

GREATER LONDON AUTHORITY

REQUEST FOR DEPUTY MAYOR FOR FIRE & RESILIENCE DECISION – DMFD1

Title: Electric Vehicle Charging Points for the London Fire Brigade

Executive Summary:

Electric Vehicle Charge Points (EVCPs) were installed at 78 of the London Fire Commissioner's (LFC) premises in 2015. Since the introduction of 57 electric range extended and Plug in Hybrid Electric Vehicles into the London Fire Brigade fleet, the demand for EVCPs across the estate has increased considerably.

A tender for further installation works and management of new and existing EVCPs was conducted using an existing local authority framework agreement. Two suppliers submitted compliant tenders, and it is proposed that the contract is awarded by the London Fire Commissioner to the bidder who offered the most economically advantageous tender.

The Deputy Mayor, Fire and Resilience's consent is required under provision 2.1 (b) of the London Fire Commissioner Governance Direction because the proposed decision of the LFC would result in a commitment to expenditure of more than £150,000.

Decision:

The Deputy Mayor for Fire and Resilience consents to the London Fire Commissioner's decision to:
award a five-year contract, to the preferred bidder, for the supply and installation of Electric Vehicle Charge Points (EVCPs), along with maintenance, repair services and on-going network and back office management services.

Deputy Mayor for Fire and Resilience

I confirm that I do not have any disclosable pecuniary interests in the proposed decision.

The above request has my approval.

Signature:



Date:

24 May 2018

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

Decision required – supporting report

1. Introduction and background

The London Fire Commissioner Governance Direction 2018

1.1. On 1 April 2018, the London Fire Commissioner (LFC) replaced the abolished London Fire and Emergency Planning Authority (LFEPA). To provide an appropriate degree of scrutiny and accountability for the Commissioner's functions, the Mayor approved (MD2260) a governance direction for the LFC. The direction enumerates those matters requiring consent by the Mayor (Part 1 of the direction) or the Deputy Mayor for Fire (Part 2).

1.2. The proposal set out in this form and its appendix falls under provision 2.1b:

A commitment to expenditure (capital or revenue) of £150,000 or above as identified in accordance with normal accounting practices.

Electric Vehicle Charge Points

1.3. Electric Vehicle Charge Points (EVCPs) were installed at 78 of the LFC's premises in 2015. Since the introduction of 57 electric range extended and Plug in Hybrid Electric Vehicles into the London Fire Brigade fleet, the demand for EVCPs across the estate has increased considerably.

1.4. A tender for further installation works and management of new and existing EVCPs was conducted using an existing local authority framework agreement. Two suppliers submitted compliant tenders, and it is proposed that the contract is awarded to the bidder who offered the most economically advantageous tender.

2. Objectives and expected outcomes

2.1. In 2015, Government grant funding of £790k was secured to install EVCPs on Brigade premises, with points installed at 78 sites. This includes nine fire station forecourts where the points are accessible to the public.

2.2. In 2016, all fleet cars were replaced with 57 electric range extended or Plug in Hybrid Electric Vehicles. Following the introduction of these vehicles, the usage of the existing EVCPs increased significantly from 28 sites used in 2015/16. The majority (78 per cent) of the charging activity in kWh is from LFC electric fleet cars.

2.3. With the car schemes emission limits currently undergoing consultation to reduce the CO2 limit and introduce requirements around other air quality emissions, it is expected the number of plug-in cars used for business purposes will increase.

2.4. The draft London Environment Strategy (LES) sets out actions for the GLA Group to deliver. These include '*Using the GLA Group estate to support the delivery of infrastructure to facilitate charging and refuelling of electric and hydrogen vehicles, for example at fire station forecourt parking*'. The strategy set out targets to reduce fleet emissions including '*all cars in GLA Group support fleets being zero emission capable by 2025*'. To achieve this a continued programme of installing charging infrastructure across the estate is necessary.

3. Equality comments

- 3.1. The Public Sector Equality Duty – a legal obligation for the Deputy Mayor in making this decision to have due regard that is appropriate in all of the circumstances to the potential impacts of this decision on those with protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, gender, religion or belief, sexual orientation) – has been considered and no specific equalities impacts arising from the decision to approve the proposed awarding of the contract by the LFC have been identified.

4. Other considerations

- 4.1. All relevant considerations, particularly regarding the balance of London Fire Brigade and public use of the charging points, are discussed in report LFC-0011 to the London Fire Commissioner, which is appended to this decision.

5. Financial comments

- 5.1. LFC finance comments are set out in Part 2. The expenditure is to be funded through sums available in an earmarked reserve held by the Commissioner. There are no direct financial implications for the GLA.

6. Legal comments

- 6.1. Legal considerations arising from the decision are set out in the report at Appendix 1, paragraphs 22 to 24 and the Deputy Mayor is referred to those comments.

Appendices and supporting papers:

- Appendix 1 - LFC-0011: Electric Vehicle Charging Points

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FOI Act) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** This form (Part 1) will either be published within one working day after approval or on the defer date.

Part 1 Deferral:

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

If YES, for what reason:

Until what date: (a date is required if deferring)

Part 2 Confidentiality: Only the facts or advice considered to be exempt from disclosure under the FOI Act 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: | Drafting officer to confirm the following (✓) |
|--|---|
| <p>Drafting officer <u>Tim Somerville</u> has drafted this report with input from the LFC and in accordance with GLA procedures and confirms the following:</p> | ✓ |
| <p>Assistant Director/Head of Service <u>Tom Middleton</u> has reviewed the documentation and is satisfied for it to be referred to the Deputy Mayor for Fire and Resilience for approval.</p> | ✓ |
| <p>Advice The Finance and Legal teams have commented on this proposal.</p> | ✓ |
| <p>Corporate Investment Board This decision was agreed by the Corporate Investment Board on 21 May.</p> | |

| EXECUTIVE DIRECTOR, RESOURCES: | |
|---|--------------------|
| I confirm that financial and legal implications have been appropriately considered in the preparation of this report. | |
| Signature | <i>M. J. Allen</i> |
| Date | 22.5.18 |