

REGENERATION, TRANSPORT AND CULTURE SCRUTINY PANEL	DATE 24/6/2020	ITEM NO 7
TITLE Electric Vehicle (EV) Strategy.	WARDS All	
CHIEF OFFICER Director Regeneration, Enterprise & Skills	CABINET MEMBER Environment, Sustainability & Transport	

1. Decision required

1.1. To note this update, on the Council’s current strategy for electric vehicles.

2. Links to the Royal Greenwich high level objectives

2.1. This report relates to the Council’s agreed high-level objectives as follows:

- Delivering Homes Through Economic Growth
- A Cleaner, Greener Greenwich
- Economic Prosperity for All
- A Great Place to Be

3. Introduction and Background

3.1. The purpose of this report is to provide the Panel with an update on the Council’s current strategy for electric vehicles and its progress in this area.

3.2. The section covers the following:

- Electric vehicles in RBG strategies.
- Existing electric vehicle infrastructure.
- Future electric vehicle activity.

Electric Vehicles in RBG strategies

3.3. The Royal Borough’s third **Local Implementation Plan** for transport was adopted in 2019. It includes the following on electric vehicles:

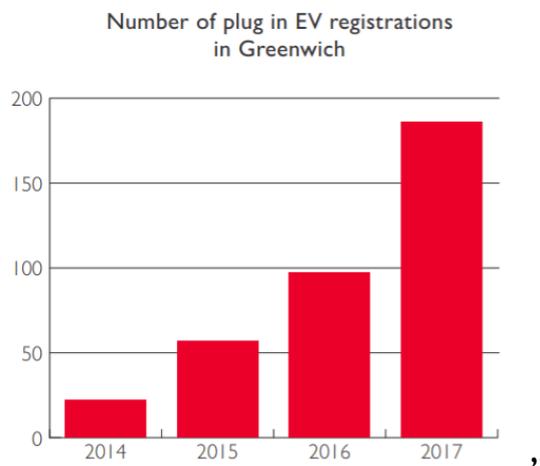
“Encouraging the uptake of cleaner fuels and vehicles

“As well as incentivising modal shift from private car use to walking and cycling, the Council is committed to encouraging the switch to ultra-low emission vehicles (such as electric) when vehicle use is absolutely necessary.

“Pure electric and plug-in hybrid vehicles reached record levels in 2017 in the UK and this was also the case for Greenwich. Whilst the number of plug-in Electric Vehicle in Royal Greenwich is relatively low compared to the total number of vehicle registrations, their growth on last year is significant - with almost double the number registered.

“This rate of growth was the fourth highest in London. Based on study for TfL by Element Energy and WSP Parsons Brinckerhoff, growth is set to continue. The study estimates there could be up to 6065 ultra-low emission vehicles in Royal Greenwich by 2025. The study states that a key barrier to electric vehicle take up is access to electric vehicle charging facilities.

“Figure 2.15: EV registrations in Greenwich (2014-2017)



3.4. The Local Implementation Plan also identifies the following as Delivery Plan Priorities, related to electric vehicles (Page 54).

- *“Encourage the switch to zero emission vehicles through the development of electric vehicle charging infrastructure. Over the life of the delivery plan, we will expand the network of Source London Points and rapid chargers, as well as trailing lamp post chargers.*
- *“In addition to the physical installation of technologies such as electric vehicle charge points; we are exploring and trialling Sustainable Energy Management Systems (SEMS) for the charging points. We are developing energy management systems which will help manage the district level energy grid to support future growth of EVCPs and other energy assets. We are exploring how SEMS can be used to mitigate any potential impact on the grid from the growth of EV charging points. The trial will include monitoring usage of charging points and using algorithms to curtail usage when the grid most under strain.”*

- 3.5. The Royal Borough's **Local Plan Core Strategy** supports the provision of electric vehicle charging points in new developments:

“Policy IM(c) Parking Standards

“... The Royal Borough will ... seek the provision of electric charging points as part of any car parking provision, following the minimum standards set out in the London Plan...”

- 3.6. The Royal Borough declared a climate emergency in 2019 and agreed to set an ambitious target to reach net zero carbon emissions 20 years ahead of the national target. Following the development of an [evidence base report](#) and initial public engagement, a [draft Carbon Neutral Plan](#), has been produced and consulted on. Officers are completing the analysis of consultation results to inform a final strategy to be considered for adoption.
- 3.7. The draft Carbon Neutral Plan gives ultra-low emission vehicles (such as battery electric vehicles) a prominent role. It includes the following amongst its '2030 Ambitions for Transport':

“An acceleration in the uptake of zero emissions vehicles to put Greenwich 10 years ahead of Greater London's target.”

“The council's fleet is 100% zero emissions vehicles.”

- 3.8. To deliver these changes the transport section of the draft Carbon Neutral Plan identifies a number of actions related to electric vehicles. These are highlighted with yellow boxes in the extract below.

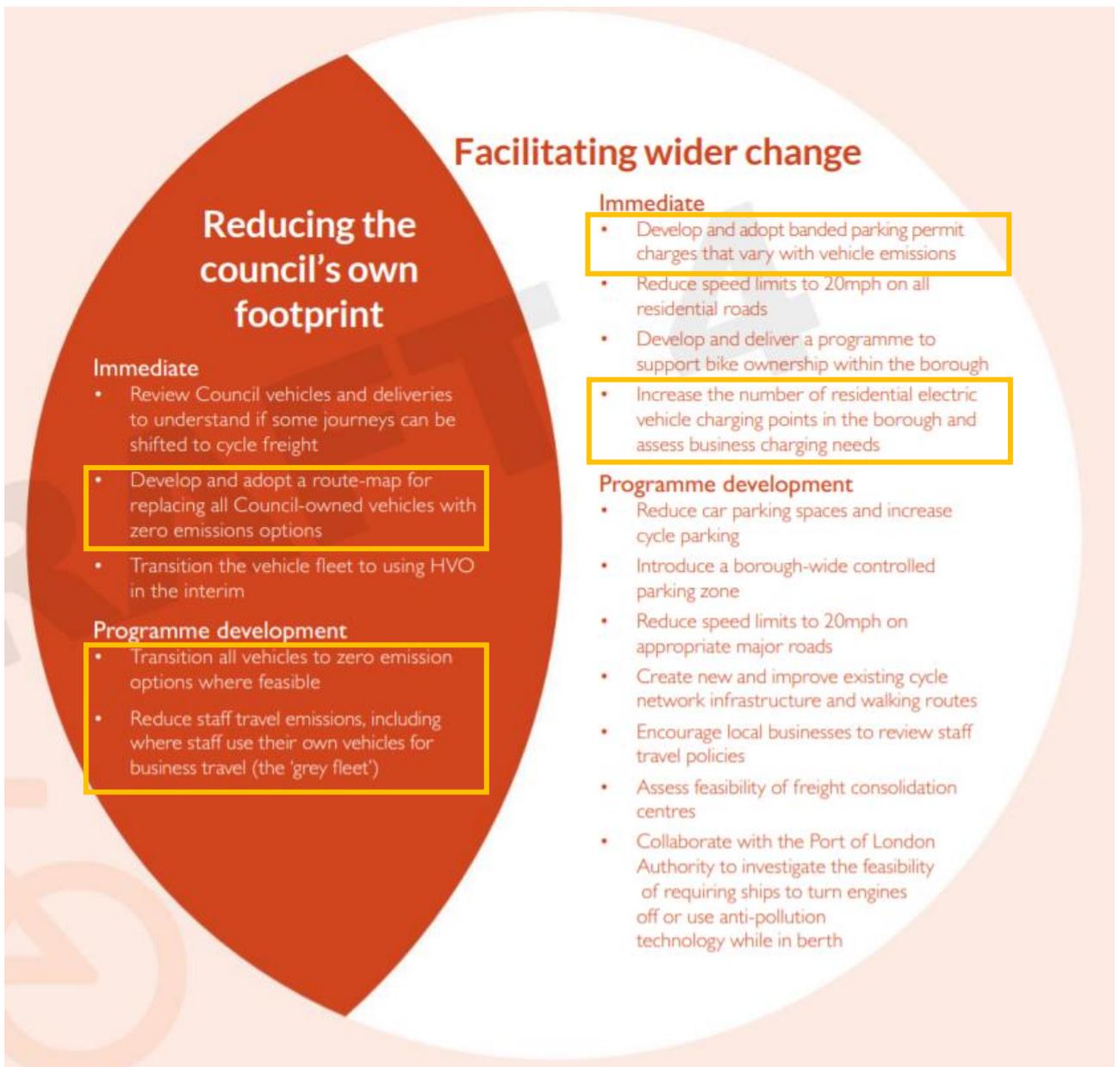


FIGURE I: Extract from the Royal Borough's draft Carbon Neutral Plan (Page 20). Yellow emphasis added.

Existing electric vehicle infrastructure.

3.9. There are around 176 publicly accessible charge points around Royal Greenwich. This includes charge points on the highway (installed by RGB, TfL and private operators) and publicly available charge points on private land. You can find out about the location, power, operators and costs of these chargers at <https://www.zap-map.com/live/>.

3.10. TfL's [EV Infrastructure Delivery Plan](#) and [progress report](#) provide a range of information on current provision (as well as future trends and other issues). The extract below provides a high-level picture of provision in Royal Greenwich in a London-wide context.

Figure 8
Map of publicly accessible EV charge points in Greater London³⁷

- Slow Chargers
- Fast Chargers
- Rapid Chargers
- TLRN

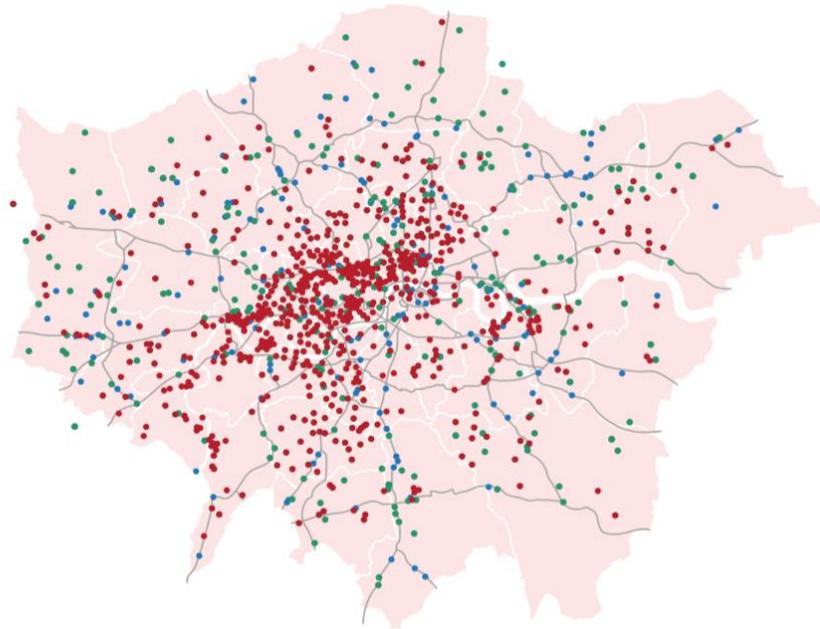
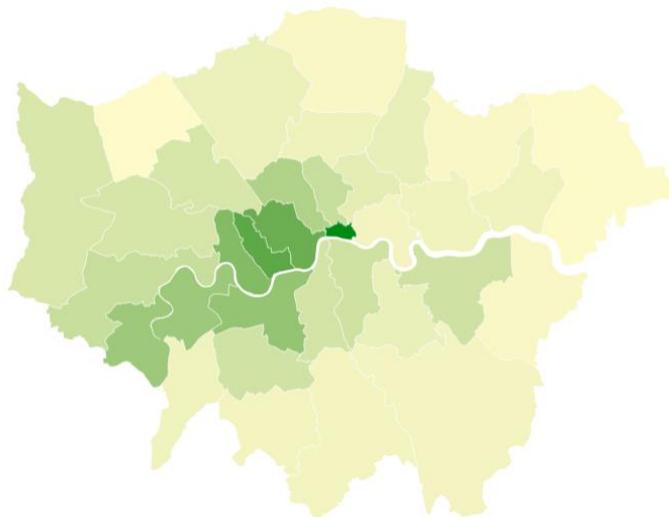


FIGURE 2: Extract from TfL’s EV Infrastructure Delivery Plan (Page 44).

3.11. Recent Department for Transport data showing numbers of chargers per 100,000 people, placed Royal Greenwich at eleventh in London, behind typically more central boroughs and relatively affluent west London boroughs. Figure 3 below visualises this data:

Electric Charging Vehicle Points in London per borough (Copy)

Chargers per 100,000 people
(January 2021)



Source: Department for Transport • Map data: © Crown copyright and database right 2018 • Get the data • Created with Datawrapper

FIGURE 2: Electric vehicle chargers, per 100,000 people, by borough (based on [DfT data](#)).

Future electric vehicle activity

- 3.12. Transport investment has been significantly affected by the COVID-19 Pandemic. Restrictions have affected the delivery of schemes, but financial and programme changes have also impacted on progress. Fares were the single largest source of TfL's income (projected to be 47% in 2019/20). The pandemic significantly reduced income from fares and other charges (such as road charging). TfL has secured a number of funding and financing packages with Central Government, to mitigate the impact of its revenue losses. Whilst funding for electric vehicle charging has fared relatively well in this period, the impact on borough (and TfL) programmes – which have been totally re-shaped - has significantly affected overall delivery, including of electric vehicle chargers.
- 3.13. Notwithstanding these issues, a number of activities have been ongoing and will contribute to electric vehicle infrastructure in the shorter-term future. These include:
- The Royal Borough is looking to expand its provision of lamppost chargers, where people need to charge vehicles on-street. We installed some of the first lamppost chargers last year and secured funding for around 60 more this year. Locations for the new chargers have already been identified and are being assessed for their technical suitability.
 - TfL is working to deliver eight new rapid chargers at one of the first 'hub' locations in London at Glass Yard (by Woolwich Ferry).
 - The Royal Borough's fleet included the first ever converted 26 tonne electric refuse vehicle, amongst 12 existing electric vehicles. A further 19 electric vehicles are currently being delivered.
 - The Fleet and Waste Strategy department have been working with DG Cities and Imperial College to understand how to electrify the whole fleet, and estimate the likely costs. This desktop study has now been completed and the process to appoint consultants is underway to develop a full business case for the electrification of the fleet parked at Birchmere Centre and the Oxleas Centre, as well as, satellite sites, budget allowing. The bid for funding is expected to take place in Autumn 2021.
- 3.14. If the Carbon Neutral Plan is adopted with the electric vehicle charging related elements described in Paragraphs 4.5-4.6 above, a significant increase

in activity to encourage electric vehicle usage would be required. These expanded activities would fall into three key areas:

- Understanding and planning for electric vehicle use.
- Delivering significantly more electric vehicle chargers and investing in electric vehicles.
- Creating incentives for electric vehicle use, such as parking charges that vary with vehicle emissions.

4. Available Options

Option 1: To note this update.

- 4.1. To note this update, on the Council's current strategy for electric vehicles, and make any comments the Panel wishes, to be considered in future activity in this area.

5. Preferred Option

- 5.1. The preferred option is Option 1: to note this update.

6. Reasons for Recommendations

- 6.1 Noting this update and making comments to be considered in future activity in this area will allow the Panel's views to be appropriately considered, alongside other information, when deciding how the Council's strategy on electric vehicles should develop.

7. Consultation Results

- 7.1 The strategy documents described in Section 3 are informed by appropriate consultation. Separate consultation also occurs as appropriate in the delivery of elements of electric vehicle infrastructure.
- 7.2 Any further strategy or schemes brought forward will include appropriate public engagement, in their development and decision making.

8. Cross-Cutting Issues and Implications

Issue	Implications	Sign-off
Legal including Human Rights Act	Members are asked to consider this report which provides the Panel with an update on the Council's current strategy for electric vehicles and its progress in this area. No formal decision will be taken. As such, there are no legal implications arising directly from the report.	Eleanor Penn, Assistant Head of Legal Services, 14 th June 2021
Finance and other resources	There are no direct financial implications arising from this update report.	Kim Sullivan Head of Accountancy and Partnering Services 11 th June 2021
Equalities	This report is an update only. It proposes no decision or action, so has no impacts on equalities.	Ryan Bunce, Transport Strategy Manager, 7th June 2020
Climate Change	This report is an update only. It proposes no decision or action, so has no impacts on equalities.	Ryan Bunce, Transport Strategy Manager, 7th June 2020

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