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Planning

Alternatively Fuelled Fleet Strategy

London and Quadrant Housing Trust

F01: Prior information notice

Prior information only

Notice identifier: 2023/S 000-020573

Procurement identifier (OCID): ocds-h6vhtk-03e2c9

Published 18 July 2023, 9:15am

Section I: Contracting authority

I.1) Name and addresses

London and Quadrant Housing Trust

29 – 35 West Ham Lane

Stratford

E15 4PH

Contact

Procurement

Email

groupprocurement@lqgroup.org.uk

Country

United Kingdom

NUTS code

UKI41 - Hackney and Newham

National registration number

30441R

Internet address(es)

Main address

<https://www.lqgroup.org.uk/>

Buyer's address

<https://www.in-tendhost.co.uk/lqsupplychainmanagement.aspx/Home>

I.3) Communication

Additional information can be obtained from the above-mentioned address

I.4) Type of the contracting authority

Body governed by public law

I.5) Main activity

Housing and community amenities

Section II: Object

II.1) Scope of the procurement

II.1.1) Title

Alternatively Fuelled Fleet Strategy

II.1.2) Main CPV code

- 73000000 - Research and development services and related consultancy services

II.1.3) Type of contract

Services

II.1.4) Short description

L&Q wishes to engage with the market for feedback on solutions to deliver (i) a strategy to transition the L&Q fleet to a range of alternatively fuelled vehicles (AFV); and (ii) creation of a strategy for the installation, maintenance and operation of its existing and new charging points. L&Q is seeking to engage with the market for feedback on plans to undertake an independent and comprehensive review of the current vehicle fleet, charging infrastructure, and usage to determine what alternative modes of zero-emission transport are viable options. Once suitable modes of zero-emission transport have been identified, a detailed road map for transition and continued sustainable operation may be required. Feedback from the market on anticipated timescales for delivery of the above, costings, data and information access will help to develop L&Q's understanding of how it might approach this area of work.

II.1.6) Information about lots

This contract is divided into lots: No

II.2) Description

II.2.3) Place of performance

NUTS codes

- UKI41 - Hackney and Newham

II.2.4) Description of the procurement

L&Q has approximately 400 vehicles in its current fleet and a vast charging point infrastructure across its estates. • L&Q Vehicle Fleet The current Fleet of all I.C.E vehicles

are operated by Direct Maintenance, Caretaking, Fire Safety (passive works) and Corporate Facilities teams delivering a wide range of trades to our residents. These vehicles are operated across London, South East of England and Greater Manchester. These vehicles will need to take a range of loads and cover numerous short journeys as well as travel longer commutes. • Charging Infrastructure L&Q have in excess of 600 charging points across its estates in London, South East and the North West which include a mix of active and passive units. L&Q wishes to engage with the market for feedback on solutions to deliver, (i) a strategy to transition the L&Q fleet to a range of alternatively fuelled vehicles (AFV); and (ii) creation of a strategy for the installation, maintenance and operation of its existing and new charging points. L&Q is seeking to engage with the market for feedback on plans to undertake an independent and comprehensive review of the current vehicle fleet, charging infrastructure, and usage to determine what alternative modes of zero-emission transport are viable options. Once suitable modes of zero-emission transport have been identified, a detailed road map for transition and continued sustainable operation may be required. Feedback from the market on anticipated timescales for delivery of the above, costings, data and information access will help to develop L&Q's understanding of how it might approach this area of work. Organisations that may be able to deliver these services on behalf of L&Q, either in full or in part, are invited to respond to this notice by email to Robin Jeffery (RJeffery@lqgroup.org.uk). No later than 14:00 on 08 August 2023. L&Q will host a webinar for interested parties on 15 August 2023 via a Teams Meeting and may offer an in-person meeting hosted on the same date and at the same time in our office at West Ham Lane, Stratford, London, E15 4PH, the time of the meeting is to be confirmed by email invitation. Attendance will be limited to two persons either in-person or remotely online. Please confirm names and contact details of attendees to Robin Jeffery using the above email address. The meeting will be recorded (audio and video) and may be distributed to parties unable to attend the event and may be included as part of a future tender activity. L&Q reserves the right to amend what is set out in the engagement. Any procurement process that may be conducted subsequently to this engagement will only be in accordance with the procurement documents that are published. Participation or non-participation in this engagement shall not prevent any supplier participating in a potential future procurement, nor is it intended that any information supplied as part of the engagement shall place any supplier at an advantage in a potential procurement process. Participants will not be prejudiced by any response or failure to respond to the engagement, failure to attend any follow up activities and webinars that may be arranged at the absolute discretion of L&Q. Participation in this engagement will be at each organisation's own cost. No expense in responding to this engagement will be reimbursed by L&Q.

II.3) Estimated date of publication of contract notice

18 July 2023

Section IV. Procedure

IV.1) Description

IV.1.8) Information about the Government Procurement Agreement (GPA)

The procurement is covered by the Government Procurement Agreement: Yes

Section VI. Complementary information

VI.3) Additional information

Legislation will ban the sale of new petrol and diesel cars and vans from 2030 with some hybrid vehicles continuing to be sold until 2035. Our scope 1 fleet emissions are circa 5% of L&Q's total carbon emissions (21/22 1906 tCO₂e). We have committed to reduce emissions from scopes 1 and 2 by 20% by 2024 and to be net zero by 2050 in line with government targets. Although 5% is a small proportion and time frames do not allow for any improvements by our 2024 target, we have direct control over emissions from our commercial fleet and therefore should be proactive in reducing these. The transition to an electric or AFV fleet will be complex, and as such every opportunity to pilot our approach and develop our understanding and learning to ensure we deliver value for money and best practice should be sought. The fleet renewal cycle will allow several opportunities over the coming years for the trial of and eventual introduction of AFV. The Energy Saving Trust has been engaged to provide a current fleet review. If L&Q appoints a consultant as a result of a tender activity relating to this area of work, then the results of this review will be available to the appointed consultant as a baseline of data that can use to establish the beginnings of the roadmap for improvement. It is anticipated that in developing a specification the following may be included,

- 1 Review of current fleet usage
 - 1.1 Mileage and usage pattern.
 - 1.2 Identify alternatives to light commercial vehicles (e.g. hybrid bicycles, public transport, or mopeds/e-bikes) to be integrated into the fleet to reduce vehicle numbers whilst improving service.
 - 1.3 Establish if the vehicles are being utilised most efficiently for direct swap to AFV.
 - 1.4 Identify and grade vehicles suitable for transition with recommendations on replacement options and operational cycles.
- 2 Charge management
 - 2.1 Establish clear advice on charging (if required) methodology and suitable providers. This will include recommendations on the use of home charging, depot charging and on-street charging. Clear thought given to business continuity planning.
 - 2.2 Operational review to understand the best mix of home/depot and street charging to ensure maximum vehicle uptime with minimal disruption.
- 3 Charging approach
 - 3.1 Home Charging (if recommended)
 - 3.1.1 Survey of operators to establish desire and ability to home charge.
 - 3.1.2 Suitable providers of hardware for home charging infrastructure.
 - 3.1.3 Necessary software requirements for backroom functions including driver reimbursement and matching charging events with payment events.
 - 3.1.4 Tax implications.
 - 3.1.5 Starters/leavers/replacement vehicle processes.
 - 3.1.6 Home Charging policy.
 - 3.1.7

Necessary investment costs to deliver. 3.2 Depot Charging (If recommended)3.2.1 Requirement for Depot charging.3.2.2 Ideal locations for depot(s) given L&Q's geographical spread.3.2.3 Practicality of depot setups given fleet size and usage demands (e.g., number of chargers, power levels, spaces required).3.2.4 Recommendations for suppliers and required infrastructure.3.2.5 Foreseeable challenges.3.2.6 Necessary investment costs to deliver3.3 On-street Charging/Destination Charging (if recommended)3.3.1 Suitability of on-street destination charging.3.3.2 Comprehensive review of existing supply network on L&Q estates and properties and if these can be utilised and/or expanded for commercial use.3.3.3 Recommended suppliers of payment solutions.4 Operational considerations4.1 How AFV's can be introduced with minimal disruption to current business operations. 4.2 Changes to policies.4.3 Future proofing for technological advances and growth or shrinkage of vehicle numbers. 4.4 Provision of re-sell, recycling, disposal of vehicles and redundancy plan.