

Ultra Low Emission Vehicle (ULEV) Charging Strategy Briefing

Briefing for:	Climate Community & Culture Scrutiny Panel
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Title:	EV Charging Points
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Purpose of briefing:	To provide information on the Electric Vehicle Charging Points scheme.
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Lead Officer:	Andrew Bourke, Parking Policy & Projects Manager Joe Baker, Head of Carbon Management
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Date:	11 September 2023
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1. Background

- 1.1. Approximately 50 per cent of the borough's air pollution comes from transportation and, in response to improve this, the Council adopted its Ultra Low Emission Vehicle (ULEV) Action Plan in 2019. This was one of the first in London and has been highlighted as [best practice by mobility groups](#) for the way it sets out a clear pathway for delivery, while ensuring that charging infrastructure is delivered in a safe and inclusive manner.
- 1.2. The Action Plan supports Outcome 3 of Haringey's overarching Transport Strategy (2018) of 'An improved air quality and a reduction in carbon emissions from transport'. Walking, cycling and public transport are the Council's priority, and this is reflected in Haringey's Transport Strategy. However, it is recognised that some groups may still require vehicles and that these should be zero-emission. Therefore, in aiming for a diminishing number of vehicles on the road, these should be increasingly electric to reduce petrol and diesel miles and emissions caused. ULEV is a term to describe any vehicle that uses low carbon technologies, emits less than 75 grams of carbon dioxide from the tailpipe for every kilometre travelled (g of CO₂/ km), and is capable of operating in zero-tailpipe emission mode for at least 10 miles.
- 1.3. There has been a tremendous growth in ULEVs in the UK. Rapid developments in battery technology, coupled with policy support and political will to tackle emissions in the transport sector, have supported the growth of ULEV demand. These technologies are advancing at a rapid rate, driving the costs of these vehicles down and making them increasingly accessible, with grants available from the government to alleviate some of the upfront costs. There are also grants available to residents, workplaces, and local authorities to reduce some of the costs of installing a charging point. As a result of these policy and financial packages, in June 2023, 1 in 4 new road vehicles purchased in the UK were "plug in" vehicles. The 2021 census data indicates that 52.7% of households in Haringey do not have access to a car or van.

1.4 More information and the background on the charging strategy and its delivery is set out in the Council's [2019 Ultra Low Emission Vehicle Action Plan](#).

2. Specific information requested by the Scrutiny Panel:

2.1. The number and type of electric vehicle (EV) charge point providers in the borough

2.1.1 The Council currently has three EV charge point providers,

- BP Pulse rapid charging posts (c50kW) – 5 points (bays)
- BP Pulse pedestal type charging posts - standard (c7kW to 22kW) – 12 points (bays),
- Source London pedestal type charging posts - standard (c7kW to 22kW) – 123 points (bays),
- Char.gy (lamp column charging - slow charging (c3.5Kw) - 24 points (bays)

2.1.2 Each of these EV charging solutions will take a range of time to charge up an EV, with the rapid points being fastest (around 20 - 40 minutes) and lamp column charging points being slowest (around 6 – 12 hours.).

2.1.3 Three of the current contracts the Council has (BP Pulse and Char.gy) were for limited numbers of EV points (bays) which were installed through Transport for London (TfL) and Go Ultra-Low City Scheme (GULCS) funding, with 25% funding contribution from TfL through the Local Implementation Plan (LIP) programme prior to 2022.

2.1.4 The fourth contract is with Source London which is a concession contract, where all the costs for installation are covered by the provider with a yearly set fee is provided to the Council. Source London is currently Haringey's main provider of EV charge points (bays).

2.1.5 It is worth noting that currently lamp column charging points (bays) are being utilised where pedestal charging points (bays) are unable to be installed due to current electrical supply not meeting the minimum requirement for EV charging over 3.5kW.

2.1.6 All current contracts will expire by the end of December 2023. The Council is currently preparing to go out to the market to find a range of providers for three types of charging points (i.e., rapid, pedestal and lamp column). Currently, it is expected there will be a separate contract for each type. A visual example for each type is provided below.

- Rapid Chargers



- Standard Chargers



- Lamp Column Chargers



2.1.7 The Council is actively investigating whether it is permissible under procurement rules to have multiple contracts for each type of charging unit. Having multiple providers for each type may help provide the Council with increased speed of delivery and, as each would offer something different in terms of speed of charging and associated cost for charging, this would offer residents more choice of charge speed and costs that best meet their needs. It is worth noting that the charges for EVCPs are set by the provider, and it is hoped that new contracts will help establish increased competition between providers to give best value to residents.

2.1.8 Existing charging points delivered on-street will continue to run through the existing providers as they are licensed to do so through current contracts for the life of the charging point. Further

to this, it would be counterproductive in reaching the Council's target of 400 new charging points (bays) by the end of 2026, whilst also attempting to replace all existing hardware and retrofitting new machines from a new provider and trying to deliver a significant number of new charging points.

2.2. Action Plan and progress on the delivery of 400 new points (bays) between 2022 and 2026

2.2.1 The Council compiles local residential and business requests via customer services and [The Council's EVCP Web Page](#). These requests are then used to identify demand and locations for new charging points.

2.2.2 To date, the Council has installed a total 164 EV charging points on the public highway at various locations across the borough which is an increase of 81 points (bays) from when the Action Plan was released in 2022. An additional 32 EV points (bays) have been installed recently during July/August 2023, and these will be live by mid-September 2023. Once these points are live, it will bring the total number of EV charging points in the borough to 196. It is worth noting that a further 40 points (bays) have been designed, completed statutory consultation and are now being progressed towards delivery.

2.2.3 The link provides a map of where these EV points are located - <https://www.google.com/maps/d/edit?mid=1RQ3pTgCKtU72bDjw2Da19QUnM3Tf4FE&usp=sharing>. It also shows new proposed EV charging points. The map is kept updated regularly.

2.2.4 At present, the utilisation of current charging points installed stands at 69%, based on delivery of 400 points. For 2023/2024, the Council has plans to install up to 100 EV charging points (bays), which includes the 18 lamp column charging points (bays).

2.3. How do residents recharge with no driveway?

2.3.1 In the same way that car drivers currently "refill" at petrol stations, it is sensible that charging infrastructure is open to all and delivered in a safe and inclusive manner. This means that cables are not permitted to cross the pavement, which the Council feels could be a trip hazard or be dangerous in other ways such as potentially starting a fire. As such, the Council has delivered charging infrastructure in the highway rather than using the pavement for new street charging furniture.

2.3.2 The Council is aware of some new charging mechanisms utilising the pavements such as 'pavement channel systems' which are on trial in other authorities outside of London. The Council is investigating the deliverability of these types of channels and, if this method is considered viable operationally and in terms of legal liability as well as being deemed safe, then it will consider trialling this in Haringey in the future. It should be noted that, if the Council decided to allow this type of system to be introduced, there will be a need for a new policy to be adopted which would centre around assessment of provision, materials to be used and adoption of any standard required along with cost to the resident including the legal liabilities both parties would take on. There will also be a need for new resources to be made available, in terms of funding and officer resources to manage and pay for the delivery and maintenance of this new infrastructure.