

Business Planning / MTFS Options 2020/21 – 2024/25

20/25 - PL13

Title of Option:	Electric Vehicle (EV) Charging		
Priority:	Place	Responsible Officer:	Ann Cunningham
Affected Service(s) and AD:	Parking in Environment	Contact / Lead:	Matthew Duhy

Description of Option:

- •What is the proposal in essence? What is its scope? What will change?
- What will be the impact on the Council's objectives and outcomes (please refer to relevant Borough Plan 2019-23 objectives and outcomes, and Borough Plan Evidence Packs)
- How does this option ensure the Council is still able to meet statutory requirements?
- •How will the proposal deliver the benefits outlined?

[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]

Increase in the number of Lamp Column, Standard and Rapid installations.

Income is based on medium or high uptake in usage of EV charging points.

Continued roll out of Blue Point London funded (BPL) Electric Vehicle Charging Point scheme will bring in £500 per point as a one off TMO charge, plus £500 per point annual scheme fee from the supplier.

38 Charging Points have already been installed and work is progressing on Phase 2. Work is also continuing on TfL funded (rapid) charging points and Go Ultra Low City scheme (GULCS) funded charging points. However, it should be noted that progress for all Electric Vehicle Charging Points scheme have been delayed due to the aim to prioritise installation on carriageways as opposed footways to avoid any obstructions for pedestrians.

Financial Benefits Summary

Savings	2020/21	2021/22	2022/23	2023/24	2024/25	Total
All savings shown on an incremental	£000s	£000s	£000s	£000s	£000s	£000s
New net additional savings	100	-	-	-	-	100

Capital Implementation Costs	2020/21	2021/22	2022/23	2023/24	2024/25	Total
	£000s	£000s	£000s	£000s	£000s	£000s
Total Capital Costs	-	-	-	-	-	-

Financial Implications Outline

- •How have the savings above been determined? Please provide a brief breakdown of the factors considered.
- •Is any additional investment required in order to deliver the proposal?
- •If relevant, how will additional income be generated and how has the amounts been determined?

EV is already available in a number of Haringey locations. Further roll out will increase the opportunity to reduce carbon emissions, pollution and deliver safer streets. However, the charging points require initial investment in staff time (revenue).

GULCs Lamp Column £5k

GULCs Chargemaster £5k

BPL (Free standing) £77k

Rapid £13k

Delivery Confidence

At this stage, how confident are you that this	3 - Dependant of increased usage and impact of rollout as result of new specifications
option could be delivered and benefits	
realised as set out?	
(1 = not at all confident;	
5 = very confident)	

Indicative timescale for implementation

	N/a		01/04/2020	
Est. start date for consultation DD/MM/YY		Est. completion date for implementation DD/MM/YY		
	no - because the planning, enabling and introduction timelines requirement and			
Is there an opportunity for implementation	confirmation of	of design specification (on or off footway)		
before April 2020? Y/N; any constraints?				

Implementation Details

- •How will the proposal be implemented? Are any additional resources required?
- •Please provide a brief timeline of the implementation phase.
- •How will a successful implementation be measured? Which performance indicators are most relevant?

The feasibility work will be picked up as part of the Parking Transformation programme.

A recourse is required to manage design, statutory consultation and implementation process.

Programme is determined by demand but estimates suggest that 300-600 EVCP's will be required across Haringey by 2025.

Impact / non-financial benefits and disbenefits

What is the likely impact on customers and how will negative impacts be mitigated or managed?

List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Borough Plan 2019-23 objectives and outcomes)

Positive Impacts

EVCPs are in line with sustainable transport objectives, Transport Strategy and Borough Plan.

There is an increasing demand from residents and businesses for the continued introduction of all types of EVCP's.

The 'deal' we have with BPL gives LBH an income for each EVCP we install, plus a potential share of profit. BPL pay for the actual CP to be installed and ongoing maintenance.

Negative Impacts

Some residents and pedestrian groups have complained about EVCP's being installed on the footway and feel that they should be installed on the carriageway. Some groups feel that EVCPs encourage car use.

What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?

List both positive and negative impacts.

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Negative Impacts

Each EV space has to be taken from an existing resident space and so non EV drivers can / may object.

How does this option ensure the Council is able to meet statutory requirements ?	

Risks and Mitigation

What are the main risks associated with this option and how could they be mitigated?(Add rows if required)

what are the main risks associated with this t	Impact	Probability	
Risk	(H/M/L)	(H/M/L)	Mitigation
space requirements	М	Н	careful planning and feasibility studies will enable the Council to determine how to optimise the location of new charging points whilst also not disadvantaging users who need traditional parking space
objection to EVCPs being installed on footway	Н	М	establish if EVCPs can be located on build-outs on the carriageway