

OFFICER DECISION RECORD (ODR2)


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Date of Decision	28 July 2025
Decision Taker (including Job Title)	Tom Moody (Director of Transport & Infrastructure)
Specific Delegation	<p>Delegation from Highways and Transport Committee, "Electric Vehicle Charging Strategy", 20th July 2023</p> <p>3. Delegate authority to the Director of Transport and Infrastructure to spend the money when received and make all necessary arrangements to:</p> <p>a. Launch procurement activities for a strategic EV infrastructure investment and delivery partner/s for programmes such as the On-street Residential Charge points Scheme (ORCS) and the Local Electric Vehicle Infrastructure Fund (LEVI).</p> <p>b. Award contract/s to invest in, deliver, operate, and maintain publicly available charge points.</p> <p>c. Call off the contract/s for future phases of charge point delivery.</p> <p>Meeting Minutes</p>
Brief Description of Decision	<p>To appoint a Charge Point Operator (CPO) to the Contract For The Provision Of On-Street And Off-Street Electric Vehicle Chargers And Associated Services.</p> <p>The contract is to provide chargepoints at a minimum of 180 locations across the borough. This is a concession contract part funded by a grant of £2,172,000 of Local Electric Vehicle Infrastructure Grant funding awarded to the Council by the Office for Zero Emission Vehicles for this project. £2,132,000 will be used for the concession contract with the remaining £40,000 to be used for a trial of</p>

	cross-footway cable channels to enable residential charging where no off-street parking is available..
Reasons for the Decision and alternatives considered	<p>In total, nine bids were received for this procurement opportunity.</p> <p>The successful supplier was assessed alongside the other bids to consider best value and was awarded the highest overall score. It was therefore evaluated to provide the most economically advantageous offer.</p>
Member consultation and interests declared	A member update was provided on 21 September 2023 to confirm that an application for LEVI funding would be submitted. Further verbal updates have been provided periodically to Highways Committee ensuring the committee is kept informed on the progress of procurement.
Significant Decision	YES
Legal Implications	<p>I approve and endorse this ODR on the following basis:</p> <ul style="list-style-type: none"> • It complies with the Council's constitution; • is entered into further to the appropriate delegation from committee; • the award of contract is procurement compliant; the tender went out on 17 February 2025 therefore the tender process fell to governed by the Public Contract Regulations 2015 as opposed to the provisions of the Procurement Act 2023 and this is in order; • in terms of "Best Value" considerations, (namely the legal duty in the Local Government Act 1999 that requires councils to make arrangements to continuously improve the way in which its functions are exercised and to have regard to a combination of economy, efficiency and effectiveness); it is noted that the preferred bidder was rated the most economically advantageous offer as noted above. <p>Adrian Leslie - Lawyer Contracts & Procurement Team 23/07/25</p> <p>adrian.Leslie@cheshireeast.gov.uk</p>
Financial Implications	There is a capital project within the existing Capital Programme, CAP-10586, that this decision aligns

	<p>with. There is a maximum budget of £2,172K and the decision is within that figure. The funding is provided through external grant and no Council funding is envisaged to be utilised on this project as the successful bidder has indicated that they have the required funding to inject into the contract alongside the grant.</p> <p>Finance was involved in the procurement which will see a £2,132K grant be utilised by the successful bidder to install a network of charging stations at various locations across Cheshire East.</p> <p>The bidder will operate the charging points on a commercial basis dealing with all aspects of the planning, supply, installation, operating and maintenance of the charging points.</p> <p>Other than the grant there should be no further capital costs for the Authority to incur for the duration of the contract. The Authority will cover the internal costs of making TROs from an allocation in the LTP capital grant allocation and the internal costs associated with any leases from the LEVI Capability Fund. Funds from both these budgets are already set aside for this purpose. The contract requires the bidder to share revenue with the Authority so the contract should derive an income in the future.</p> <p>The bidder has been establishing itself in the UK market and has won a number of other Local Authority contracts with an average length of 10 to 15 years. As such there is not a long term history or trend that can be relied upon. The bidder is reliant upon overseas external funding and is currently undertaking a further funding round with existing funders and others. D&B searches indicated a moderate risk of corporate failure. This represents a change to the position noted in 2024 when it was deemed to be low to moderate. D&B's own rating system has scored this as a 3, Higher than average risk, up from a 2, Lower than average risk, 12 months ago. Whilst this is not a reason to not award it does highlight the potential vulnerability of a relatively new company and the contract will need to be managed accordingly.</p> <p>Aaron Lecroy, Principal Accountant, 24 July 2025</p>
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Confidential/Exempt Information	
Background Papers	Not applicable

Signed 

Tom Moody
Director of Transport & Infrastructure

Dated 28 July 2025