

## REVIEW BY THE PUBLIC SAFETY AND TRANSPORT SELECT COMMITTEE: *ELECTRIC VEHICLES, EV INFRASTRUCTURE AND FUTURE POLICY DEVELOPMENT FOR THE BOROUGH*

<b>Cabinet Member(s)</b>	Councillor John Riley Councillor Eddie Lavery
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Public Safety and Transport Cabinet Member for Environment, Housing and Regeneration
<b>Officer Contact(s)</b>	Steve Clarke, Democratic Services
<b>Papers with report</b>	Final review report

### HEADLINES

<b>Summary</b>	To receive the final report detailing the major review conducted by the Public Safety and Transport Select Committee which considered Electric Vehicles (EV), EV infrastructure and future policy direction for the Borough. The review makes recommendations for Cabinet to consider.
<b>Putting our Residents First</b>	This report supports the following Council objectives of: <i>Our People and Our Built Environment</i> .
<b>Financial Cost</b>	There are no direct financial costs arising from the initial recommendations with potential future investment subject to development of an appropriate business case and funding strategy.
<b>Relevant Select Committee</b>	Public Safety and Transport Select Committee
<b>Relevant Ward(s)</b>	All

### RECOMMENDATIONS

That Cabinet welcomes the Committee's report and recommendations which seek to both support and provide further strategic direction on the Council's aims to assist in the Borough's transition from Internal Combustion Engine (ICE) Vehicles to Electric Vehicles (EV). Furthermore, that Cabinet welcomes the Committee's support for its recent decision to implement a robust and scalable EV charging infrastructure in the Borough, commencing initially in Council owned car parks.

## **SELECT COMMITTEE RECOMMENDATIONS**

### **Short-Term Recommendations (for implementation in the next 6 – 12 months)**

- 1) That Cabinet seek to increase the transparency of information available on the Council's website relating to EV charging infrastructure projects and installations to residents.
- 2) That Cabinet seek to improve levels of engagement with residents through a mechanism to express their interest in local EV charging provision.
- 3) That Cabinet note the objectives of the Council's Strategic Climate Action Plan, with reference to sustainable transportation and the development of an EV charging action plan that will commit to increasing the availability of EV charge points across the Borough.
- 4) That a report be prepared for the relevant Select Committee on an annual basis regarding the implementation of the new EV charge point contract, usage and monitoring data from those newly installed charge points where possible, and the development of EV Infrastructure across the Borough as it progresses.

### **Medium-Term Recommendations**

- 5) That Cabinet consider the merits of a more proactive enforcement effort to ensure developers make available suitable EV charging provision in their developments to fulfil their planning obligations.
- 6) That Cabinet explore the viability of a policy to ensure equitable use of on-street residential charge points and incorporate EV considerations into the design of future Parking Management Schemes, in advance of any future decision on the feasibility of introducing on-street EV charging points.
- 7) In support of the Council's Strategic Climate Action Plan, that Cabinet endorses plans to replace all diesel-powered vehicles 3.5T and smaller within the Council's fleet with EVs before 2030.

### **Longer-Term Recommendations**

- 8) That Cabinet concurs with the Committee's findings that, whilst the Council is not wholly responsible at this time for directly providing EV infrastructure or the necessary utilities that support it, with such a societal paradigm shift, the Council should play a leading 'enabling' role to ensure that the Borough is working cooperatively with partners and is well prepared for the growing EV demand and the resultant technological, infrastructure and behavioural changes arising.
- 9) That Cabinet considers the Select Committee's long-term horizon findings from its review and the variables it has identified in how current and emerging EV technology and infrastructure may develop and change over time. This is so the Council can be

**both adaptive and responsive to future requirements and its residents - these have been set out in Annex A to these recommendations.**

### **Reasons for the recommendations**

The recommendations arising from this major review aim to support the Cabinet and Council in developing its future policies with regard to Electric Vehicles and EV infrastructure within the Borough.

### **Alternative options considered / risk management**

The Cabinet could decide to reject some, or all, of the Committee's recommendations or pursue alternative routes by which to progress the objectives of the review.

## **SUPPORTING INFORMATION**

Driven by climate change and recent government mandates to manoeuvre away from fossil fuel-based transportation, interest in providing low and zero emission vehicles has thrived in the 21<sup>st</sup> century. The number of newly registered, fully electric EVs in the UK between 2006 and 2010 was just 1,096; this has risen to 190,727 in 2021 alone. Spurred on by this, the Public Safety and Transport Select Committee agreed that the Committee's first major review should be a forward-looking exploration of Electric Vehicles and EV infrastructure in Hillingdon. In addition to the Council's own zero-carbon commitment and climate emergency declaration, the review tied in with related deadlines set by central government such as the proposed ban on the sale of new petrol and diesel cars and vans in the UK from 2030.

**The primary purpose of the review was to support the Council in developing its future policies and to highlight how Hillingdon may need to adapt to the ongoing and growing societal shift from Internal Combustion Engine (ICE) vehicles to EVs.**

Through witness sessions with Council officers, Electric Vehicle Charge Point (EVCP) Operators, a Hillingdon resident and the Cabinet Member for Public Safety & Transport, the Select Committee received information as to the current EV charging landscape across the Borough. Members were informed that, as things stood, the Borough's charging infrastructure would be insufficient for future needs; where one in 16 new cars registered in London were EVs in 2019, one in eight new cars registered in the capital were EVs in 2021. In response to the growing need, the Council has progressed a contract with a partner to supply, install and maintain EV charging points in public car parks and to establish a scalable EV charging infrastructure across the Borough and the Committee welcomed this move.

Although it was noted that a mixture of government and private sector measures would be needed to support the general longer-term transition from Internal Combustion Engine (ICE) vehicles to EVs, in order to keep on top of the growing public demand for EV charging infrastructure, the Select Committee understood that the Council would need to play more of an enabling role and to put measures in place soon to help ensure that a robust charging offer was in place.

From the early stages of the review, the Select Committee had expected that many of the findings and recommendations arising would be presented to Cabinet not for immediate implementation but to offer guidance and direction in helping to shape future policy.

Towards the closing stages of the review, it was determined that the Committee's findings could be grouped into short-term recommendations, for implementation in the next 6 to 12 months, medium-term recommendations, for implementation and consideration over the next few years, and longer-term recommendations, for implementation and consideration throughout the next decade as the 2030 ban on the sale of new petrol and diesel powered cars and vans approaches.

**The following Terms of Reference were agreed by the Committee from the outset of the review:**

1. To understand the Council's current stance with regard to the prospective uptake in the use of Electric Vehicles (EV) and requirement for specific EV infrastructure;
2. To explore the national setting and initiatives undertaken by other local authorities to facilitate future EV infrastructure;
3. To understand the growing demand for EVs and explore any limitations residents may encounter in accessing suitable EV requirements;
4. To explore future evolutions with regard to EV battery and charging technology;
5. To investigate what grant funding may be available to local authorities relating to EV infrastructure;
6. To influence or propose any emerging Council plans, guidance or policies with respect to the future of EV use and the Borough's transportation and highways infrastructure;
7. Subject to the Committee's findings, to make any conclusions, propose actions, service and policy recommendations to the decision-making Cabinet.

**Information Gathering:**

As part of its witness and evidence sessions, the Committee received direct evidence from the following witnesses:

- Poonam Pathak - Head of Highways
- Adam Heritage - Hillingdon resident looking to purchase an EV
- Dr Alan Tilly - Transport Planning and Development Team Manager
- Tom Campbell - Planning Policy Team Leader
- Brian Renwick - UK Operations, Qwello GmbH
- Dr Henrik Thiele – Managing Director, Qwello GmbH
- Councillor John Riley – Cabinet Member for Public Safety and Transport

**Cabinet Member and Officer Comments on Recommendations**

In respect of recommendation 5 from the Select Committee, the Cabinet Member for Environment, Housing and Regeneration has considered this and has determined that it would

not be practicable to establish a separate enforcement regime purely for EV charging provision and that established enforcement procedures should apply.

The remaining recommendations have been reviewed by the relevant senior officers in the Place Directorate. Officers are supportive of the recommendations highlighting the environmental benefits and have raised no issues regarding their feasibility.

### **Financial Implications**

There are no direct financial costs arising from the recommendations in this report, though if any initiatives are pursued by the Council to encourage further EV take-up and grow the local EV infrastructure, at that time a further financial analysis may be required.

## **RESIDENT BENEFIT & CONSULTATION**

### **The benefit or impact upon Hillingdon residents, service users and communities**

The recommendations will strengthen the level of engagement between residents and the Council in terms of establishing Hillingdon's future EV infrastructure. There are also significant environmental benefits arising from the move away from ICE vehicles to EVs.

### **Consultation carried out or required**

The Committee sought a range of internal and external witness testimony, as set out in the report.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications set out above, noting that there are no direct financial implications associated with the recommendations within this report.

### **Legal**

Legal officers have confirmed that there are no specific legal implications arising from this report.

## **BACKGROUND PAPERS**

NIL.