

HILLINGDON ELECTRIC VEHICLE INFRASTRUCTURE STRATEGY

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Poonam Pathak, Place Directorate
Papers with report	Appendix A – Hillingdon Electric Vehicle Infrastructure Strategy

HEADLINES

Summary	To seek Cabinet approval for the Hillingdon Electric Vehicle Infrastructure Strategy.
Putting our Residents First	<p>This report supports our ambition for residents / the Council of: Live in a sustainable borough that is carbon neutral.</p> <p>This report supports our commitments to residents of: A Green and Sustainable Borough</p> <p>This report supports the following Council objectives of: A green and sustainable borough; A thriving economy; A digital-enabled, modern, well-run council.</p> <p>Strategic Climate Action Plan (2021)</p> <p>Transport for London, Local Implementation Plan III (2019)</p> <p>In addition, the strategy proposal enabled by this report will underpin the emergent Electric Charging Action Plan and the Sustainable Transport Strategy established by the Strategic Climate Action Plan (2021).</p>
Financial Cost	There are no direct implications as a result of the strategy but the initiatives to support its achievement are funded from a variety of sources including, LIP, other government funding Local Electric Vehicle Infrastructure (LEVI) and a proposed internal capital budget.
Relevant Select Committee	Property, Highways & Transport
Relevant Ward(s)	All

RECOMMENDATION

That the Cabinet approves the Hillingdon Electric Vehicle Infrastructure Strategy and key actions as set out in Appendix A.

Reasons for recommendation

In 2021 the UK Government announced that the sale of new cars wholly powered by petrol and diesel will be banned by 2030. The Councils 'Strategic Climate Change Action Declaration and Plan (released July 2021)' and 'Local Implementation Plan (LIP) 2019 - 2041 (LIP)' established a core aim to deliver and improve the electric vehicle (EV) charging infrastructure across the borough for both current and future EV users. In response to an increased demand for public EV charging on adopted Highway and other Council owned properties the Council has developed an operational strategy for increasing and managing EV charging across the borough. This strategy supports the reduction of transport emissions as part of a hierarchy of sustainable transport, encouraging uptake of EVs by enabling the development of a high quality, accessible and convenient EV charging network. The EV strategy additionally intends to assist the council review its own EV requirements, such as fleet and housing estates.

Alternative options considered / risk management

The Council could consider the do-nothing option and leave the market to install charge points in the borough. However, in order to achieve our own targets as set out in the Sustainable Environment Strategy, the Council will need to consider providing Electric Vehicle Infrastructure based on the demand which may not be commercially attractive for the private sector to install charging points.

There are several advantages to working efficiently and sharing innovation and best practices throughout Hillingdon. It will also assist the Council to move forward effectively and meet challenges of becoming a Net Zero organisation.

Select Committee comments

The former Public Safety and Transport Select Committee have previously undertaken an in-depth review into the future of electric vehicles and future infrastructure in Hillingdon which was approved by Cabinet and is available as a background paper to view at the end of this report. It's successor, the Property, Highways and Transport Select Committee also considered a draft of this Strategy at their meeting on 6 April 2023.

SUPPORTING INFORMATION

Background

The government has proposed an end to the sale of new petrol and diesel vehicles by 2030. In response to the UK governments statement in 2021, TfL updated the 'Mayors Transport Strategy 2018' and revised its commitment by supporting a net-zero carbon target for London by 2030, with the introduction of electric vehicle infrastructure being a core part of the strategy.

Sustainability and climate change are serious issues facing us all, and there is a need to work as a collective across Hillingdon, to address climate change adaptation measures that are within individual organisations leverage, to influence and facilitate change with adaptation to climatic changes that are already locked in. This strategy is established to support air quality improvements and help drive the transition to zero carbon transportation. It is the Council's intention to reduce air pollution through a range of methods and the use of electric vehicles (EVs) is one of the obvious methods by which pollutants can be reduced.

This strategy will support air quality improvements and help drive the transition to zero carbon transportation. It is planned that the EV Infrastructure Strategy will be promoted as part of the councils' Climate Action Plans and supporting communications and engagement strategies and plans. It will be important to manage expectations and to align communications to the capacity of the councils to deliver EV infrastructure improvements.

Strategy

In support of these plans the Council has developed a draft strategy for Electric Vehicle Charge Points (EVCPs) which is set out in the London Borough of Hillingdon EV Strategy. This strategy outlines the Council's proposed approach to:

- EVCP types - The selection of suitable EVCP types based on local user needs.
- Setting targets - Targets for the introduction of EVCPs across the network.
- Route to market- Establishing a route to market aligned with the Councils needs and aspirations.
- Delivery model - A model for EVCPs from installation, operation maintenance and life expiry.
- Delivery plan - The short- medium and long-term EVCP delivery plan.

In summary, the Council's strategy proposal is for the introduction of approximately 300 no. EVCPs (typical rating 50kw or below) on off-highway Council owned property, as well as private settings, such as supermarkets or housing developments etc. located at various locations across the borough (including maintenance compounds and depots) by 2030.

Delivery Model

The preferred Council route to market is an EV charging infrastructure investment model that is partially funded / shared by the Council. This option will allow the Council to engage and work with suppliers to develop an EV charging infrastructure that best serves the Councils vision and values, especially that focused on its residents and stakeholders.

The Council has a short, medium and long-term delivery plan for the introduction of EVCP charging infrastructure on adopted Highway or other Council owned property, each stage of the delivery plan is –

- Short Term (2023) = remove / upgrade / remove 30no. existing legacy assets based on independent assessment of each site.
- Medium Term (2026) = introduce 125 public / destination EVCPs on off-street Council property.
- Long Term (2030) = introduce a further 175 public / destination EVCPs on off-street Council property (total = 300 by 2030).

The installation of 'public' on-street EVCPs with a rating of up to 7kW AC (slow chargers) on the adopted Highway is not currently a priority; however, the Council will continue to monitor the situation in relation to requests from residents and, if the demand is determined, will implement an on-street investment strategy.

Financial Implications

There are no direct financial implications as a result of this the recommendation in this report, with any further decisions as a result of the implementation of the strategy to be considered on a case-by-case basis, such as the Provision of Electric Vehicle Charge Point (EVCP) infrastructure report included on the same agenda. In the implementation of this strategy, the Council will seek to maximise external funding such as Government grants where appropriate.

RESIDENT BENEFIT & CONSULTATION

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

Adopting the proposed strategy will provide a range of benefits to Hillingdon residents, including:

- Enable and deliver public EV charging strategically across Hillingdon;
- Adopt a common approach to managing EV charging in Council car parks and Council owned properties;
- Set standards for the quality of public EV charging in Hillingdon which supports development of a network which is high quality, open, accessible and futureproofed.

Consultation carried out or required

There has not been a consultation on the document, given that it is a technical and operational document, rather than broader issues on reducing transport emissions. This strategy has been prior considered by the Property, Highways and Transport Select Committee and developed following a review of market trends, the Council's objective, EV infrastructure requirement, off street parking facilities within the borough and demand.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the report and concurs with the Financial Implications set out above, noting that the recommendation contained in this report does not have any direct financial implications, however, preceding decisions on the implementation of this strategy will be considered following the appropriate governance route as laid out in the Council's constitution.

Legal Implications

There are no specific legal implications arising from this report. Whenever necessary, legal advice is given in relation to specific issues as they arise to ensure that the Council always meets its legal obligations.

BACKGROUND PAPERS

[Select Committee review into EV Infrastructure and Future Policy Development](#)