**DN458711 – Prior Information Notice (PIN) Text**

You are invited to attend a workshop to discuss the potential opportunity to become a Chargepoint Operator at what will be the UK’s largest public EV Superhub at Redbridge P&R, Oxford.

This prior information notice serves to alert the marketplace to this potential opportunity and for OCC to engage with the market to gather information to shape the proposed route to market. This early strategic level engagement will help scope the proposed approach.

Electric vehicles (EVs) have a key role in decarbonising the transport sector in Oxford and their uptake needs to be supported through adequate provision of charging infrastructure.

Energy Superhub Oxford (ESO) is a £10m Innovate R&D Demonstrator grant funded project. The City Council is a lead partner alongside 5 other partners, including Pivot Power (PP), Habitat Energy, RedT, Oxford University & Kensa. The funding timeframe is April 2019-March 2022.

The project focus is to provide sufficient electrical capacity to enable adoption of EV’s, providing a major support to the City’s target for improving Air Quality & achieving Zero Carbon emissions by 2030.

The project is currently in the final stages of design with a tight timescale for completion, commissioning and having a target for the cable to go in November 2020.

This PIN is focused on:

1. Creation of the largest public Electric Vehicle (EV) charging hub in the UK with an initial 50 charging points to support the increasing uptake of EVs. Successful completion of the Superhub will be a high profile achievement with national publicity.

There will be two forms of EV charging bays at the Superhub:

AC/Fast charging (estimated 30 bays) – for Park and Ride users who want to plug in and charge their electric vehicle whilst visiting Oxford.

DC/Rapid charging (estimated 20 bays) – for destination charging – short stay.

The electrical capacity needed for the charging is being provided through the project, via a private wire from Pivot Power, a partner on the ESO project. The private wire installation is part funded by Innovate grant funding, but requires additional investment from connection fees, based on capacity provided.

All suppliers will need to enter into HoT agreements with Pivot power as part of a pre-qualification process to be considered for this opportunity.

OCC and Pivot Power are inviting commercial charge point operators, with an outstanding reputation for providing successful charging point installation and operation to exchange views on how they would deliver the following electric vehicle chargepoints in Oxford.

There is the potential for this procurement to be split into the following lots and one supplier could potentially service all lots:

Lot 1 - Rapid 1 - 10 x DC chargers – (min 150kW chargers– min initial 2MW connection agreement)

Lot 2 - Rapid 2 - 10 x DC chargers – (min 150 kW chargers – min initial 2MW connection agreement)

Lot 3 - Fast - 30 x AC chargers – (no more than 49kW chargers)

Oxford City Council (OCC) will lead this procurement, following a concession model on its land.

OCC is particularly keen to explore different solutions and ownership models; with a view to understanding the impact that injection of limited capital funding can have on cost of charging to the public, revenue return/shared with OCC and expansion opportunities. The private wire has been designed and is being installed to accommodate expansion in excess of the initial MW connections.

Some Options for Ownership Models:

Asset Owner

-Land OCC

-Transformer & Switchgear CPO or OCC

-Cable to Charge Points CPO or OCC

-Chargepoint hardware,

installation, operation etc. CPO

OCC invites you to a market engagement workshop to discuss the plans for EV charging infrastructure, the intended approach, the levels of excellence required (uptime, customer service support etc), the locations available within the park and ride, timeframe for delivery, integration with existing car parking systems, enforcement of dwell times, costs of charging to the public, other facilities, opportunities for further expansion at this location and another site at the other eastern side of the cable route.

There will also be an opportunity to meet the City Council’s trading company (Oxford Direct Services) at the end of the session to explore whether any partnership working is possible.

The aim of this workshop is to promote collaboration and to explore the potential challenges and opportunities for EV charging in partnership between the public and private sector.

The workshop will be held at the Main Hall in Oxford City Council’s Town Hall on Friday 31st January. Please find the address below.

Oxford Town Hall,

St Aldates

Oxford

OX1 1BX

We will be hosting 1 workshop on the day, 11.00-13.00 for all CPO’s.

**Please respond using the project messaging facility (by no later than 29th January 2020) to confirm your interest to attend a session stating your attendees. There will be an opportunity for 1 to 1 sessions on the day and we will confirm the time and length of each session dependent on the level of interest.**

This prior information notice (PIN) serves to inform the market of workshops relating to potential development of rapid & fast electric vehicle (EV) charging infrastructure at Redbridge, being held in Oxford on Friday 31st January 2020.

Based on energy capacity, Redbridge Park and Ride requires an energy and chargepoint infrastructure that ensures compatibility with new and future technology. The new Energy Superhub will be the largest Superhub in the UK supporting a varied choice and number of chargepoints.

5.1. The infrastructure is a long term requirement and therefore must be able to meet the requirements of new and future technology.

5.2. The Rapid chargepoints will require a minimum initial 2MW connection with Pivot Power who are providing electrical capacity to the Superhub.

5.3. Consideration for future expansion should be included in any returned tenders

5.4 As the cable route is grant funded there is a need to provide KPI information to Innovate. The types of information required will be outlined in the full tender document.

5.5. The chargepoints or bays used for EV charging must be able to generate a revenue stream for the City Council.

5.6. A service and maintenance agreement that ensures that there is 24 hour 365 day cover must be available. The chargepoints must maintain maximum uptime (% to be agreed)

5.7. A 24 hour, 365 day customer services team to deal with:

5.7.1. Hardware and software issues (including lock/unlocking, resetting, updating etc)

5.7.2. Payment Issues:

5.7.3. Multi-lingual to cater for a diverse community within Oxford as well as overseas tourists that hire a vehicle.

5.8. All chargepoints must cater for the maximum number of electric or hybrid car types on the market (past, present and future).

5.8.1. Rapid DC (50kW – 350kW) – transient visitors – ensure that sufficient choice of “pumps” is available to cater for legacy/current and new/coming to market vehicles

5.8.2. Fast AC charging (3kW - 22kW) – Users of the Park & Ride with average dwell times of over 4 hours

5.10. Payment

5.10.1. All points require interoperable payment methods as per the Autonomous Electric Vehicle (AEV) Bill and the Alternative Fuel Infrastructure (AFI) Regulation.

5.10.2. To reduce management costs we are considering software that can be either incorporated into the existing parking payment method or new application for chargepoint usage, parking and the use of the bus with the ability to split out the costs for reporting and financial allocation of payments.

5.10.3. The cost for using the chargepoints to the public, must be in line with market rates/affordable.

5.11. The Redbridge Park & Ride is likely to have its main building upgraded as part of the Superhub initiative so that there are amenities for transient chargers and users of the Park & Ride services