

MAYOR OF LONDON

Electric Vehicle Infrastructure in London

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Incentives and wider initiatives have been successful in encouraging a switch to cleaner vehicles:

- World's first Ultra Low Emission Zone (ULEZ)
- Congestion Charge 100% discount for zero emission vehicles
- All 9,000 London buses to be zero emission by 2034
- Since 2018, newly licenced taxis must be zero emission capable
- Embracing innovative technology



The Mayor's
Electric Vehicle
Infrastructure
Strategy was
published in
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It's vision: Supporting a net zero carbon target for London by 2030, and better air quality for all, the strategy seeks to accelerate the transition to zero emission vehicles by setting out the requirements for the provision of infrastructure

By 2030, London will have between 1 million to 1.4 million electric vehicles, 34-49% of the light vehicle fleet

By 2030, London will require between 40,000 to 60,000 public charge points, including 3,000 to 4,000 rapids

Our key commitment in the strategy is to unlock Greater London Authority land for EV charging

Progress to date

There are currently around 12,500 publicly available EV charge points in London. Around 900 of these are rapid charge points.



Slow-to-fast charge points

Lower power requirements, easier and cheaper to install. Most sites are suitable.

A full charge of a vehicle takes around 12 hours

Suitable for overnight charging, helps residents, vital to support those without off-street parking. Good for areas where vehicles stay for longer periods of time.

To date, boroughs have prioritised this technology, supporting the delivery of over 10,000 charge points in London to date.



Rapid/ultra rapid charge points

Higher power requirements, require more planning for installation and more space. Not all locations will be suitable

A full charge can take 20-40 minutes

Suitable for quick charging, essential to support businesses and taxis

Priority of the Mayor – 300 have been installed by TfL to date with around 100 more being delivered over next 2 years. The rest have been delivered by private sector.



Rapid/ultra rapid charging hubs

Model similar to a petrol station – requires large plots of land and high power requirements. Expensive to install but vital to support transition.

Priority for the Mayor – TfL have delivered three sites to date with another set in the pipeline. Private sector have also prioritised this with a number delivered to date.

A full charge can take 20-40 minutes, with a minimum of six charge points per site.

Electric Vehicle Infrastructure Delivery (EVID)

Keystone commitment of the EV infrastructure strategy

EVID Priorities:

- Improve London's air quality
 - Support Mayoral commitments to ensure that infrastructure delivery keeps up with demand
 - Continue success of delivery to date
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- Rapid and ultra rapid chargers will be delivered on TfL's strategic roads
 - As part of phase 1, 100 sites are being released to the market in 2023 on the TfL Road Network.
 - TfL has produced a London Template Bid Pack that is intended for use by other authorities to use when conducting tenders to achieve an efficient and consistent approach to EV infrastructure delivery
 - Planning is now underway for future tranches of work which will look into whether it is possible to **unlock GLA member organisation land** (London Fire Brigade, London Ambulance Service, Met Police) and how we can **support Borough delivery of rapid chargers** on their strategic roads

Next steps

Short term:

- TfL and GLA will organise an EV infrastructure workshop which would:
 - Give an overview of how your organisation can get started
 - Introduce TfL's procurement resource, the London Template
 - Give an overview of key considerations: cost, power network, market, CPOs etc.
- Following the workshop, TfL can share all existing guidance on the procurement and installation of EV charge points.

Long term:

- Potential for closer collaboration between anchor institutions, TfL and GLA, depending on appetite, funding, viability etc.