

## DMPC Decision – PCD 806

### Title: The MPS Vehicle Charging Infrastructure

#### Executive Summary:

This paper seeks the Deputy Mayor for Policing and Crime (DMPC) approval for the funding and the overarching long-term approach to vehicle charging infrastructure to enable the Metropolitan Police (MPS) to meet the air quality commitments set out in the Mayor of London's Environmental Strategy through the hybridisation of the General Purpose fleet.

The paper sets out the strategy for increasing the number of electric vehicle charging points to 820 by year 2025 by investing £6.5M to provide 599 additional points.

#### Recommendation:

The Deputy Mayor for Policing and Crime is recommended to:

1. Approve the capital investment of up to £6.5M funding from the approved Fleet Services capital plan to deliver an additional 599 charging points across the MPS estate by the end of 2025.
2. Approve the offsetting of £0.43M revenue costs associated with increased electricity and infrastructure maintenance from the reduction in fuel costs.
3. Approve the strategic intent to provide where physically possible, access to a shared charging point for every parking bay across the estate by 2035.
4. Approve the overarching long-term approach to charging infrastructure to meet the MPS air quality commitments up to 2025 and prepare further to 2030 and note the following activity;
  - a. Note: undertake a trial of off-grid energy as a potential new charging method.
  - b. Note: where possible and economically viable to ensure all new MPS builds and refurbishment comply with the above strategic intent.
  - c. Note: heavy goods vehicles to be fossil fuel-free from 2030.
  - d. Note: undertake a review of MPS bulk fuel sites in preparation for the 60% reduction in diesel vehicles by 2020.

#### Deputy Mayor for Policing and Crime

I confirm I have considered whether or not 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**

3/8/20

Spue Warden

## **1. Introduction and background**

- 1.1. The UK Government launched the Road to Zero Strategy in 2018, which sets out a target of 50% of cars on UK roads to be ultra-low emission by 2030. The government plans for petrol and diesel cars to be phased out of use on UK roads by 2035.
- 1.2. The MPS will commit to both the Mayor's and HM Government's The Road to Zero policy targets and work towards a fully zero emission fleet by 2050.
- 1.3. The Mayoral policy objectives set out ambitious targets for the MPS to achieve zero emission status across its fleet by 2050, while meeting specific emission target intervals over the next 30 years, which include all:
  - General Purpose cars being zero emission (hybrid) capable by 2025;
  - New cars and vans being zero emission (hybrid) capable from 2025;
  - Heavy goods vehicles to be fossil fuel-free from 2030;
  - General Purpose cars being zero emission by 2030;
  - New cars and vans being zero emission from 2030; and
  - Greater London Authority ("GLA") functional bodies' car fleets being zero emission by 2050.
- 1.4. In response to the above targets the MPS long-term environmental strategy is the hybridisation of the General Purpose fleet with 820 ultra-low emission vehicles ("ULEV") by 2025. To support this strategy it will be necessary to increase the current 221 charging points across the MPS estate with 599 additional within the next five years. This initiative will be key to meeting targets set out in the Mayor of London's Environmental Strategy and policy objectives.
- 1.5. This approach will ensure the MPS designs a robust, cost effective and resilient charging infrastructure solution that will support both current and future ULEV growth.
- 1.6. The MPS aim to comply with key targets to hybridise key elements of the support fleet by 2025 and then electrify these vehicles by 2030. However, if for any reason we are unable to achieve these targets due to financial or technological constraints the aims will be adjusted accordingly.
- 1.7. Maintaining operational policing capability is at the forefront of decision making and for this reason, the plans to hybridise by 2025 will focus more heavily on non-response support fleet. During this time, the MPS will continue to trial technology for emergency response vehicle to support the hybridisation from 2025.

## **2. Issues for consideration**

- 2.1. Vehicle and charging infrastructure technology continues to develop at a rapid pace. A key consideration of the MPS ULEZ charging infrastructure feasibility will be the option for supplementing MPS infrastructure with publicly accessible charging points. This option will provide additional resilience to the MPS charging network.
- 2.2. Fleet Services has agreed deals with charging point operators (CPOs) and car clubs (e.g. Chargemaster and Source London) to allow MPS fleet vehicles to use public charging

points; this will provide MPS drivers with confidence that they can adopt ULEVs and have a variety of options to charge vehicles

- 2.3. In addition to considering using public charge infrastructure for contingency capacity, Fleet Services will explore new methods of mobile charging, such as a 'power cube'. This system uses a 60kW battery that is charged via a 3 pin plug and caters for vehicle charging at 7kW. The cube is cost effective, highly mobile and can be deployed to strategic locations and crime scenes with limited power capacity. If the evaluation process of the cube is successful and purchased it would be part of the 599 charging points.
- 2.4. A "one size fits all" approach will not be appropriate for evaluating the MPS estate. To successfully achieve the implementation of the MPS charging infrastructure, a detailed feasibility study of each MPS site will be necessary to understand the suitability, strategic nature and affordability of each MPS location. All external professional services procured to deliver the feasibility, design and mobilisation activities will be funded as part the total estimated £6.5m approved capital plan. Key activities to better understand the MPS estate will include:
  - Audit of the availability of charging-capable parking spaces;
  - Review of electric capacity across our MPS buildings; and
  - Realignment of MPS estate budgets for the increase in electrical costs (offset by reduction in fuel usage).
- 2.5. Alongside implementing the charging infrastructure, the MPS are working to ensure Officers and staff have the right support to embrace the behavioural change that will be required. Supporting MPS employees through this significant transition will be essential to embed the change. Fleet Services is collaborating with departments across the MPS to support and educate drivers on how to use ULEVs.
- 2.6. Throughout the planning process, the MPS will seek collaboration opportunities with the GLA family to enrich the programme and bring to bear the collective knowledge, experience and economies of scale. To this end, the MPS is already part of GLA Fleet Workshops which ensures knowledge is shared with colleagues in the GLA, such as the Deputy Air Quality Manager and the Senior Policy Officer (Air Quality).
- 2.7. The MPS is pursuing opportunities with Transport for London to discuss the prospect of the MPS utilising the public charging high speed Taxi network for emergency services.
- 2.8. The MPS is also seeking discussions with a number of London Borough Councils for the installation of charging points next to Police allocated bays on the public highway, such as the parking area directly outside New Scotland Yard in Westminster. Assistance will be required to facilitate these requests with London Borough Councils.
- 2.9. MPS will initiate foundation activities to ensure the basis for our assumptions is correct and remains so throughout the duration of the project. These activities will be delivered by assembling a MPS multi-departmental project team and the wider GLA family to support a detailed charging infrastructure feasibility and costing reviews of the MPS estate. In addition, assess any supplementary collaboration opportunities with the wider GLA family for shared charging points outside the MPS estate.
- 2.10. As part of the MPS strategic intent review a collaborative approach will be necessary from a wide range of stakeholders across the MPS and GLA family to ensure success. Activities planned include developing a strategic approach towards future MPS buildings, delivering future infrastructure and encouraging behavioural change among colleagues.

### **3. Financial Comments**

- 3.1. The £6.5M funding for the additional 599 charging points will be contained within the long-term capital programme. The additional charging points will provide a ratio of charging points to vehicles of one-to-one by 2025.
- 3.2. This approach supports the option to increase the number of possible daily charging events by upgrading the infrastructure beyond 2025, thereby supporting any future deployment of Emergency Response ULEVs and providing increased resilience across the entire ULEV fleet.
- 3.3. Estimating the cost for upgrading the power capacity or the site distribution will not be possible at this early stage of the process due to the significant variance in cost.
- 3.4. The annual revenue cost for electricity and maintaining MPS charging infrastructure for all 820 charging points is estimated to be £0.43M by 2025/26. These costs will be offset by the estimated annual reduction in fuel usage.
- 3.5. The MPS Property Services Department will coordinate all aspects of the procurement process by utilising the MPS 'Construction Professional Services Framework Lot 1 (up to £2.0M)', which is identified as the preferred framework and compliant route for both construction professional and building works services. The MOPAC is identified as an eligible user of this framework.
- 3.6. Key to successful design, procurement and mobilisation of the MPS charging infrastructure strategy will be a detailed estate feasibility assessment. This assessment will underpin the annual design and mobilisation assessment stages to ensure resilience across the MPS ULEV Charging estate and to ensure value for money.
- 3.7. The installation of 'smart' charging infrastructure will be considered as part of this project.

### **4. Legal Comments**

- 4.1. The commercial section within the restricted section of the report confirms there is already a compliant contract in place for this activity this ensures all activities will be procured compliantly in accordance with the PCR.
- 4.2. A compliantly procured framework agreement shall be a compliant route to market if the framework is still in force, the MOPAC's requirements are within the technical and financial scope of the framework and the call-off procedure set out in the framework is followed. The restricted section of the report confirms the above are satisfied.
- 4.3. The Construction Professional Services Framework Agreement will be suitable for below-threshold contract awards also, subject to the conditions for use mentioned in Para 28 being met.
- 4.4. The Mayor's Officer for Policing Crime is a contracting authority as defined in the Public Contracts Regulations 2015 ("the Regulations"). All awards of public contracts for goods and/or services valued at £181,302 or above will be procured in accordance with the Regulations.

- 4.5. Paragraph 4.8 of the MOPAC Scheme of Delegation and Consent provides that the Deputy Mayor for Policing and Crime (DMPC) has delegated authority to approve business cases for revenue or capital expenditure of £500,000 or above.
- 4.6. Paragraph 4.13 of the MOPAC Scheme of Delegation and Consent provides that the Deputy Mayor for Policing and Crime (DMPC) has delegated authority to approve all requests to go out to tender for contracts of £500,000 or above.

## **5. GDPR and Data Privacy**

- 5.1. The MPS is subject to the requirements and conditions placed on it as a 'State' body to comply with the European Convention of Human Rights and the Data Protection Act ("DPA") 2018. Both legislative requirements place an obligation on the MPS to process personal data fairly and lawfully in order to safeguard the rights and freedoms of individuals.
- 5.2. Under Article 35 of the General Data Protection Regulation ("GDPR") and Section 57 of the DPA 2018, Data Protection Impact Assessments ("DPIA") become mandatory for organisations with technologies and processes that are likely to result in a high risk to the rights of the data subjects.
- 5.3. The Information Assurance and Information Rights units within MPS will be consulted at all stages to ensure the project meets its compliance requirements.
- 5.4. Personal data is not required or stored.
- 5.5. The charging infrastructure programme will not use personally identifiable data of either members of the public or the MPS (officers, staff etc). Therefore, there are no GDPR issues to be considered such as, Inclusion, diversity, and equality.

## **6. Equality Comments**

- 6.1. The equality and diversity impact has been considered with no issues identified or foreseen. All select service providers will be evaluated for acceptable equality and diversity statements, as well as their ability to comply with the Equality Act 2010. The evaluation exercise will consider their ability to act as a responsible employer and meet employment obligations deemed commensurate with wider GLA objectives.
- 6.2. The MPS Construction Professional Services Framework is in-line with a national standard to select service providers who meet equality and diversity criteria, tendered agreement for the supply of infrastructure services and associated services to the UK public sector.
- 6.3. Fleet Services acknowledges its responsibilities towards its staff and the members of London's diverse communities and will engage with, and value the contributions of, communities and its partners and continue to nurture positive relationships of constructive support.

## **7. Background/supporting papers**

- 7.1. The MPS report.

**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: [Insert 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**

*Tick to confirm statement (✓)*

**Financial Advice:**

The Strategic Finance and Resource Management Team has been consulted on this proposal.

✓

**Legal Advice:**

The MPS legal team has been consulted on the proposal. OR Legal advice is not required.

✓

**Equalities Advice:**

Equality and diversity issues are covered in the body of the report. AND/OR The Workforce Development Officer has been consulted on the equalities and diversity issues within this report.

✓

**Commercial Issues**

Commercial issues are not applicable OR The Contract Management Team has been consulted on the commercial issues within this report. The proposal is in keeping with the GLA Group Responsible Procurement Policy.

✓

**GDPR/Data Privacy**

- GDPR compliance issues are covered in the body of the report and the GDPR Project Manager/Data Protection Officer [delete as applicable] has been consulted on the GDPR issues within this report.
- A DPIA has been completed OR A DPIA is not required.

✓

**Director/Head of Service:**

The Director of Finance 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** 29/7/20



## The MPS Vehicle Charging Infrastructure

**MOPAC Investment Advisory & Monitoring Meeting, 5<sup>th</sup> June 2020**

**Report by Jiggs Bharij on behalf of the Chief of Corporate Services**

**Part 1 – This section of the report will be published by MOPAC. It is classified as OFFICIAL – PUBLIC**

### **Executive Summary**

The Metropolitan Police Service (“MPS”) acknowledges the air quality implications of operating a fleet within London and has set out a number of ambitious targets to reduce emissions whilst still providing an operationally fit-for-purpose fleet. A part of the MPS long-term environmental strategy is the hybridisation of the General Purpose fleet with 820 ultra-low emission vehicles (“ULEV”) by 2025.

To support this strategy it will be necessary to increase the current 221 charging points access the MPS estate with 599 additional within the next five years. This initiative will be key to meeting targets set out in the Mayor of London’s Environmental Strategy and policy objectives.

This business justification paper seeks approval for the funding and the overarching long-term approach to charging infrastructure to meet our air quality commitments up to 2025 and prepare further to 2030.

### **Recommendations**

The Deputy Mayor for Policing and Crime, via the Investment Advisory and Monitoring meeting (IAM), is asked to:

- 1. Approve the capital investment of up to £6.5M funding from the approved Fleet Services capital plan to deliver an additional 599 charging points across the MPS estate by the end of 2025.**
- 2. Approve the offsetting of £0.5M revenue costs associated with increased electricity and infrastructure maintenance from the reduction in fuel costs.**
- 3. Approve the strategic intent to provide where physically possible, access to a shared charging point for every parking bay across the estate by 2035<sup>1</sup>.**
- 4. Approve the overarching long-term approach to charging infrastructure to meet our air quality commitments up to 2025 and prepare further to 2030 and note the following activity;**

**Note: undertake a trial of off-grid energy as a potential new charging method.**



**Note: where possible and economically viable to ensure all new MPS builds and refurbishment comply with the above strategic intent<sup>1</sup>.**

**Note: heavy goods vehicles to be fossil fuel-free from 2030.**

**Note: undertake a review of MPS bulk fuel sites in preparation for the 60% reduction in diesel vehicles by 2020.**

### **Time sensitivity**

A decision is required by 15<sup>th</sup> June 2020 to allow sufficient time to award contracts via the existing MPS 'Construction Professional Services Framework Lot 1 and commence site surveys.

## **Non-confidential facts and advice to the Deputy Mayor for Policing and Crime**

### **Introduction and Background**

1. The UK Government launched the Road to Zero Strategy in 2018, which sets out a target of 50% of cars on UK roads to be ultra-low emission by 2030. The government plans for petrol and diesel cars to be phased out of use on UK roads by 2035.
2. The MPS will commit to both the Mayor's and HM Government's The Road to Zero policy targets and work towards a fully zero emission fleet by 2050.
3. The Mayoral policy objectives set out ambitious targets for the MPS to achieve zero emission status across its fleet by 2050, while meeting specific emission target intervals over the next 30 years, which include all:
  - General Purpose cars being zero emission (hybrid) capable **by** 2025;
  - New cars and vans being zero emission (hybrid) capable **from** 2025;
  - Heavy goods vehicles to be fossil fuel-free **from** 2030;
  - General Purpose cars being zero emission **by** 2030;
  - New cars and vans being zero emission **from** 2030; and
  - Greater London Authority ("GLA") functional bodies' car fleets being zero emission **by** 2050.
4. In response to the above targets the MPS long-term environmental strategy is the hybridisation of the General Purpose fleet with 820 ultra-low emission vehicles ("ULEV") by 2025. To support this strategy it will be necessary to increase the current 221 charging points access the MPS estate with 599 additional within the next five years. This initiative will be key to meeting targets set out in the Mayor of London's Environmental Strategy and policy objectives.
5. This approach will ensure the MPS designs a robust, cost effective and resilient charging infrastructure solution that will support both current and future ULEV growth.

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<sup>1</sup> Where physically possible – Please note there will be many MPS locations where the size/shape/surrounding space will limit what will be possible

6. The MPS aim to comply with key targets to hybridise key elements of the support fleet by 2025 and then electrify these vehicles by 2030. However, if for any reason we are unable to achieve these targets due to financial or technological constraints our aims will be adjusted accordingly.
7. Maintaining operational policing capability is at the forefront of decision making and for this reason, the plans to hybridise by 2025 will focus more heavily on our non-response support fleet. During this time, we will continue to trial technology for emergency response vehicle to support the hybridisation from 2025.

### **Issues for consideration**

8. Vehicle and charging infrastructure technology continues to develop at a rapid pace. A key consideration of the MPS ULEZ charging infrastructure feasibility will be the option for supplementing MPS infrastructure with publicly accessible charging points. This option will provide additional resilience to the MPS charging network.
9. Fleet Services has agreed deals with charging point operators (CPOs) and car clubs (e.g. Chargemaster and Source London) to allow MPS fleet vehicles to use public charging points; this will provide MPS drivers with confidence that they can adopt ULEVs and have a variety of options to charge vehicles.
10. In addition to considering using public charge infrastructure for contingency capacity, Fleet Services will explore new methods of mobile charging, such as a 'power cube'. This system uses a 60kW battery that is charged via a 3 pin plug and caters for vehicle charging at 7kW. The cube is cost effective, highly mobile and can be deployed to strategic locations and crime scenes with limited power capacity. If the evaluation process of the cube is successful and purchased it would be part of the 599 charging points.
11. A "one size fits all" approach will not be appropriate for evaluating the MPS estate. To successfully achieve the implementation of the MPS charging infrastructure, a detailed feasibility study of each MPS site will be necessary to understand the suitability, strategic nature and affordability of each MPS location. All external professional services procured to deliver the feasibility, design and mobilisation activities will be funded as part the total estimated £6.5m approved capital plan. Key activities to better understand the MPS estate will include:
  - Audit of the availability of charging-capable parking spaces;
  - Review of electric capacity across our MPS buildings; and
  - Realignment of MPS estate budgets for the increase in electrical costs (offset by reduction in fuel usage).
12. Alongside implementing the charging infrastructure, the MPS are working to ensure Officers and staff have the right support to embrace the behavioural change that will be required. Supporting MPS employees through this significant transition will be essential to embed the change. Fleet Services is collaborating with departments across the MPS to support and educate drivers on how to use ULEVs.

13. Throughout the planning process, the MPS will seek collaboration opportunities with the GLA family to enrich the programme and bring to bear the collective knowledge, experience and economies of scale. To this end, the MPS is already part of GLA Fleet Workshops which ensures knowledge is shared with colleagues in the GLA, such as the Deputy Air Quality Manager and the Senior Policy Officer (Air Quality).
14. The MPS is pursuing opportunities with Transport for London to discuss the prospect of the MPS utilising the public charging high speed Taxi network for emergency services.
15. The MPS is also seeking discussions with a number of London Borough Councils for the installation of charging points next to Police allocated bays on the public highway, such as the parking area directly outside New Scotland Yard in Westminster. Assistance will be required to facilitate these requests with London Borough Councils.
16. MPS will initiate foundation activities to ensure the basis for our assumptions is correct and remains so throughout the duration of the project. These activities will be delivered by assembling a MPS multi-departmental project team and the wider GLA family to support a detailed charging infrastructure feasibility and costing reviews of the MPS estate. In addition, assess any supplementary collaboration opportunities with the wider GLA family for shared charging points outside the MPS estate.
17. As part of the MPS strategic intent review a collaborative approach will be necessary from a wide range of stakeholders across the MPS and GLA family to ensure success. Activities planned include developing a strategic approach towards future MPS buildings, delivering future infrastructure and encouraging behavioural change among colleagues.

#### **Contributes to the MOPAC Police & Crime Plan 2017-2021<sup>2</sup>**

18. The hybridisation, and ultimately electrification, of the MPS fleet will deliver several benefits which respond to both the MOPAC Police and Crime plan and the day-to-day operational needs of frontline policing. These include:
  - Improved vehicle capability - keeping at the cutting edge of vehicle technology, which is developing at a rapid pace;
  - Future proofing - providing flexibility to respond to future policy requirements and operational needs;
  - Reputation - London is adapting to new environmental challenges. The MPS has chosen to proactively lead;
  - Compliance with policy – delivers against government and Mayoral objectives;
  - Social responsibility – the MPS journey towards zero carbon shows the public that we are a responsible, exemplary and ethical organisation; and
  - Cost savings - the initial costs of installing infrastructure will, over time, be offset by the cheaper cost of recharging compared petrol and diesel fuel.

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<sup>2</sup> [Police and crime plan: a safer city for all Londoners | London City Hall](#)

### **Financial, Commercial and Procurement Comments**

19. Funding for the MPS charging infrastructure forms part of the long-term capital forecast and the latest estimates contained within this document are considered affordable.
20. The MPS preferred implementation scenario allows for 599 additional charging points, providing a ratio of charging points to vehicles of one-to-one by 2025, with a total capital expenditure of approximately £6.5M.
21. This approach supports the option to increase the number of possible daily charging events by upgrading the infrastructure beyond 2025, thereby supporting any future deployment of Emergency Response ULEVs and providing increased resilience across the entire ULEV fleet.
22. Estimating the cost for upgrading the power capacity or the site distribution will not be possible at this early stage of the process due to the significant variance in cost.
23. The annual revenue cost for electricity and maintaining MPS charging infrastructure for all 820 charging points is estimated to be £0.43M by 2025/26. These costs will be offset by the estimated annual reduction in fuel usage.
24. The MPS Property Services Department will coordinate all aspects of the procurement process by utilising the MPS 'Construction Professional Services Framework Lot 1 (up to £2.0M)', which is identified as the preferred framework and compliant route for both construction professional and building works services. The MOPAC is identified as an eligible user of this framework.
25. Key to successful design, procurement and mobilisation of the MPS charging infrastructure strategy will be a detailed estate feasibility assessment. This assessment will underpin the annual design and mobilisation assessment stages to ensure resilience across the MPS ULEV Charging estate and to ensure value for money.
26. The installation of 'smart' charging infrastructure will be considered as part of this project.

### **Legal Comments**

27. The commercial section within the restricted section of the report confirms there is already a compliant contract in place for this activity this ensures all activities will be procured compliantly in accordance with the PCR.
28. A compliantly procured framework agreement shall be a compliant route to market if the framework is still in force, the MOPAC's requirements are within the technical and financial scope of the framework and the call-off procedure set out in the framework is followed. The restricted section of the report confirms the above are satisfied.

29. The Construction Professional Services Framework Agreement will be suitable for below-threshold contract awards also, subject to the conditions for use mentioned in Para 28 being met.
30. The Mayor's Officer for Policing Crime is a contracting authority as defined in the Public Contracts Regulations 2015 ("the Regulations"). All awards of public contracts for goods and/or services valued at £181,302 or above will be procured in accordance with the Regulations.
31. Paragraph 4.8 of the MOPAC Scheme of Delegation and Consent provides that the Deputy Mayor for Policing and Crime (DMPC) has delegated authority to approve business cases for revenue or capital expenditure of £500,000 or above.
32. Paragraph 4.13 of the MOPAC Scheme of Delegation and Consent provides that the Deputy Mayor for Policing and Crime (DMPC) has delegated authority to approve all requests to go out to tender for contracts of £500,000 or above.

### **Equality and Diversity**

33. The equality and diversity impact has been considered with no issues identified or foreseen. All select service providers will be evaluated for acceptable equality and diversity statements, as well as their ability to comply with the Equality Act 2010. The evaluation exercise will consider their ability to act as a responsible employer and meet employment obligations deemed commensurate with wider GLA objectives.
34. The MPS Construction Professional Services Framework is in-line with a national standard to select service providers who meet equality and diversity criteria, tendered agreement for the supply of infrastructure services and associated services to the UK public sector.
35. Fleet Services acknowledges its responsibilities towards its staff and the members of London's diverse communities and will engage with, and value the contributions of, communities and its partners and continue to nurture positive relationships of constructive support.

### **Data protection**

36. The MPS is subject to the requirements and conditions placed on it as a 'State' body to comply with the European Convention of Human Rights and the Data Protection Act ("DPA") 2018. Both legislative requirements place an obligation on the MPS to process personal data fairly and lawfully in order to safeguard the rights and freedoms of individuals
37. Under Article 35 of the General Data Protection Regulation ("GDPR") and Section 57 of the DPA 2018, Data Protection Impact Assessments ("DPIA") become mandatory for organisations with technologies and processes that are likely to result in a high risk to the rights of the data subjects.
38. The Information Assurance and Information Rights units within MPS will be consulted at all stages to ensure the project meets its compliance requirements.

39. Personal data is not required or stored.
40. The charging infrastructure programme will not use personally identifiable data of either members of the public or the MPS (officers, staff etc). Therefore, there are no GDPR issues to be considered such as, Inclusion, diversity, and equality.

### **Real Estate Implications**

41. Developing the necessary smart charging infrastructure for Officers and Staff will require a collective effort across a number of departments within the MPS, for example, working closely with the Property Services Directorate and Digital Policing to help shape the vision beyond 2025 and deliver where physically possible, a shared charging point for every parking bay across the MPS estate.
42. The model developed for this MPS ULEV infrastructure strategy is based on a non-linear constrained optimisation problem and scores each scenario against three key sources of MPS estate data including;
- a) Property tenure, CRE status and power availability and number of parking bays,
  - b) Existing infrastructure data including EV chargers; and
  - c) Vehicle data including the allocation of different types of MPS fleet to specific properties and daily mileage.
43. The required power capacity needed for charging infrastructure across the MPS estate is potentially a major limiting factor. Many (if not all) MPS properties will be restricted by a contracted available capacity agreed with the District Network Operator (DNO) UK Power Networks (UKPN).
44. In some site cases PSD may be able to increase the DNO capacity, however, the size of the UKPN transformer might not be sufficient and/or the site distribution infrastructure might require upgrading. Therefore, estimating the cost for upgrading the power capacity or the site distribution will not be possible at this early stage of the process due to the significant variance in cost.
45. In some cases it may not be physically possible or economically viable to upgrade particular MPS sites. There may also be MPS sites that are both strategically and operationally key to both PSD and Fleet Services. In all cases a detailed assessment report will be developed as part of the feasibility study to validate all “go/no-go” decisions.
46. Another constraint for the roll-out of charging infrastructure is the availability of suitable parking bays within the MPS locations for ULEV charging. A parking bay’s suitability for ULEV charging may depend on a number of factors including:
- Accessibility;
  - Space to install charging infrastructure; and
  - Parking distance from nearest substation.

### **Environmental Implications**

47. The sustainability objectives of the MPS are detailed in the MPS Environment & Sustainability Strategy 2019-2021 and include reference to reducing impacts associated with air quality and climate change in order to meet statutory and GLA targets. The MPS Air Quality Strategy is aligned to these objectives and provides

further detail in regard to environmental performance aspirations for fleet vehicle emissions and fuel use.

48. The vehicle fleet is the second largest contributor to the MPS's carbon emissions and potentially the most significant source of local air quality emissions.
49. By using the fleet replacement cycle to meet the objectives of the MPS Air Quality Strategy (including the transition to ULEVs and compliance with current and future ULEZ, the fleet supply and replacement plan will deliver continuous improvement in environmental performance and maintain the trajectory required to meet medium and longer term mayoral targets.

### **Background/supporting papers**

Report author: Jiggs Bharij, Head of Fleet Services.

### **Part 2 – This section refers to the details of the Part 2 business case which is NOT SUITABLE for MOPAC Publication.**

The Government Security Classification marking for Part 2 is:

OFFICIAL-SENSITIVE [COMMERCIAL]

Part 2 of Vehicle Charging Infrastructure is exempt from publication for the following reason:

- Exempt under Article 2(2)(a) of the Elected Local Policing Bodies (Specified Information) Order 2011 (Data Protection Section 43 – Commercial Interests).
- The relevant sections under the FOIA that would exempt this information from disclosure Commercial Interest Section 43

The paper will cease to be exempt until seven years.