

LONDON BOROUGH OF HAMMERSMITH & FULHAM

Report to: Leader of the Council

Date: December 2022

Subject: Roll out of Electric Vehicle Charge Points (EVCPs)

Report of: Cabinet Member for the Environment – Councillor Wesley Harcourt

Report author: Ian Hawthorn – Assistant Director Environment Special Projects and Highways

Responsible Director: Sharon Lea – Strategic Director of Environment

SUMMARY

Vehicle emissions are one of the biggest contributors to carbon production across the borough. As such, the Council is striving to encourage the switch to electric vehicles as far as possible by aiming to have the most electric vehicle (EV) charge points in London before the end of 2021/22 (increasing from 732 to 2,000 charge points). This is vital to achieving the Council's target of net zero carbon by 2030.

This report recommends the installation of 1,268 new electric vehicle charging points across the borough by 31 March 2022 at a maximum total cost of £2.7m. It is expected that these capital works will be fully funded by external grant funding, however confirmation of this grant funding is not expected until the end of December 2021. To allow the installation work to begin with immediate effect, the Council intends to progress the scheme in advance of the grant confirmation and in the event grant funding is not received or insufficient alternative funding sources will need to be identified.

RECOMMENDATIONS

1. To approve a capital budget of £2.7m to be funded from expected external grant funding and if grant funding is not received or insufficient, to delegate final decision on funding to the Director of Finance in consultation with the Cabinet Member for Finance and Commercial Services.
2. To approve the installation of 1,268 new electric vehicle charge points across the borough by 31 March 2022 using the Council's existing term contract with FM Conway.

Wards Affected: All

Our Values	Summary of how this report aligns to
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	the H&F Values
Building shared prosperity	More and more residents and businesses are converting to electric vehicles. As such more EV chargepoints are required to accommodate the transition and facilitate prosperous businesses in the borough.
Creating a compassionate council	Promotion of EV chargepoints infrastructure assists in improving the air quality and reduces the carbon footprint of the borough.
Doing things with local residents, not to them	Residents have approached the Council demanding more EV chargepoints so installing extra chargepoints will address the residents' requests.
Being ruthlessly financially efficient	Converting lamp columns to EV chargepoints utilises the existing assets to not only cause less interruption and inconvenience but provide value with significantly efficient financial means of adding value.
Taking pride in H&F	With focus to have the most EV chargepoint in London.
Rising to the challenge of the climate and ecological emergency	Installing extra EV Charge points meets the requirements of the council's net zero target and addresses challenges of the climate change emergency.

Financial Impact

Funding of up to £2.7m is required to fund the additional 1,268 charge points (£2,130 per charge point).

An application for £3.8m of external funding has been submitted to the Office for Zero Emissions (OZEV) to fund the installation of 2,500 electric vehicle charging points across the borough. The Council are expecting to be notified of the outcome of this application by the end of December 2021.

As the capital works to install the 1,268 new charging points are required in advance of confirmation of the grant, if this is not awarded or insufficient to cover the proposed works the report proposes that the final decision of funding is delegated to the Director of Finance in consultation with the Cabinet Member for Finance and Commercial Services. Potential funding sources that will be considered include available parking reserve balances, developer contributions, capital receipts or borrowing. Should borrowing be required this will have a revenue cost of c5% pa of the unfunded capital balance, which would be a maximum of £135,000 per annum which would need to be factored into the Medium-Term Financial Strategy. Maintenance of the units will be down to the suppliers whilst column maintenance will be delivered using existing budgets.

Legal Implications

The Council has power to procure these works as part of its functions as a traffic authority.

The Council has in place a term service contract with FM Conway made under a framework agreement which was originally let by RBKC and in which LBHF was a participating body. Since this work is covered within the term service contract there is no requirement for a new procurement process.

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Background Papers Used in Preparing This Report

None

DETAILED ANALYSIS

Proposals and Analysis of Options

1. In order to achieve the Council's target of net zero carbon by 2030, transforming the vehicular mode of transport to Electric Vehicles is essential. Significant businesses and residents have converted to electric vehicles. As the borough is highly urban, with very limited options for off street parking and off-street charge points. Lamp column EV on street charge points is key to encouraging, businesses and residents to switch to electric vehicles.
2. This report recommends the installation of 1,268 new electric vehicle charging points across the borough by 31 March 2022 at a maximum total cost of £2.7m. It is expected that these capital works will be fully funded by external grant funding. Confirmation of this grant funding is not expected until the end of December 2021.

Options for provision of EV Chargepoints

3. Do nothing is not an option as measures need to be put in place to promote switching to electric vehicles.
4. Installing bollards and specific EV charge cabinets – the amount of work involved to install charge point bollards and cabinets are intrusive and very costly, so this is not a feasible option.
5. Converting the lamp columns to EV charge points – conversion of lamp columns to fix EV charge point to the lamp column has been rolled out which is less intrusive as no excavation of the highway is required, lamp columns are accessible from parking bays so converting more lamp columns to add charge points would be the most feasible and practical option.
6. A list of 4000 lamp columns that would be suitable for conversion has been identified from which the most suitable 1,500 lamp columns at this stage have been earmarked for conversion to EV charge points subject to the site survey. The scheme will not negatively impact the provision of future cycle schemes nor accessibility along pavements for pedestrians because the charging access points are facing into the road and will be in already established parking bays.
7. In order to meet the target date of end of March 2022, an urgent decision is required to enable us to raise and order for the parts which have a long lead time for delivery. The council's term contractor FM Conway have been engaged to discuss the initial requirements and are ready to place the orders for the parts and has the resources to complete the works by end of March 2022.

Reasons for Decision

8. Reducing vehicle emissions is vital to achieving the Council's net zero carbon target by 2030. A decision is required to allow the installation works to commence in advance of confirmation of the external grant funding as supplies of the unit are in high demand with other councils and an advanced orders is vital to delivering the EV charge points to keep us on track to meet the climate change challenge in good time.

Equality Implications

9. There are no expected equality implications because of the recommendations in this report.

Risk Management Implications

10. The report recommends using the Council's existing contract with FM Conway which includes the installation of 1,500 EV charge points. The proposed works will support the Council's commitment to achieving its net zero target and addressing the challenges of the climate change emergency.

- 11 The recommendations are being made in advance of the grant application being determined because there is a long lead time for hardware particularly given the current supply chain issues and electronic equipment shortage. If grant funding is not received, the cost of the works would be covered by alternative funding sources.
12. From an insurance perspective there is a need for a detailed operational risk assessment to be completed due to concerns raised elsewhere about the potential risks associated with running charging cables across roads or along pavements. Officers should ensure that detailed operational risk assessments are undertaken and that clear instructions are provided to users about safe and effective usage of the charging points installed.

Implications verified/completed by: David Hughes, Director of Audit, Fraud, Risk and Insurance, tel: 07401 553 648

Climate and Ecological Emergency Implications

13. Vehicle emissions are one of the biggest contributors to carbon production across the borough. As such, the Council is striving to encourage the switch to electric vehicles as far as possible by aiming to have the most electric vehicle charge points in London before the end of 2021/22 (increasing from 732 to 2,000 charge points). This is vital to achieving the Council's target of net zero carbon by 2030.
14. Currently lack of EV charge point is a barrier for converting to electric vehicles so provisions for more electric vehicle charge points will promote and incentivise vehicle owners to change from polluting vehicles to cleaner modes of transport that have significantly less carbon footprint.

Implications verified by: Hinesh Mehta – Strategic Lead - Climate Emergency Tel 07960 470125

Procurement implications

15. No procurement implications as the works are to be implemented by Council's Term Contractor FM Conway.

Consultation

16. The climate change and Ecology team has been consulting with both external and internal stakeholders about the need to deliver smart travel and the green infrastructure to encourage carbon reduction and net zero environment. There have been a number of events held by the team to highlight the benefits of converting to electric vehicles and the need to provide infrastructure to promote and support electric vehicle use.

LIST OF APPENDICES

None