

DMPC DECISION – PCD 2045

Title Metropolitan Police Service Electric Vehicle Transition Mitigating Risk to Operational Policing

Executive Summary:

This paper sets out the proposed delivery strategy for the Metropolitan Police Service (MPS) transition to Electric Vehicles (EV), including required charging infrastructure and operational change. It draws on EV charging pilots undertaken since April 2024 and data analytics modelling based on vehicle telematics, which have defined charging requirements, informed operational implications, and built capability for EV fleet operations.

The Outline Business Case establishes the strategic direction, assesses options, identifies the infrastructure investment needed, and evaluates benefits and risks. The Programme is complex, highly interdependent, and reliant on significant behavioural change.

The paper seeks approval to progress affordable next steps and to form the basis for developing the Full Business Case.

Recommendation:

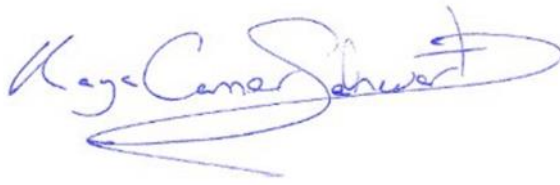
The Deputy Mayor for Policing and Crime is recommended to:

1. Approve capital funding of £4.1m across 2026/27 and 2027/28 to fund the strategic direction for the delivery of the EV Charging Infrastructure programme to adopt a combination of Off-Estate Private Hubs and on-Estate Charging as the preferred option, allowing further design and development to take place to mature the end-state solution and develop the Full Business Case.
2. Approve delegated authority for the Director of Commercial Services to award contracts more than £0.5m for professional services and construction works to undertake the requirements necessary to fund the Short-Term Plan in FY 2026/27 which supports the above option.

Deputy Mayor for Policing and Crime

I confirm I have considered whether I have any personal or prejudicial interest in this matter and take the proposed decision in compliance with the Code of Conduct. Any such interests are recorded below.

The above request has my approval.



Signature

Date 28/05/2026

PART I - NON-CONFIDENTIAL FACTS AND ADVICE TO THE DMPC

Decision required – supporting report

1. Introduction and background

- 1.1. Since April 2024, the MPS has run a programme to understand how to integrate EVs into policing operations.
- 1.2. Charging pilots at three locations have tested charging models and built capability in delivering EV infrastructure and fleet operations.
- 1.3. Data analytics studies have defined future charging requirements at each site using vehicle telematics to simulate the EV demand that would replace current Internal Combustion Engines (ICE) journey patterns.
- 1.4. The purpose of this Outline Business Case is to set out the strategic direction for the EV charging solution, assess options, quantify required infrastructure investment, and evaluate benefits and risks.

2. Issues for consideration

- 2.1. As a result of Government policies on the phasing out of ICE vehicles and advice from vehicle manufacturers and Blue Light Commercial, internal combustion engine vehicles may not be available for purchase in several categories by 2028, compelling the MPS to begin transitioning its fleet to electric.
- 2.2. The most acute risk arises because the status quo cannot be maintained: in the “do nothing” option, the MPS would operate an electric vehicle fleet that is fully dependent on the public charging network. This would adversely impact policing due to poor public charge point availability and the inability to support the fleet during civil unrest or power outage.
- 2.3. A carefully managed electric vehicle transition is critical to maintain MPS operational effectiveness and support the strategic objectives of the National Mobilisation for London Phase 2, including enhancing productivity, maintaining operational efficiency, and responding to rising demand. It will also support High Standards by providing the required electric vehicle charging infrastructure to operate an electric vehicle fleet effectively.
- 2.4. Timely investment is essential. Without sufficient on-estate and off-estate charging capacity, the MPS risks deploying electric vehicles that cannot be reliably charged, reducing fleet availability, impacting response times, and undermining operational resilience and public trust.
- 2.5. An owned-infrastructure model is adopted rather than leasing or usage-based financing approaches. Retaining ownership avoids contractual complexity and long-term commitments and supports the continued development of internal Electric Vehicle Charging Infrastructure (EVCI) delivery and management capability. The whole-life cost of the preferred approach is assessed over a 13-year appraisal period, comprising six years of implementation and a 10-year

asset life. Asset life is measured from the mid-point of implementation (2029/30), extending the appraisal period to 2039/40.

- 2.6. At the end of the appraisal period, the earliest deployments reach end of life, while later deployments retain approximately two to three years of residual economic life. No replacement capital expenditure is included for early deployments due to practical limitations in extracting data from the externally developed cost model. Replacement capital expenditure will be addressed at Full Business Case stage and is expected to be funded through long-term Business-as-Usual capital budgets.

3. Financial Comments

- 3.1. The estimated whole life cost is £204.5m, of which £112.8m is capital expenditure and £91.4m is revenue expenditure. The proposal seeks approval for £4.1m of capital funding across 2026/27 and 2027/28. The balance of costs is subject to a funding solution being identified and will form part of the Full Business Case currently being developed.

4. Commercial Comments

- 4.1. Commercial agreements required to deliver the programme will be procured and awarded in full compliance with the Public Contracts Regulations (PCR) 2015, the Procurement Act 2023 if required, and the MOPAC to MPS Scheme of Delegation and financial and commercial rules. Approved, publicly procured and collaborative framework suppliers will be invited to submit competitive bids to deliver the required scope of services.
- MPS Building Works Framework - 2022- 2025 (construction works up to £10.0m).
 - MPS Professional Services Framework 2022-2025 (design services for all project values).
- 4.2. Programme compliance will follow all UK Government advice and guidance on the origin of components and software systems. All hardware and software shall be purchased from recognised and approved suppliers able to provide provenance confirming manufacture from reliable, approved sources and not hostile states.
- 4.3. All relevant Cabinet Office Public Procurement Note (PPN) mandates in relation to responsible procurement will be considered, including PPN 06/21 (Carbon Reduction Plans for contracts over £5m, noting no single contract of that value will be procured) and PPN 06/20 (Social Value), previously applied in the procurement of the MPS frameworks.
- 4.4. Negotiation of contract sums and agreed terms for contract award will use compliant routes to market supporting the MPS/MOPAC Scheme of Consent and Delegation and Financial Regulations.

5. Legal Comments

- 5.1. The Mayor's Office for Policing and Crime ("MOPAC") is a contracting authority under the Public Contracts Regulations 2015 ("the Regulations"). All public contracts for goods and/or services

valued at £0.207m (inc. VAT) and works valued at £0.514m or above shall be procured in accordance with the Regulations. The proposed contract value exceeds the threshold.

- 5.2. Purchasing through compliant Framework Agreements complies with the Regulations and/or the Act where the proposed award falls within the Framework scope. The proposed contract awards will be via MOPAC or third-party frameworks and are compliant with the Regulations and/or the Act.
- 5.3. Recommendation for approval is lawful on the basis that contracts supporting the recommended strategy will be procured and called off from MOPAC-approved, compliant MPS and public-sector framework arrangements procured in accordance with the Public Contracts Regulations 2015 and/or the Procurement Act 2023.
- 5.4. Recommendation 2 provides an enabling option for a Single Tender Action for a limited number of specific contracts, authorising the Director of Commercial Services to approve a direct award without competition where necessary for EV charging infrastructure, consultancy subject-matter expert resources, or supply via Distribution Network Operators (UK Power Networks and Scottish and Southern Electricity Networks), the sole suppliers of infrastructure power networks in the relevant geographies.
- 5.5. The MOPAC Scheme of Delegation and Consent provides the Deputy Mayor for Policing and Crime ("DMPC") has delegated authority to approve:
 - Business cases for revenue or capital expenditure of £0.50m and above (paragraph 4.8);
 - All requests to go out to tender for contracts of £0.50m or above, or where there is a particular public interest (paragraph 4.13);
- 5.6. The Director of Strategic Procurement has consent to approve the award of all contracts except those called in under paragraph 7.23.
- 5.7. The option to procure and award a contract without competition through a direct award (Single Tender Action or contract exemption for requirements above £0.10m) is reserved to the DMPC under clause 4.13 of the Scheme of Delegation and Consent.

6. Equality Comments

- 6.1. MOPAC is required to comply with the public sector equality duty set out in section 149(1) of the Equality Act 2010. This requires MOPAC to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 6.2. Any works conducted within the boundaries of MPS property will comply with Part M of the Building Regulations ("Access to and use of buildings – Volume 2 – Buildings other than dwellings") and the Equalities Act, where it is applicable.
- 6.3. There are no foreseen negative Equality or Diversity implications arising from this Programme. All Framework Consultants and Contractors have been evaluated at Framework tender stage for

acceptable Equality and Diversity statements, as well as their ability to meet the MPS requirements under the Equality Act 2010 as a supplier to MOPAC.

7. GDPR and Data Privacy

- 7.1. The MPS is subject to the requirements of the European Convention on Human Rights and the Data Protection Act (DPA) 2018. These frameworks require personal data to be processed fairly, lawfully and transparently to safeguard individuals' rights and freedoms.
- 7.2. Under Article 35 of the General Data Protection Regulation (GDPR) and Section 57 of the DPA 2018, a Data Protection Impact Assessment (DPIA) is mandatory where technologies or processes are likely to present a high risk to the rights and freedoms of data subjects.
- 7.3. The Information Assurance and Information Rights units within MPS will be consulted where relevant for each requirement to ensure that the MPS meets its compliance requirements.
- 7.4. Under the requirements of the Surveillance Commissioners Code for CCTV, Data Protection Impact Assessments (DPIA) will be required for any adaptations/amendments undertaken on the CCTV system. These assessments are well understood and are part of the contractual delivery of any on site-works. Currently it is not envisaged there will be any wider issues, and this area will be kept under review. The project does not use personally identifiable data of members of the public, so there are no GDPR issues to be considered.

8. Background/supporting papers

- 8.1. MPS Paper MPS Electric Vehicle Transition Mitigating Risk to Operational Policing

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FOIA) and will be made available on the MOPAC website following approval.

If immediate publication risks compromising the implementation of the decision, it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary.

Part 1 Deferral:

Is the publication of Part 1 of this approval to be deferred? No.

If yes, for what reason:

Until what date:

Part 2 Confidentiality: Only the facts or advice considered as likely to be exempt from disclosure under the FOIA should be in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a **Part 2** form – Yes

ORIGINATING OFFICER DECLARATION

		<i>Tick to confirm statement (ü)</i>
Head of Unit: The Deputy Chief Finance Officer has reviewed the request and is satisfied it is correct and consistent with the MOPAC's plans and priorities.		✓
Legal Advice: The MPS legal team has been consulted on the proposal.		✓
Equalities Advice: Equality and diversity issues are covered in the body of the report.		✓
Commercial Issues Commercial issues are covered in the body of the report.		✓
GDPR/Data Privacy GDPR compliance issues are covered in the body of the report.		✓
Drafting Officer Stephen Kalyango has drafted this report in accordance with MOPAC procedures.		✓
Director/Head of Service: The Deputy Chief Finance Officer has reviewed the request and is satisfied it is correct and consistent with the MOPAC's plans and priorities.		✓

Chief Executive Officer

I have been consulted about the proposal and confirm that financial, legal and equalities advice has been taken into account in the preparation of this report. I am satisfied that this is an appropriate request to be submitted to the Deputy Mayor for Policing and Crime.



Signature

Date 27/05/2026