

WANDSWORTH BOROUGH COUNCILCOMMUNITY SERVICES OVERVIEW AND SCRUTINY COMMITTEE –  
20TH FEBRUARY 2018EXECUTIVE – 26TH FEBRUARY 2018

Report by the Director of Environment and Community Services on proposals to develop an integrated approach to deliver electric vehicle charging points within the Borough

SUMMARY

Further to a report (Paper No. 17-401) to the previous meeting of the Committee, this report considers the need to deliver electric vehicle charging points across the Borough, in support of the Council's air quality objectives. It outlines the current provision and proposes a way forward to expand the network. It appends a final strategy aimed at introducing electric vehicle recharging points to the Borough at a scale where Wandsworth would be an easy place to operate an electric vehicle, thus being attractive to residents, businesses and visitors, and helping achieve cleaner air.

Some 100 fast charging points have been installed on-street as part of the Source London network at no cost to the Council. Source London has proposed a further 120 charge points in Wandsworth, which is more than any other London borough. This commitment is welcomed, but further Source London points would be subject to planning and highway consents and assessment of ongoing need. It is also proposed to support, in principle, the deployment of the Blue City electric car club, using Source London points.

This Paper also reports on the proposed approach to delivering the successful bid for funding from the Office of Low Emission Vehicles (OLEV) towards the Go Ultra Low Cities Scheme (GULCS). It is proposed to install approximately 227 street lighting column charging points by Summer 2018 and a similar number in 2019. Lamp columns that will be converted would initially be those near residents who already own or intend to own an electric vehicle in the next 6 months.

It is also recommended that all viable lamp columns in two pilot areas adjacent to the south circular road within the proposed Ultra Low Emission Zone are converted to electric vehicle charge points to help ascertain the extent to which area coverage encourages greater take-up electric vehicle ownership.

The Chancellor announced in the budget a £400million fund for electric vehicle charging infrastructure, the details of which are not yet clear. Government ministers have additionally written to all Councils concerned at the low take-up of government match-funding to support the delivery of electric vehicle charging points. The Cabinet Member for the Environment and Community Services has written to ministers advising of the Council's desire for Wandsworth to be at the forefront of charging point delivery and to work collaboratively with government.

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The Director of Resources comments that Paper No. 17-401 approved the acceptance and usage of the capital funding from GULCS for street lamp charging, with match funding of £62,500 to be met from the 2017-18 LIP allocation.

The Council has made clear its intention to expand EV charging across the Borough and to seek funding from external sources to support this where possible. However, whilst developing these funding options the Council is keen that it is able to continue to develop EV charging in different parts of the Borough and have funds available to offer match funding if required.

There is currently no funding within the Council's General Fund capital programme for the provision of EV charging within the Borough. However, a Paper due to the Finance and Corporate Resources Overview and Scrutiny Committee on 23rd February 2018 (Paper No. 18-83) identifies likely levels of unallocated Strategic CIL and proposes a bidding process for schemes to be added to the Council's General Fund capital programme to be funded by Strategic CIL. At that stage the Council could decide to set aside a sum from available Strategic CIL funds for the purposes of EV charging point provision.

### **GLOSSARY**

EV	-	Electric Vehicles
GULCS	-	Go Ultra Low Cities Scheme
LIP	-	Local Implementation Plan
OLEV	-	Office of Low Emission Vehicles
TfL	-	Transport for London

### **RECOMMENDATIONS**

1. The Community Services Overview and Scrutiny Committee are recommended to support the recommendations to the Executive in paragraph 3.
2. If the OSC approve any views, comments or additional recommendations on this report these will be submitted to the Executive or the appropriate regulatory and other committees for consideration.
3. The Executive is recommended to:-
  - (a) support the strategy for the provision of a comprehensive electric vehicle charging network for the London Borough of Wandsworth, as contained in the Appendix to this report;
  - (b) welcome the commitment by Source London to increase the number of fast chargers in Wandsworth;
  - (c) in principle, support the deployment of the Blue City electric vehicle car club as described in paragraphs 11 and 12;

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- (d) support the delivery of lamp column electric vehicle charging points near where people request them, as resources permit;
- (e) support the conversion of all viable lamp columns in two areas as pilots, subject to funding; and
- (f) instruct the Director of Environment and Community Services to continue developing the strategy, with updates on a twice annual basis.

### **INTRODUCTION**

4. A final version of an Electric Vehicle Recharging Point Strategy for Wandsworth is appended to this Paper.
5. As reported to the previous meeting of this Committee (Paper No. 17-401), the Queens Speech includes an “Automated and Electric Vehicles Bill” aimed at phasing out the purchase of petrol and diesel vehicles by 2040, and the elimination of fossil fuelled vehicles from 2050. The Mayor of London’s new draft Transport Strategy also promotes the phasing out of fossil fuelled vehicles. The Mayor has recently introduced his Toxicity Charge (T-Charge) and proposes an Ultra Low Emission Zone in London, where revenue could help fund additional charging infrastructure
6. When reported to Committee in November, 353 electric vehicles were registered in Wandsworth, up from 222 from the same quarter in 2016 and up from 127 in the same quarter of 2015. Only a quarter later, there are now 408 plug-in vehicles registered in Wandsworth; numbers are increasing by over 10% each quarter. Current projections indicate that some 5,500 electric vehicles will be registered in the Borough by 2025. With rapid growth from 2020 onwards: there are scenarios whereby take up in 2025 could be as high as 10,000 vehicles and in a generation nearly all resident permit holders would be running electric vehicles. Analysis indicates that Wandsworth has one of the higher likely take-ups of electric vehicles in London, but the challenge to fulfil this demand is considerable; most resident permit holders do not have access to off-street parking and are therefore unable to provide for themselves safe charging points for their vehicles.
7. Our aim is to provide a thorough and co-ordinated approach to recharging infrastructure that will encourage uptake of electric vehicles to improve air quality and provide a means of sustainable travel for all. Increasing numbers of residents are telling us they are interested in buying an electric car, subject to having conveniently located charging points that overcome range anxiety and ensures a security of power supply. Off-street parking is not available in most residential streets, therefore a strategy to provide on-street electric vehicle charging points is needed to support a comprehensive and equitable approach to supporting low emission vehicles. The strategy would provide residents with the confidence they need to operate electric vehicles within the Borough.
8. The strategy proposes that Wandsworth is served by a combination of street lamp based charging points, in addition to faster “electric vehicles only” charging bays, and rapid charging points that would be located mainly in off-street locations and on main roads. Collectively, the charging points would provide for the needs of electric vehicle users. It also proposes the Council lead by example by providing electric vehicle

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charging for our own fleet, supporting business and visitors to the Borough and Council Offices.

### **CURRENT AND FUTURE PROVISION**

#### **Dedicated chargers**

9. London Boroughs are currently working with BluePointLondon Ltd to deliver fixed electric vehicle charging points as part of the Source London network. These are parking bays in which electric vehicles only can park and only for the purpose of charging. In Wandsworth, 99 electric vehicle only charging bays are being installed at 33 locations using fast charging points. These bays provide 7kw chargers that can deliver a full charge to a single vehicle in 3 hours. The table below shows the locations and number of charging points of the SourceLondon chargers.

<b>Road (Ward)</b>	<b>Number of EVCP</b>
Brudenell Road (Tooting)	3
Albert Bridge Road (St. Mary's Park)	3
Bramfield Road (Northcote)	3
Broomhill Road (Southfields)	3
Cabul Road (Latchmere)	3
Chartfield Avenue (West Putney)	3
Clonmore Street (Southfields)	3
Comondale (Thamesfield)	3
Coverton Road (Tooting)	3
Danebury Avenue (Roehampton)	3
Edgel Street (Fairfield)	3
Este Road (Latchmere)	3
Fallsbrook Road (Furzedown)	3
Grant Road (Latchmere)	3
Haldane Place (Earlsfield)	3
Heathfield Road (Wandsworth Common)	3
Hillbury Road (Bedford)	3
Keswick Road (East Putney)	3
Longwood Drive	3
Openview (Earlsfield)	3
Pountney Road (Shaftesbury)	3
Prince of Wales Drive (Site I) (Queenstown)	3
Prince of Wales Drive II (Queenstown)	3
Putney Leisure Centre (Thamesfield)	3
Rectory Lane (Furzedown)	3
Sistova Road (Balham)	3
St Johns Ave (East Putney)	3
Sutherland Grove (West Hill)	3
Vicarage Crescent (St Mary's Park)	3

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Waldron Road (Earlsfield)	3
Wandle Recreation Car Park	3
Waterman Street (Thamesfield)	3
Wimbledon Road (Tooting)	3
<b>Total</b>	<b>99</b>

10. Source London is pleased with the delivery to date and has indicated a commitment to install some 220 electric vehicle charging points in Wandsworth by the end of March 2019. While this commitment is welcomed and there is expected to be scope to increase the supply across the Borough, the total number of Source London points needed would be subject to an ongoing review of use and need, and planning and highway consents.

**Blue City Car Club**

11. Blue City is an electric car club. Its vehicles utilise Source London points, in addition to the points being available for private charging. The Council has been approached about allowing Blue City to operate in Wandsworth; it already operates in neighbouring boroughs, including Hammersmith and Fulham, and Merton. In principle, another car club in the Borough would be welcomed, especially an electric car club, subject to resolving several issues:
- Consistency in levels of service and fairness with existing car club operators;
  - Ensuring the charging platform does not favour the car club over private charging (e.g. by having relatively higher pricing for private users);
  - Ensuring availability of chargers for private users
12. These issues would need to be satisfactory resolved prior to a final decision to enable Blue City to utilise Source London charging points, as well as the ability to withdraw from the Blue City scheme should it be necessary

**Lamp column charging**

13. Lamp column charges could help provide for the core charging needs of residents who do not have a home charging option. As noted in the November Paper, lamp post charging has the advantage of requiring no amendments to parking spaces or parking services. Residents simply plug their cars into a lamp post; the parking space adjacent to the lamp post is unaffected and can be occupied by any vehicle, not necessarily an electric one.

**PROPOSED APPROACH TO DELIVERY**

14. £4.5 million has recently been allocated to 25 London boroughs to install electric vehicle charging infrastructure on London's streets through Go Ultra Low City Scheme (GULCS) funding from the Office of Low Emission Vehicles (OLEV). The Council has been awarded £187,500 and with 25% match funding from LIP Funding to a total of £250,000. It is proposed this would be spent solely on lamp column charging.

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### *Targeted Approach*

15. It is proposed to focus on locating charging points near residents who tell us they own an electric vehicle or plan to. Addressing this need via lamp columns will provide the most efficient service for residents, with charging points most likely to be used and being seen to be used. If other residents can see that the infrastructure is in place it is more likely that they would consider owning a vehicle themselves.
16. Residents have been contacting the Council requesting EV charging. These have been made direct to Officers/Councillors and via a new online request form on the Council's website.
17. Each lamp column charger costs approximately £1,100. Utilising the £250,000 of GULCS and match funding from LIP, would enable in the region of 227 lamp columns to be converted.
18. Best practice suggests that each request for lamp column charging from a resident should result in 3 lamp columns being converted. This enables the user a greater chance of being able to park near a lamp column to charge, whilst enabling other electric vehicle owners to join the scheme without necessarily needing to increase the supply of charging points.
19. Working on this current 3:1 ratio this will enable the Council to provide lamp column charging to 75 resident requests. However, where requests are clustered, it would be appropriate to convert all suitable lamp posts in the immediate area, so a ratio of 3:1 would not be absolute. The Council will work with providers/suppliers to ensure the maximum coverage to serve the most demand.
20. To date there have been 21 recent formal requests from residents across the Borough. Further requests are expected following an online request form going live on the Council's website.

Requests would be assessed on:-

- Lamp column suitability
  - Lamp column location ie, kerb side
  - If the resident already owns an EV or plans to purchase one in the next 6 months
  - Date of request
  - If any other residents have requested lamp column charging in the vicinity.
21. Once sites have been selected, the residents will be informed. Lamp columns would then be chosen using the resident's local knowledge of where is the most likely location that they can park.
  22. This approach is considered consistent with the requirements of GULCS.

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### Area Approach

23. The Council could naturally adapt its approach to focus on meeting the future needs of the general population, subject to funding. To do this it is proposed that an area approach be considered. This would involve converting every suitable lamp column in an area. Lamp columns that would not be included will be those at the back of footways, near driveways, and adjacent to double yellow lines and junctions. Areas could be chosen based on data supplied by the Society of Motor Manufacturer and Traders (SMMT), TfL, air quality reports and other similar data sources. Initially, it is proposed to convert lamp columns in two pilot areas, potentially the largest of their type, adjacent Putney High Street and Lavender Hill. These areas would both be within the Ultra Low Emission Zone, are relatively contained with quite clear boundaries and have mainly kerb-side lamp columns. Instead of choosing two areas with similar levels of current demand, it is also considered appropriate for the two areas to have different levels of existing and predicted take-up of electric vehicles, so as to better assess the impact of lamp column charging between areas and with other areas. The performance of the pilot areas would be assessed after six months.
24. The cost of implementing these area schemes would be approximately £500,000 using current estimates and would be dependent upon future CIL funding. Additionally, Ministers announced in the budget a £400million fund for electric vehicle charging infrastructure, the details of which are not yet clear. Government ministers have additionally written to all Councils concerned at the low take-up of government match-funding to support the delivery of electric vehicle charging points. The Cabinet Member for the Environment and Community Services has written to ministers advising of the Council's desire for Wandsworth to be at the forefront of charging point delivery and to work collaboratively with government.

### Rapid charging

25. Rapid charging units capable of charging vehicles within 30 minutes are anticipated to be rolled out by Transport for London (TfL) and petrol companies in car parks and garages. Shell has recently launched rapid charging at 3 petrol stations. TfL are installing rapid charging units on its road network, including Battersea Park Road, principally to support goods vehicles and taxis. These units are expected to have a relatively higher charge cost compared with slower charging and are currently considered complementary to and not an alternative to the reassurance of being able to slow charge at home.

### **CABLES ON THE FOOTWAY**

26. At its meeting in November, the Committee asked for clarification as to liability for any injury or accident involving tripping upon a charging cable. Guidance exists to help councils identify the most suitable locations for charging points to minimise the risk of accidents. Additionally, the London Local Authorities and TfL Act 2013 states that, amongst other things, *"Nothing .....is to be taken as imposing on a London authority .... any liability for injury, damage or loss resulting from the presence on a highway ..... of the charging apparatus .....; or is to be taken as imposing on a London authority any liability for injury, damage or loss resulting from the presence on a highway or public offstreet car park of a connecting cable; or shall prejudice the right of a London authority to require an indemnity against any claim in respect of injury, damage or loss ....."*. The Act goes on to say *"For the purposes of determining, in any proceedings in*

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*a court of civil jurisdiction, who is liable for injury, damage or loss resulting from the presence on a highway or public off-street car park of a connecting cable at or near charging apparatus provided under this section, it shall be presumed that the person in charge of the relevant vehicle at the relevant time had responsibility for and control of the cable.”* Additionally, it is noted users of any charging scheme would normally enter into an agreement/contract with the service provider that would set out the responsibilities of the user and supplier. In any event, it is proposed that the Council and suppliers comply with and help develop best practice in the location of charge points.

27. Given the legal position as stated above, it is considered that the provision of charging points would constitute an acceptable risk to the Council.

### **FURTHER PROPOSED WORK**

28. Officers will continue to develop the strategy to ensure it is up to date and taking advantage of all funding opportunities. The webpages will be overhauled to enable better engagement with the public on the delivery of charging points.

### **COMMENTS FROM THE DIRECTOR OF RESOURCES**

29. The Director of Resources comments that Paper No. 17-401 approved the acceptance and usage of the capital funding from GULCS for street lamp charging, with match funding of £62,500 to be met from the 2017-18 LIP allocation.
30. Currently it is clear that the ownership and use of electric vehicles is a relatively small proportion of vehicle usage in the Borough. However given central government policy, consumer enthusiasm and continued technological advancements, with the infrastructure in place there is the potential for the electric vehicle market to grow rapidly.
31. There is no funding within the Capital programme for the area schemes proposed in this report. However, a plan is due to be presented to Finance and Corporate Resources Overview and Scrutiny Committee on 23 February that identifies likely levels of unidentified Strategic CIL and a proposed bidding process for schemes to be allocated in a further report in June 2018. If this scheme is approved funding could be considered as a first call/priority in that bidding round. Any funding incurred in advance of this would need to be temporarily substituted from existing agreed capital schemes (should the pilot bid not be approved this funding would of course be at risk).
32. If the pilots prove successful the Council would continue to vigorously pursue external funding opportunities, through central Government, TfL and private sources and would consider further bids against the Capital programme/Strategic CIL resources to provide additional match or pump prime funding in later bidding rounds

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## Background Papers

All reports to Overview and Scrutiny Committees, regulatory and other committees, the Executive and the full Council can be viewed on the Council's website ([www.wandsworth.gov.uk/moderngov](http://www.wandsworth.gov.uk/moderngov)) unless the report was published before May 2001, in which case the Committee Secretary (Antoinette Duhaney, 020 8871 6488; email [xxxxxxxxx.xxxxxxx@xxxxxxxxxxxxxxxxxxxxxx.xxx.xx](mailto:xxxxxxxxx.xxxxxxx@xxxxxxxxxxxxxxxxxxxxxx.xxx.xx)) can supply it if required.