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| London Councils’ Transport & Environment Committee Executive | | | | | | | |
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| OLEV Go Ultra Low City Scheme | | | | | | Item no: | 04 |
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| Report by: | Steve Craddock | | Job title: | | Principal Policy Officer | | |
| Date: | 11 February 2016 | | | | | | |
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| **Summary:** | London was announced as one of four winning cities in the Office for Low Emission Vehicles “Go Ultra Low City Scheme” and awarded £13,000,000 in capital funding and £240,000 in revenue funding over the period 2016-2020. It is suggested that a Programme Board and a Working Group are established to drive the implementation of the bid proposals. |
| **Recommendations:** | The Committee is asked to:   * + Note the establishment of a Programme Board to determine priorities, set milestones, and drive progress of the delivery of the London Go Ultra Low Scheme.   + Agree TEC representation on that board to take the form of TEC Chair and Labour and Conservative vice chairs.   + Authorise officers from London Councils, in partnership with TfL and GLA, to agree the Terms of Reference for the Programme Board and Working Group.   + Authorise officers from London Councils, in partnership with TfL and GLA, to agree a Memorandum of Understanding. |

**OLEV Go Ultra Low City Scheme**

Background

1. Reports on the Office for Low Emissions Vehicles (OLEV) Go Ultra Low City scheme were presented to TEC Executive in July and September 2015. These explained that a London bid was being prepared by TfL, GLA and London Councils, with support from a working group of borough officers. Following discussions on the draft bid at these meetings, the final version was agreed for London Councils by the TEC Chair and Vice-Chairs for submission in October. Updates on the bid have also been presented to TEC in the Chair’s report.
2. The London bid asked for £20,000,000 for four work streams:
   1. Increasing EV charging infrastructure in residential areas by establishing a London-wide delivery partnership for deploying, managing and maintaining residential charging infrastructure in a more coordinated and cost-effective way.
   2. Increasing EV charging infrastructure at car club bays, with management and maintenance of the infrastructure being undertaken by the partnership responsible for residential charging infrastructure (point a).
   3. Increasing the number of rapid EV chargers from the approximately 150 in 2018 planned by TfL to approximately 300 in 2020.
   4. Implementing local schemes to prioritise and encourage the uptake of ultra low emission vehicles (ULEVs), referred to as “Neighbourhoods of the Future” in the bid. Locations were included in the bid, following a mini competition that invited councils to put forward proposals.

Funding award

1. The Under Secretary of State for Transport, Andrew Jones MP, announced on 25 January that London is one of the winning cities in the Go Ultra Low City Scheme competition, alongside Nottinghamshire and Derby, Milton Keynes and Bristol. London has been awarded £13,000,000 in capital funding and £240,000 in revenue funding to be spent between now and 2020. It is expected that the funding will be paid to TfL.
2. It will be necessary to prioritise between the different elements of the bid, given that the full £20m has not been awarded, and work up more detailed proposals for how they will be implemented. There are a number of issues that require further investigation and will have an impact on the extent to which certain elements of the bid can / should be prioritised. These include:
   * Opportunities to use alternative OLEV funding streams to part-fund some of the initiatives proposed in the London bid.
   * Opportunities for match funding.
   * The implications of the split between capital and revenue funding.
   * State Aid rules.
   * The need for boroughs to further develop their initial concepts for Neighbourhoods of the Future.

Programme and delivery milestones

1. OLEV has asked for a high level programme of delivery and a set of milestones by March 2016. Officers will make the case that there will need to be flexibility in the programme. OLEV officials have indicated that they recognise the need for flexibility to adjust the delivery plan over the longer term, if certain elements are considered to be more successful and cost-effective than others.

Governance

1. It is recommended that a Programme Board representing the partner organisations should be established. The board will be advisory in nature and establish joint priorities and milestones plus drive progress of the delivery of the London Go Ultra Low Scheme. This will become an outside body to which the normal London Councils’ nomination arrangements will apply. It is proposed the Board will include representatives from TfL, the GLA, LEDNet (London Environment Directors Network), TEC and London Councils. This will be reviewed annually.

1. It is also proposed that a working group is established to develop options for implementing the proposals in the bid. It is suggested that the working group is chaired by a nominated LEDNet member, who will also sit on the programme board to ensure a strong link between the two. The other members will be made up of officers from London Councils, TfL, GLA and five boroughs representing the TfL sub-regions.
2. Terms of reference for the groups would need to ensure that there is a responsibility to inform and consult all boroughs on the key issues being considered and to regularly update TEC (six monthly updates are suggested). TEC is asked to authorise officers from London Councils, in partnership with TfL and GLA, to agree these terms of references over the coming few weeks in line with the principles outlined above.
3. Officers will also work on a Memorandum of Understanding for the organisations involved in the bid. These will ensure that all partners are aware of and can sign up to a set of guiding principles. Again, TEC is asked to authorise officers from London Councils, in partnership with TfL and GLA to agree these over the coming few weeks.

**Recommendations**

The Committee is asked to:

* + Note the establishment of a Programme Board to determine priorities, set milestones, and drive progress of the delivery of the London Go Ultra Low Scheme.
  + Agree TEC representation on that board to take the form of TEC Chair and Labour and Conservative vice chairs.
  + Authorise officers from London Councils, in partnership with TfL and GLA, to agree the Terms of Reference for the Programme Board and Working Group.
  + Authorise officers from London Councils, in partnership with TfL and GLA, to agree a Memorandum of Understanding.

**Financial Implications**

There are no financial implications for London Councils.

**Legal Implications**

Legal advice has been sought as to the arrangements for implementation of the proposals having regard to LCTEC’s constitution and governance. LCTEC’s on-going role, as stated in the Report, is consistent with the discharge of the functions which have been delegated to the joint committee by the London local authorities under the LCTEC Governing Agreement dated 13 December 2001 (as amended).

**Equalities Implications**

The are no equalities implications of the recommendation.