

# London Councils' Transport & Environment Committee

## Electric Vehicle Coordination Function

Item no: **XX**

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**Summary:** This report provides an overview of the proposed electric vehicle (EV) coordination function activities for review and feedback. TEC members are asked to progress sign off of the proposed amendment to the LCTEC agreement for their borough to enable London Councils to progress this work.

**Recommendations:** The Committee is asked to:

- Note the report;
- Review and provide feedback on the proposed activities of the electric vehicle coordination function provided in Appendix B;
- Where it has not already been signed, TEC members are asked to progress sign off and return of the proposed amendment to the LCTEC agreement for their borough by the end of 2019. This will give London Councils permission to actively participate in the delivery of the electric vehicle coordination function.

## **Overview**

1. In 2016, the Go Ultra Low Cities Scheme (GULCS) funding bid proposed the delivery of a London-wide 'delivery partnership' in addition to the delivery of charge point infrastructure. The role of the delivery partnership was to coordinate and support electric vehicle (EV) infrastructure delivery, and some of its original functions have been delivered through the GULCS programme, specifically the GULCS Senior Lead at London Councils and wider project team at Transport for London (TfL). However, this support will no longer continue when the funding for the GULCS Senior Lead role ends in March 2020.
2. 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's EV Infrastructure Taskforce, which has recommended that a new pan-London EV coordination function is created to facilitate and oversee charge point installation. London Councils has committed to take this recommendation forward.
3. For work to progress on the delivery of the coordination function after March 2020, funding is required to provide the necessary resources. It is envisaged that some TEC reserve funding is used for this purpose. A paper setting out details of the funding required, and requesting approval for funding to be allocated for this purpose, will be presented to the TEC executive sub-committee in November.
4. Approval of TEC reserve funding for the coordination function will be subject to all London boroughs agreeing to the proposed TEC variation, which has been in circulation since June 2017. Where it has not already been signed, TEC members are asked to progress sign-off within their borough by the end of 2019.

## **Background**

5. As TEC members may recall, the original Go Ultra Low Cities Scheme (GULCS) bid proposed the delivery of a London-wide 'delivery partnership' in addition to the delivery of charge point infrastructure. The partnership was proposed to simplify the provision of borough-led charging infrastructure and provide one point of contact for all EV charging infrastructure queries. Following borough engagement and research into the options for the delivery of a partnership within the parameters of the GULCS programme, the scope of the proposal was redefined as a coordination and support function for the London boroughs participating in the GULCS programme. This support was delivered through the role of the GULCS Senior Lead at London Councils, with procurement and legal expertise provided from Transport for London (TfL).
6. The work of the GULCS programme has been instrumental in supporting London boroughs to deliver EV charging infrastructure. The procurement and project support, facilitation of knowledge sharing and provision of information and guidance on the delivery of EV charge point infrastructure has been widely recognised and appreciated by the London boroughs, London Councils, TfL and the GLA. The provision of this support has been mostly coordinated and provided through the GULCS Senior Lead role at London Councils, which is funded through the GULCS programme budget until March 2020.

7. It is recognised that there is a need for a continuation, and expansion of the role of the GULCS programme to support EV infrastructure delivery after March 2020. This is supported by the findings of the Mayor's EV Infrastructure Taskforce, who have recommended that a new pan-London EV coordination function is created to facilitate and oversee charge point installation. This is one of the recommendations published in the London electric vehicle infrastructure delivery plan in June 2019. London Councils has committed to take this recommendation forward and work has begun, through the GULCS programme, to scope out the remit of the proposed coordination function and deliver its activities for 2019 set out in the delivery plan (extract provided in Appendix A). This includes, for 2019, the launch of a one-stop-shop website and data collection and analysis. Both activities are planned for delivery through the GULCS programme in 2019.
8. London Councils TEC has previously indicated that it would be the best organisation to take on any delivery partnership or coordination role. At its meeting on 15 June 2017 London Councils TEC considered a report proposing amendments to the TEC Agreement in support of the proposed Go Ultra Low City Scheme (GULCS) delivery partnership activities. The proposal was to provide London Councils TEC with the authority to take on the operational management as well as the strategic oversight of a London wide residential electric vehicle charging point delivery partnership on behalf of London's local authorities, should this be required.
9. The EV coordination function is proposed to take on a similar strategic and coordination role to that proposed for the GULCS delivery partnership in 2017 but adapted to the current circumstances.
10. London Councils has the skills, 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 to date, and will provide funding for the delivery of more than 2,000 charge points in total. London Councils is also a trusted entity by key stakeholders including the boroughs (both members and officers) and charge point operators.
11. 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. To deliver the EV coordination function, and deliver the activities identified in the delivery plan for 2020 and 2021, funding will be required. This paper asks TEC to approve in principle the use of TEC reserve funding for this purpose.

### **Proposal**

12. The EV delivery plan proposes a number of activities for the coordination function (extract provided in Appendix A) based on discussions between Taskforce members. It is proposed in the delivery plan that further work should be done in 2019 to scope out the remit of the function with key stakeholders, and this has been led by the GULCS programme. In July 2019 a GULCS borough event was held at City Hall and attended by 27 boroughs. The event was used to discuss the coordination function proposal included in the delivery plan to understand support for the proposed activities and identify any additional activities that could be included. The feedback on the proposal in the delivery plan was overwhelmingly supportive, with boroughs confirming that the

activities identified were required to support the delivery of EV charging infrastructure after the GULCS programme support and coordination ends in March 2020.

13. Borough officers emphasised a requirement for the coordination function to continue to provide the support that they have received through the GULCS programme, particularly in procurement and contract management, and the facilitation of knowledge sharing between London boroughs. They also confirmed that functions not currently delivered through the GULCS programme, such as the coordination and analysis of charge point usage data, and research to understand customer experience and charging behaviours, would be required to support the delivery of future charge points.
14. Feedback from the boroughs at the GULCS event in July has informed a more detailed proposal of the coordination function responsibilities and actions, provided in Appendix B. The responsibilities of the coordination function are categorised across four areas: knowledge sharing, supporting borough delivery, data and monitoring and other, and include eleven key areas of responsibility, with sixteen corresponding actions. These include the activities included in the delivery plan, and feedback received from borough officers. Before the responsibilities of the coordination function are finalised, TEC members are asked to review and comment on the proposal included in Appendix B.
15. Based on the responsibilities and actions of the coordination function in Appendix B, it is proposed that resource is based at London Councils to deliver the actions identified in Appendix B from March 2020. Details of the resource required, and subsequent costs are to be finalised.
16. It is proposed that some TEC reserve funding is allocated to fund the EV coordination function, and a paper will be presented to the TEC executive sub-committee in November to request approval for this, with details of the funding required. As TEC members may recall, in December 2018, a transfer of funds from the general reserve to the specific reserves was approved for the use of 'future project work to be determined by the Committee'. It is part of this funding that is proposed for allocation to the EV coordination function.
17. This proposal relies on the continuation of the existing GULCS resource structure which includes the provision of procurement, legal and project support from TfL. Discussions are underway with TfL and the GLA to confirm the continuation of these support functions and the potential for a contribution of funding to the coordination function.

#### **Amending the TEC Variation**

18. As TEC members are aware, 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.

19. An amendment has been circulated for the London boroughs to sign and to date, this has been signed by seventeen London boroughs (the amendment has been signed by: Barking & Dagenham, Barnet, Camden, Croydon, Ealing, Enfield, Hackney, Harrow, Hounslow, Islington, Kingston, Lewisham, Merton, Redbridge, Richmond, Wandsworth, Westminster). 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.
20. 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.
21. The allocation of TEC reserve funding for the coordination function is subject to all London boroughs agreeing to the proposed TEC variation. TEC members are therefore asked to progress sign-off in the sixteen outstanding boroughs by the end of 2019.

### **Next Steps**

22. It is proposed that the GULCS Senior Lead continues to deliver the coordination function deliverables for 2019 identified in the delivery plan. This includes the delivery of an online function for Londoners to request on-street charge points, and the collection and analysis of charge point usage data.
23. A paper will be presented to the TEC executive sub-committee in November to request approval to use some TEC reserve funding to deliver the proposed EV coordination function. Negotiations with GLA and TfL as to their contributions to this function will also continue.
24. TEC members of the sixteen authorities who have not yet signed the TEC amendment are asked to progress this within their borough as a matter of urgency, by the end of 2019. To ensure boroughs retain control and are fully supported in the future roll out of EV charge points across London, it is vital that London Councils has the required delegated authority to act on borough's behalf.

## **Recommendations**

The Committee is asked to:

- Note the report;
- Review and provide feedback on the proposed activities of the electric vehicle coordination function provided in Appendix B;
- Where it has not already been signed, TEC members are asked to progress sign off and return of the proposed amendment to the LCTEC agreement for their borough by the end of 2019. This will give London Councils permission to actively participate in the delivery of the electric vehicle coordination function.

## **Financial Implications**

None arising from this report

## **Legal Implications**

None arising from this report

## **Equalities Implications**

None arising from this report

## **Appendices**

Appendix A – Extract from EV Delivery Plan

Appendix B – Proposed responsibilities of the EV coordination function

**Enabler 3. New pan-London coordination body to facilitate and oversee charge point installation**

Through the extensive consultation and information gathering of the taskforce activity, it is very clear that there is strong support for the setting up of a new pan-London coordination body, to provide a service that will save money, pool resources and ensure a consistent approach for public charging infrastructure is adopted across London. This would build on the existing GULCS project, be a focus for activity, and the voice of authority and advice on the provision of EV infrastructure in London. Stakeholders have recommended that this service should centrally facilitate pre-installation, installation and business-as-usual activities.

Further work needs to be done in planning the functions of the body and how it would work in practice. It is proposed that it focuses on being a public interface and a central place to share best practice and analyse data. The taskforce work to date has come up with the following potential activities:

- Manage public charge point requests from Londoners via a one-stop-shop website, to provide a consistent approach across all of London's boroughs for its residents
- Assist with maximising the utilisation of existing infrastructure, by providing people with information on where nearby sites are located when they enquire, minimising the risk of stranded assets
- Navigate the planning processes, to allow those who are trying to install a charge point to better understand what permissions they may need, help promote the quickest and best

routes to installation, and determine who else they may need to involve

- Collect and share data on charge point usage, identify patterns of use to help understand current and future demand in consultation with operators
- Provide procurement and contract management support, helping fill gaps in resource and knowledge and a consistent approach to be adopted
- Monitor customer experience and charging behaviour, reporting network reliability and providing reassurance around capacity
- Lead communications including myth-busting and awareness raising, supporting marketing by Go Ultra Low and any specific information from London boroughs and TfL
- Facilitate sharing of best practice regarding charge point installation and management

The first step would be to establish a one-stop-shop website, where Londoners could submit requests for an on-street slow to fast charge points. The intention would be for the remit of the body to be wider than just facilitating on-street slow to fast charge points, however. TfL has a lot of learnings and experience to offer in the delivery of rapid charge points in London, for both singles and hubs.

An indicative timeline is set out in Table 9.

Taskforce members: London Councils lead, input from BEAMA, CRP GLA, London First, OLEV, RAC, SMMT, SSE Enterprise, TfL and UKPN

Table 9: Indicative timeline for new pan-London coordination body

2019	<ul style="list-style-type: none"> <li>• Scope out with key stakeholders over the summer the full remit of the body</li> <li>• Launch at the end of 2019 – one-stop-shop website will go live</li> <li>• Begin data collation and analysis</li> </ul>
2020	<ul style="list-style-type: none"> <li>• Use new TfL guidance to support boroughs and others in installing infrastructure</li> <li>• Customer experience and market research</li> </ul>
2021	<ul style="list-style-type: none"> <li>• Expand coordination body to facilitate deployment of rapid charge points</li> </ul>

## 5.2 Reduce energy barriers

**Enabler 4. New energy network constraints online tool/‘heat mapping’**  
The role of DNOs is to facilitate connections within their regulatory framework. This can be achieved either through procuring flexibility or building new infrastructure. One way to help, and reduce potentially unnecessary investigation, is ‘heat mapping’ of the electricity distribution network. Such geographic information could indicate areas of constraint, and therefore locations where connections could be problematic. Even in a constrained area of the network, however, it does not prevent connection, but involves the need to reinforce the network for the increased load.

In London, UKPN has made a commitment to publish heat maps of potential future flexibility requirements in response to low voltage (LV) constraints. To support UKPN's pledge to be more transparent, the DNO has developed a roadmap to deliver London's future flexibility needs – which by inference

is where UKPN predicts constraints on its network over the coming years. One end result is that it helps customers wanting to connect EV charge points to understand where constrained (and by exception unconstrained) parts of the network may be, which will enable them to choose more cost-effective locations for placing charge points.

UKPN plans to release a forecasted EV-driven LV constraint map covering the GLA area, and offer it via the same access conditions currently offered for their Distributed Generation (DG) mapping tool (with controlled access). This map will identify LV transformer sites and general network radii that are likely to be constrained without deployment of any Smart or managed charging. This will be a forecast and should be treated as such, and is made available with the intention to provide customers with more information than currently available in order to make more informed decisions.