

Committee(s): Planning and Transportation	Date(s): 18 February 2020
Subject: London Councils Transport and Environment Committee – delegation for co-ordination functions relating to Electric Vehicle charging infrastructure	Public
Report of: Department of the Built Environment	For Decision
Report author: Samantha Tharme	

Summary

The purpose of this report is to seek approval to agree a proposed amendment to the London Councils Transport and Environment Committee (“**LC TEC**”) agreement (the “**Agreement**”) which would have the effect of delegating to LC TEC certain regulatory functions relating to the coordination and installation of Electric Vehicle (“**EV**”) charging points and associated infrastructure (the “**Delegation**”).

Provided that the Delegation is made, LC TEC is proposing to take on a more active role in the operational management and strategic oversight of a pan-London residential EV charging point coordination/delivery body on behalf of participating London local authorities (“**LLAs**”), should this be required. Most LLAs have already agreed to the Delegation and it is necessary for every LLA to agree the Delegation for LC TEC to proceed.

The Delegation would see LC TEC manage certain activities and functions on behalf of the City (and the other LLAs), including data collection and dissemination, centralisation of information for users and providing assistance to LLAs on appropriate EV infrastructure and funding opportunities. Importantly, the City would retain the ability to agree the locations for EV infrastructure and to provide its own EV infrastructure if required.

Recommendation(s)

Members are asked to:

- Agree to the proposed amendment to the Agreement as set out in full in **Appendix 1**; and
- Authorise the Town Clerk to sign and return the letter as set out in Appendix 1.

Main Report

Background

1. At its meeting on 10th October 2019 LC TEC considered a report¹ proposing amendments to the Agreement in support of the Go Ultra Low City Scheme (“**GULCS**”) activities. The proposal is to provide LC TEC with the authority to take on the operational management as well as the strategic oversight of a London wide residential EV charging point delivery partnership on behalf of LLAs, should this be required.
2. GULCS is a programme introduced by the Mayor of London which includes practical and financial support to local authorities, businesses and residents to encourage a shift to EVs.
3. After March 2020, the role of GULCS Senior Lead will no longer be funded through the programme and so work on the coordination of EV activity cannot be progressed in this way. It is recognised that there is a need for a continuation of the role of the GULCS programme to support EV infrastructure delivery after March 2020. This is supported by the recommendations of the Mayor’s EV Infrastructure Taskforce, who proposed that a new pan-London EV coordination function is created, to facilitate and oversee charge point installation, in its Delivery Plan². LC TEC has committed to take this function forward and has begun to scope out the remit of the proposed coordination function and activities set out in its delivery plan³.
4. To deliver the EV coordination function and the activities identified in the delivery plan for 2020 and 2021, funding will be required. LC TEC has approved in principle the use of TEC reserve funding for this purpose.

Current Position

5. Currently, LC for the GULCS programme carries out procurement and project support, facilitation of knowledge sharing and provision of information and guidance on the delivery of EV charge point infrastructure. The City has made limited use of this to date as it primarily focusses on support for residential on-street charging facilities and the City does not have any on-street residential parking. The City is concentrating on providing rapid charge points for taxis under the Mayor of London’s programme with direct support from Transport for London.
6. Funding for the current GULCS role is set to come to an end in March 2020. This would mean that LLAs would rely on their own resources to research latest

¹ London Councils TEC 10th October 2019 Item 7 Electric Vehicle Coordination Function – [link](#) to report.

² Mayors London electric vehicle infrastructure delivery plan Executive Summary June 2019 - [link](#) to report

³ London Councils TEC 10th October 2019 Item 7 – Appendix A – [link](#) to report.

technology and procure EV equipment and provide information to the public. Some information is publicised by existing EV equipment operators and central government departments, but this is currently considered insufficient.

Proposal

7. The proposal is outlined in the summary section of this report.
8. The LC TEC EV coordination function is proposed to take on a similar strategic and coordination role to that proposed for the GULCS delivery partnership in 2017. It is considered that London Councils (“**LC**”) has the skills, knowledge and experience required to implement the EV coordination function, as a result of work carried out on the GULCS programme, which has supported LLAs in the delivery of over 1,300 on-street EV charge points to date. LC is also a trusted entity by key stakeholders including the LLAs (both members and officers) and charge point operators.
9. LC is now aiming to get all LLAs to agree to the Delegation as funding for the current role comes to an end in March 2020. Whilst the focus for a lot of the work is on supporting LLAs introducing on-street residents parking (which has a limited impact on the City) there are likely to be some benefits from a co-ordinated approach across London and this role should assist with some market information as EV charging technology develops. The City Solicitor has advised that the proposed amendment to the Agreement is fit for purpose.

Corporate & Strategic Implications

10. The City Solicitor has noted that the amendment to the Agreement would safeguard the City’s ability to decide on the locations of any EV charging apparatus and associated infrastructure.
11. Officers recommend supporting the amendment to the Agreement as there is no reduction in statutory powers with respect to EV charging facilities or ability to operate independently from LC TEC or any LLA, should the City wish to do so.

Financial Implications

12. There are no immediate financial implications as the role of LC TEC will be funded by the use of LC TEC reserve funding. In the longer term, this role may provide some additional professional advice to support City officers, but no direct financial support. Advice on potential grants/financial support available from other government bodies to enable the installation of EV charging facilities is however expected.

Conclusion

13. Officers recommend supporting the amendment to the Agreement because it would offer support to LLAs by providing LC TEC with the means to act in a coordinated manner with respect to the implementation of EV infrastructure across London. Further, the Delegation would have no effect on the City's ability to decide on the location of EV charging points and associated infrastructure.

Appendices

- Appendix 1 – LC TEC Agreement Amendment delegated authority form.

Background Papers

- LC TEC 10th October 2019, Item 7 - Report on Electric Vehicle Coordination Function ([link](#) to report).
- Mayors London electric vehicle infrastructure delivery plan Executive Summary June 2019 ([link](#) to report)

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Appendix 1 – LC TEC Agreement Amendment delegated authority form.

To: London Councils
59 ½ Southwark Street
London
SE1 0AL

FAO: Katharina Winbeck

I.....[name and position of authorised person]

on behalf of..... [name of authority]

hereby confirm that my authority has resolved to delegate authority to London Councils' Transport and Environment Committee to exercise the following functions, in the following terms:

“(b)(i) The provision and operation of charging apparatus for electrically powered motor vehicles and/or the grant of permission to provide and operate charging apparatus for electrically powered motor vehicles under section 16 of the London Local Authorities and Transport for London Act 2013 PROVIDED THAT such provision and operation may only take place at locations first agreed by the Participating Council which is the highway authority for the affected road (or, where it is the highway authority for the affected road, TfL) AND PROVIDED FURTHER THAT Go Ultra Low City Scheme Section 31 Grant award shall be applied to any such provision and operation by LC TEC [which shall be at no cost or expense to the Participating Councils unless first agreed].

(b)(ii) The exercise of powers under Section 1 of the Localism Act 2011 for the purposes of giving effect to the joint exercise of powers under Section 16 of the London Local Authorities and Transport for London Act 2013 by LC TEC, or otherwise for the purposes of supporting and facilitating the Participating Councils and/or TfL in their exercise of those functions, including but not limited to oversight and management of the arrangements

(b)(iii) FOR THE AVOIDANCE OF DOUBT the functions referred to at (b)(i) and (b)(ii) above may be exercised directly by LC TEC or pursuant to a contract or Service Level Agreement between LC TEC and TfL (or between LC TEC and another appropriate body) or through such servant, agent or contractor as LC TEC may appoint.

Signed

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Date

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