilisation plan, programme monitoring and regular review meetings	B2
Electricity network constraints	Grid connection constraints may affect installation timescales	Early DNO engagement and phased delivery programme	B2
Contract performance	Provider fails to meet service expectations	KPIs, Performance monitoring and contractual remedies included in contract	C2
Public acceptance	Concerns regarding charger siting and parking impacts	Stakeholder engagement and clear communication strategy	C3
LEVI funding compliance	Failure to meet programme requirements could affect funding	Dedicated programme governance and monitoring framework	C2

For risk rating, please refer to the following table:

Likelihood	Impact:
A Very likely B Likely C Unlikely D Rare	1 Critical 2 Major 3 Moderate 4 Minor

6. Service Implications

6.1. Financial Implications

6.1.1 The procurement has concluded in accordance with the supplier-funded concession-style delivery model approved at Gateway 1.

6.1.2 The successful contractor will be responsible for funding, supplying, installing, operating and maintaining the charging infrastructure throughout the contract term.

- 6.1.3 The Council has secured £2.14m of LEVI grant funding. The commercial evaluation was based on all bidders utilising the full LEVI allocation, and the recommended bid can be delivered within this approved funding envelope. No additional capital or revenue contribution from the Council is required. The Energy Saving Trust has confirmed that there is currently no spend deadline associated with the LEVI grant allocation; however, the Council will remain subject to quarterly monitoring and reporting requirements until 2030.
- 6.1.4 The contract is structured as a concession arrangement and is therefore expected to generate income for the Council during the contract term. At this stage, the level of income is uncertain and cannot be quantified, as it will be driven by future utilisation of the charging network and associated revenues.
- 6.1.5 The final financial analysis and awarded commercial position are detailed within the Exempt Appendix.

6.2. Legal Implications

- 6.2.1. This procurement activity was above the FTS threshold and therefore an FTS notice was required.
- 6.2.2. 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").
- 6.2.3. 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.
- 6.2.4. 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.
- 6.2.5. The process described in this report complies with the Public Contracts Regulations 2015 and Medway Council's Contract Procedure Rules.
- 6.2.6. This report has been presented as a Process 3 medium 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 for Gateway 4.

6.3. TUPE Implications

6.3.1 TUPE does not apply to this contract. No employees will transfer to the successful contractor.

6.4. Procurement Implications

6.4.1. As per the Contract Procedural Rules this requirement was advised on the Kent Business Portal and on the governments Find A Tender portal.

6.4.2. The activity generated a good deal of interest resulting in 8 fully compliant bids being received which have been evaluated in accordance with the published methodology.

6.5. ICT Implications

6.5.1. None applicable.

6.6. Climate Change implications

6.6.1 The contract will make a positive contribution towards the Council's climate change objectives by supporting increased uptake of electric vehicles and reducing reliance on petrol and diesel vehicles.

6.6.2 Improved access to charging infrastructure will assist residents in transitioning to low-emission transport and contribute towards reductions in transport-related carbon emissions across Medway.

Service Lead Officer Contact

Name:	Karen Tamsett
Title:	Head of Highways
Department:	Front Line Services
Extension:	331525
Email:	karen.tamsett@medway.gov.uk

Appendices

Exempt Appendix – Financial analysis

Background Papers

None