

Committee: Housing Management and Almshouses Sub-Committee	Dated: 26/05/2022
Subject: Electric Vehicle Charging Points (EVCPs) Feasibility Study	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	2, 4, 11, 12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	Y/N
Report of: Executive Director of Community and Children's Services	For Information
Report authors: Paul Murtagh, Assistant Director, Housing and Barbican Liam Gillespie, Head of Housing Management, DCCS	

Summary

A study has been completed to explore the feasibility of providing electric vehicle charging points (EVCPs) on the City Corporation's housing estates, for use by residents and visitors.

Detailed reports have been completed for each of the eight estates with parking facilities and recommendations have been made on how many active and passive charging points could be provided at each site. Officers are now considering the cost implications in more detail.

Recommendation

Members are asked to:

- Note the report

Main Report

Background

1. The City Corporation has parking facilities on eight of its estates, varying in size from 33 spaces up to 224. There are 1,044 spaces in total including motorcycle parking.

2. There are currently very few EV charging points (EVCPs) on our housing estates. One EVCP was installed at Middlesex Street following a request from a resident, and another was installed at Golden Lane Estate as part of the conversion of the ground floor of Great Arthur House into two accessible flats.
3. There is anecdotal evidence of demand for these facilities at several sites but, before now, no studies have been undertaken of the demand from residents and other users our parking facilities.
4. At the request of Members, officers commissioned a study to examine the feasibility of providing EVCPs across the housing portfolio. The work was carried out by WSP Ltd, who successfully conducted a similar piece of work at the Barbican Estate which resulted in the installation of sixteen charging points. Final reports have now been received on their findings at each location.
5. The feasibility study looked at these sites:
 - Avondale Square Estate
 - Golden Lane Estate
 - Holloway Estate
 - Middlesex Street Estate
 - Southbank Estates
 - Sydenham Hill Estate
 - William Blake Estate
 - York Way Estate
6. The study had the following purposes:
 - Analysis of potential EVCP uptake on a site-by-site basis, in the short and long-term
 - Evaluation of EVCP technology options
 - Assessment of current electrical installations and feasibility of EVCPs running from the current supply
 - Liaison with Distribution Network Operator (DNO), including obtaining costs for any new connections, if required
 - Indicative costs of installing EVCPs and associated work, on a site-specific basis
7. The study looked at short term demand (2025) and long-term demand (2035) for EVCPs.

Findings and Recommendations

8. A summary of the recommendations for each site is shown at **Appendix One**. This shows the number of active (i.e., fully operational) EVCPs believed to be required by 2025 and 2035, as well as the recommended provision for passive charging points (where the required background infrastructure is in place, including electrical supply, allowing simple installation of an EVCP terminal at a later stage).

9. Members will note that the total short-term recommendation is that 32 EVCPs are provided, with passive provision for up to 184.
10. The consultants assessed the current electrical installations at each site to gauge their potential ability to support the provision of EVCPs. The results are mixed, with several sites deemed to require the installation of separate power supplies to cater for the recommended EVCP provision. The indicative cost of providing the new supplies was provided following discussions between WSP and UK Power Networks.
11. It will be noted that the cost of providing additional supplies in line with the recommendations would be approximately £75,000.
12. Other costs were also considered, such as upgrades to parking areas (barriers and signage), maintenance and servicing of equipment and 'back office' costs such as subscriptions and payment processing.

Next Steps

13. Officers in Housing Management and Property Services are currently looking at the recommendations for each site in more depth to examine the cost implications, particularly given the recommendations around the need for separate supplies on several sites. It is clear that, on many sites, the electrical installations to the car parks will need upgrading and possibly replacing to enable the installation of the EVCP's. A final proposal will then be made, and brought back to this Sub Committee, setting out the number of EVCPs that we can install at each location.
14. It should be noted that the potential funding from the Energy Savings Trust's On-Street Residential Charging Scheme has been extended and projects due for completion before 31st March 2024 are eligible to apply.

Corporate & Strategic Implications

Strategic Implications

15. The study and potential provision of EVCPs on our estates supports the following outcomes of the Corporate Plan 2018-23:
 - People enjoy good health and wellbeing
 - Communities are cohesive and have the facilities they need
 - We have clean air, land and water and a thriving and sustainable natural environment
 - Our spaces are secure, resilient and well maintained
16. The provision of facilities for zero-emissions vehicles also aligns with the Corporation's Climate Action Strategy 2020-27, by supporting the aim of achieving 'net zero' through the adoption of technology and maximising the use of renewable energy sources.

Financial implications

17. The provision of EVCPs presents a significant opportunity but also comes at a potentially significant cost. The extent of the potential cost to the HRA is subject to further scrutiny, however Members are aware that the HRA is under significant pressure and the allocation of funding for EVCPs will require careful consideration. On a positive note, part-funding for the provision of EVCPs is available via the Energy Savings Trust, which can contribute up to 60% of the cost of the charging points.

Climate implications

18. The provision of EVCPs would support the reduction of local emissions from petrol and diesel vehicles by enabling greater uptake of electric vehicles by our residents and their visitors. It would also support the use of electric vehicles by the City Corporation and its contractors.

Conclusion

19. This report updates Members on the study to examine the feasibility of providing EVCPs on the City Corporation's housing estates, which have eight car parks in total.

20. Reports have been finalised detailing the recommendations for each site. Officers will now consider the recommendations in more detail and finalise a proposal for the provision of EVCPs, including a more detailed examination of the costs and other implications for this potentially complex project.

Appendices

- Appendix 1 – Summary of recommended short and long term EVCP provision

Paul Murtagh

Assistant Director, Housing & Barbican

T: 020 7332 3015

E: paul.murtagh@cityoflondon.gov.uk

Liam Gillespie

Head of Housing Management, DCCS

T: 020 7332 3785

E: liam.gillespie@cityoflondon.gov.uk