

Decision Maker: **EXECUTIVE**

**FULL COUNCIL**

For Pre-Decision Scrutiny by the Environment and Community Services  
PDS Committee on:

Date: **Wednesday 29 January 2020**

Decision Type: Non-Urgent Executive Key

Title: **TEC AMENDMENT TO ALLOW LONDON COUNCILS A  
COLLABORATIVE ROLE IN ELECTRIC VEHICLE CHARGING  
INFRASTRUCTURE**

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Chief Officer: Colin Brand, Director of Environment and Public Protection

Ward: All Wards

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1. Reason for report

1.1 To inform Members of the request by London Councils to amend the Transport and Environment Committee (TEC) Agreement in order to allow them to continue to perform a coordination role in the planning and delivery of electric vehicle charging infrastructure. Something that is currently afforded to them by the Go Ultra Low City Scheme (GULCS), which is due to end in March 2020.

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2. **RECOMMENDATION(S)**

2.1 **That the Environment and Community Services PDS Committee comment on the proposal of London Councils to continue performing a coordination role in the field of electric vehicle charging infrastructure.**

2.2 **The Executive recommends the above to Full Council and Full Council agrees to the proposed Transport and Environment Committee (TEC) amendment that is requested. Thereby authorising the Director of Environment and Public Protection to sign the amendment as required.**

## Impact on Vulnerable Adults and Children

1. Summary of Impact: None expected
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## Corporate Policy

1. Policy Status: Existing Policy: Supports Outcome 4 of Bromley's Third Local Implementation Plan (LIP). This outcome is focused on improving the air quality and reducing emissions in affected areas of the Borough partly through the delivery of electric vehicle charging infrastructure.
  2. BBB Priority: Quality Environment Healthy Bromley
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## Financial

1. Cost of proposal: No Cost
  2. Ongoing costs: Not Applicable
  3. Budget head/performance centre: Not applicable
  4. Total current budget for this head: Not applicable
  5. Source of funding: Not applicable
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## Personnel

1. Number of staff (current and additional): 1
  2. If from existing staff resources, number of staff hours: Around 20 hours to implement the amendment.
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## Legal

1. Legal Requirement: None: There is no legal requirement for the Council to amend the TEC Agreement, nor to liaise with London Councils in relation to EV charging infrastructure.
  2. Call-in: Applicable
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## Procurement

1. Summary of Procurement Implications: Not applicable.
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## Customer Impact

1. Estimated number of users/beneficiaries (current and projected): There are multiple, complex factors that will impact the Council's ability to introduce electric vehicle charging infrastructure. This TEC amendment will assist the Council in gathering data and allow access to the procurement framework, however, it is difficult to gauge the precise number of beneficiaries based on the TEC amendment alone.
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## Ward Councillor Views

1. Have Ward Councillors been asked for comments?

As this is not an issue that is expected to directly impact wards specifically at this stage, Councillors have not been asked for comments. However, the Portfolio Holder has been made aware of developments and been present at London Councils meetings where this TEC amendment has been discussed.

2. Summary of Ward Councillors comments: Not applicable.

### 3. COMMENTARY

In 2015, London Councils, Transport for London (TfL) and the Greater London Authority (GLA) agreed to jointly bid for funding from the Office for Low Emission Vehicles (OLEV) as part of a campaign called the Go Ultra Low City Scheme. This funding was designed to increase the provision of EV charging points across the UK.

A number of different city regions received funding, of which London was one. London received £13m in funding and the project chose 4 work streams for the scheme:

- 1) EV charging points for residential areas without off-street parking.
- 2) EV charging points for car clubs.
- 3) Rapid EV charging points for businesses and taxis.
- 4) Neighbourhoods of the Future – a number of area based schemes implementing innovative policies designed to encourage the use of ultra-low emission vehicles.

London Councils have been coordinating this project with TfL and the GLA, including the development of a procurement framework for EV charging points that London boroughs can use. This coordination role will cease to exist in March 2020 when the funding for the GULCS scheme officially ends.

The Council has recently submitted a bid to the GULCS scheme for funding to facilitate the proposed installation of residential charge points in the Borough. If this bid is successful the continuation of the coordination work offered by London Councils would be utilised by the relevant Council officers.

It is recognised that there is a need for London Councils to continue to coordinate and support EV infrastructure delivery in London after March 2020. This is supported by the findings of the Mayor of London's EV Infrastructure Taskforce, which recommended that a new pan-London EV coordination function is created to facilitate and oversee charge point installation. London Councils have committed to take this recommendation forward.

London Councils have expressed to Boroughs that they believe they have the knowledge and experience required to lead on the delivery of the EV coordination function. Mainly from work to date on the GULCS programme, which has supported boroughs to deliver over 1,300 on-street charge points, and will provide funding for the delivery of more than 2,000 charge points in total. London Councils has established relationships with key stakeholders including the boroughs and charge point operators which would make it a logical entity to undertake the coordination function.

For this coordination function to be created and vested in London Councils, there is a need to amend the TEC written agreement, that sets out what TEC (and therefore London Councils) can work on. This currently does not make provision for London Council's involvement in EV charge infrastructure coordination as an ongoing function.

A full breakdown of proposed responsibilities for the EV coordination role is attached as an appendix and is summarised below:

1. Act as a first point of contact for London boroughs, the GLA, TfL, existing and new charge point operators, and other relevant stakeholders seeking information about charge point installation in the capital.

2. Facilitate sharing of best practice and other relevant information amongst London boroughs and other relevant stakeholders.
3. Collate and share information to encourage Londoners to switch to electric vehicles.
4. Liaise with TfL to provide procurement and contract management support to London boroughs to support delivery of EV charge points.
5. Oversee delivery of GULCS programme to the end of 2020.
6. Secure and distribute funding to London boroughs for the delivery of on-street charging points.
7. Monitor and support data sharing between charge point operators, London boroughs, TfL and other relevant stakeholders.
8. Analyse charge point usage data. Share and promote key findings with relevant stakeholders.
9. Collate and share locations of installed charge points.
10. Monitor customer experience and charging behaviour.
11. Identify funding and partnership opportunities to continue the role of the coordination body from 2022.
12. The Council has recently submitted a bid to the GULCS scheme for funding to facilitate the proposed installation of residential charge points in the Borough. If this bid is successful the continuation of the coordination work offered by London Councils would be utilised by the relevant Council officers.

#### **4. IMPACT ON VULNERABLE ADULTS AND CHILDREN**

There is no direct impact expected on vulnerable adults or children.

#### **5. POLICY IMPLICATIONS**

Outcome 4 of the Local Implementation Plan is focused on improving the air quality and reducing emissions especially within the Borough's Air Quality Management Area. The policy regarding the issue of EV charging infrastructure reads as follows:

"Whilst mode shift to more efficient modes of transport is central to delivering an efficient, low carbon transport network, private vehicles will remain necessary for many journeys in the Borough that cannot be made by other modes. However, in order to reduce the impact of these, the Council will support measures to facilitate the adoption of alternative fuels."

"Consideration is, therefore, being given to the provision of both standard chargers as part of the Source London network in locations that are convenient to a wide catchment of residents, as well as lamp column charging infrastructure, which can be delivered cheaply with no need to reserve space on-street."

#### **6. FINANCIAL IMPLICATIONS**

There is no direct cost to the Council

#### **7. PERSONNEL IMPLICATIONS**

There will be no additional demands of officers.

## 8. LEGAL IMPLICATIONS

For London Councils to play a direct role in the delivery of EV charging infrastructure the London Councils' Transport and Environment Committee Agreement (LC TEC Agreement) needs to be amended. The reason the Agreement needs to be amended is because none of the local authorities' functions relating to EV charging points are currently delegated as functions of LC TEC, and the Committee therefore does not currently have the legal authority to undertake this function on behalf of the London local authorities. Without all authorities signing the variation to the TEC Agreement LC TEC will be unable to take on this new role in leading the EV coordination function.

The proposed variation does not provide LC TEC with the power to act as a decision maker on behalf of the London local authorities and does not put any borough under any obligation to take part in any proposed activity in this area. It simply allows LC TEC to take on a limited, collaborative role in relation to electric vehicle charging infrastructure. The amendment wording sets out the types of actions that a function managed by LC TEC could undertake. The reason the amendment is worded in this way is to ensure that further amendments to allow some development of the role would not be needed. Any decision making would still need to be agreed by TEC and every London local authority would need to agree to participate in any proposed activity.

<b>Non-Applicable Sections:</b>	Procurement Implications
Background Documents: (Access via Contact Officer)	