

London Councils' TEC Executive Sub Committee

Funding of the EV and car club coordination function and climate change policy coordination and research function Item no: 3

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Summary: This report requests Committee approval to allocate funds from the TEC Special Projects specific reserve for the provision of an electric vehicle (EV) and car club policy coordination function and climate change policy coordination and research function, for a fixed term of two years.

Allocation of the funding requested for the EV coordination policy function will be subject to receiving all of the LC TEC delegations by all London boroughs and the City of London.

The climate change policy work, subject to agreement by London Councils Leaders' Committee, can be funded from uncommitted resources held in a specific reserve within the TEC funding stream.

Recommendations: The Committee is asked to:

- Note and comment on the report;
- Approve the request to allocate a maximum sum of £217,923 from the TEC Special Projects specific reserve for the delivery of the proposed EV and car club coordination policy function in London Councils from April 2020 for a period of two years.
- Approve the request to allocate a maximum sum of £289,369 from the TEC Special Projects specific reserve for the delivery of climate change policy coordination and research function for a period of two years.

Funding of the EV and car club coordination function and climate change policy coordination and research function

Introduction

1. This paper outlines the case to fund three members of staff for a period of two years to deliver three key areas of the Committee's work and contribute to London Councils' pledges to Londoners:
 - Electric vehicle (EV) infrastructure coordination
 - Car club policy coordination
 - Climate change policy coordination and research
2. Since there is a strong link between the EV infrastructure and car club coordination and activities, these have been grouped together into two overall FTE posts – one lead and one policy officer. TfL has committed to support this function and contribute 50 per cent of the total cost. This is subject to final sign off of the TfL business plan in December 2019.
3. For the climate change work, a lead officer, with a project budget is proposed to take this work forward. However, as climate change related activities are not within the functions delegated to TEC in the TEC Agreement, a decision is required by London Councils Leaders' Committee to undertake this work.

Background

EV Infrastructure and car club policy coordination

4. On 19 February 2019 TEC Executive members received a report¹ outlining the proposed structure for the Task & Finish Group on Car Clubs. Members agreed with the proposals and the Task & Finish Group on Car Clubs was brought together. The purpose of the Group was to provide an in-depth analysis of the current state of car clubs in London and to identify ways in which car sharing could contribute in responding to environmental, population growth and congestion challenges. At the TEC Executive meeting on 12 September 2019, members received the final report of the Task & Finish Group on Car Clubs and agreed with all recommendations put forward by the Group.
5. Given the lack of resources available at the borough level, the group discussed different options that could potentially result in overall cost savings and better pan-London coordination. At the meeting on 18 July 2019, TEC Executive requested London Councils officers to explore the possibility of developing a new officer role together with the GLA and TfL. Following further conversations and an agreement between officers from the GLA, TfL and London Councils in September 2019, the group recommends that a new part-time role is created.
6. The agreed tasks and responsibilities for this role are outlined in Appendix 1 and span the activities of knowledge sharing, operational arrangements and data & monitoring. The equivalent of 0.5FTE is proposed for this role.

¹ <https://www.londoncouncils.gov.uk/node/35118>

7. On 10 October 2019 TEC members received a report² setting out a proposal for London Councils to provide an EV coordination function for London. The report set out the background to the proposal, and sought feedback on the proposed activities of the function. These are outlined in Appendix 2. The equivalent of 1.5FTE is proposed for this role. It was agreed that this follow-on report would be submitted to TEC Executive Sub Committee to request funding to progress delivery in 2020.
8. The proposal to deliver an EV coordination function is to enable the continuation and expansion of the GULCS programme in coordinating and supporting EV infrastructure in London. It is recognised that there is a need for London Councils to continue to do this when GULCS funding ends in March 2020. With its previous experience, London Councils already has the relationships and communication channels to deliver this function.
9. 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 lead on this recommendation in the London Electric Vehicle Infrastructure Taskforce Delivery Plan³, published in June 2019.
10. Approval of TEC reserve funding for the EV coordination function in London Councils will be subject to all London boroughs and the City of London agreeing the proposed delegation of responsibility to TEC, which has been in circulation since June 2017. Where it has not already been signed, TEC members have agreed to progress sign-off within their borough by the end of 2019.
11. Total funding required to deliver the EV and car club coordination function is estimated to be in the range of £388,413 - £435,846. Approval is sought for a maximum of 50 per cent of the total cost, up to £217,923, to be allocated from the TEC Special Projects specific reserve. The remaining 50 per cent will be provided by TfL, subject to final sign off of the business plan in December 2019.

Climate Change policy co-ordination

12. There has recently been an increase in public focus on the role of local authority action on climate change. In July and September 2019 LC TEC Executive considered and discussed climate change policy and charged officers to develop a list of potential activities where London Councils could usefully support individual and collective action on climate change in the interest of value for money and efficiencies. On 10 October 2019, TEC considered a report outlining a programme of activities based on the responses received.
13. TEC endorsed the report and agreed that additional resources should be identified. The list of potential activities is grouped into three main strands, as summarised below. Full details can be found in Appendix 3.
 - Boroughs: Support boroughs to put in place climate action plans that are effectively structured, resourced, governed and supported (within and outside the council), based on robust evidence and accompanied by ongoing monitoring.

² <https://www.londoncouncils.gov.uk/node/36290>

³ <http://lruc.content.tfl.gov.uk/london-electric-vehicle-infrastructure-taskforce-delivery-plan.pdf> pages 92-

- Sub-regional and London-wide: Work with boroughs to identify and deliver shared projects that are needed at a sub-regional or London-wide scale to support our collective climate targets.
- National action: Understand the barriers to delivery, and what package of investment, powers and leadership can unlock delivery of climate targets. Work with boroughs, the GLA and national partners to identify and advocate for these.

14. Overall funding requested for this strand of work is a maximum of £289,369. There will be no contribution from any other parties for this work.

Proposal

EV Infrastructure and car club policy coordination

15. To deliver the proposed EV and car club coordination policy function, it is proposed that a similar resource structure to that currently in place to deliver the GULCS programme is continued. This is based on the provision of dedicated resource based at London Councils, supported by procurement, legal and project management from Transport for London (TfL).
16. Based on the identification of responsibilities and actions for the coordination function, it is proposed that the current role of the GULCS Senior Lead is funded to continue after March 2020, as 'EV infrastructure and car club coordination lead officer' with the addition of a supporting policy officer.
17. Estimated annual costs to provide the officer resource required plus a small annual budget for deliverables including, for example, customer research, delivery and maintenance of an online platform for EV information and coordination of events are provided in the table below:

EV infrastructure and car club policy coordination function estimated costs

	Lower range (£000)	Higher range (£000)
Total salary costs over two years	338	386
Research and other support costs	50	50
Total costs	388	436
TfL contribution @ 50%	194	218
<u>Contribution sought from TEC Specific Reserves</u>	<u>194</u>	<u>218</u>

18. It is proposed that funding is allocated for the provision of this resource for two financial years, 2020/21 and 2021/22, subject to an annual review of requirements and workload. Workload for the coordination function may, for example, increase if further opportunities to apply for, and distribute funding for the delivery of charge points is identified. A two-year period is expected to provide sufficient time for the coordination function to engage stakeholders, gain momentum and meet the public commitments made in the EV taskforce delivery plan.

19. The EV and car club policy coordination function is directly contributing to two of London Councils Pledges:

- Support the promotion of a new Clean Air Act and the introduction of ULEZ across much of London to protect Londoners from harmful polluted air.
- Deliver at least 2500 charging points for electric vehicles by 2022, including the option for 20 rapid charge points in each borough.

20. The EV and car club policy coordination function is expected to deliver the following potential financial benefits:

- *Lower resource requirements for local authorities in London that plan to deliver EV charge points and/or have active car sharing operations.* These savings are a result of centralised coordination and the sharing of information and facilitation of knowledge sharing in addition to procurement, legal and project support. The coordination function will also analyse relevant data, and share key findings with stakeholders to inform future planning and delivery across the capital, removing the requirement for individual boroughs to provide separate resource to do this.
- *Social, environmental and health benefits.* The delivery of the EV and car club coordination function aims to coordinate and support the delivery of charging infrastructure in London and enable the positive contribution car clubs can make to the sustainable travel agenda. Lack of charging infrastructure is one of the key barriers to Ultra Low Emissions Vehicle (ULEV) uptake in the capital, particularly one voiced very strongly by car club operators. If the delivery of charging infrastructure is successful in supporting the uptake of ULEVs, this can have significant potential financial benefits. Ecorys has calculated the social and environmental benefits of securing wider uptake of ULEVs in London to be nearly £30 million by 2025, including health benefits due to reduced pollutant emissions worth around £10 million by 2025.

21. In addition to the potential financial benefits expected from the delivery of the EV and car club coordination function, the following potential non-financial benefits have been identified:

- *Air quality improvements.* As set out in the government's air quality plan, the UK will end the sale of new conventional petrol and diesel cars and vans by 2040. The Mayor of London has an ambition for every new car or van registered in London to be zero emission from 2030, meeting the ambition of the Committee on Climate Change and sooner than the national goal of 2040. This will require the delivery of a significant amount of infrastructure, not currently being delivered by the private sector. The EV and car club coordination function will ensure momentum to continue delivery of EV infrastructure in London and seek funding opportunities for London borough delivery.
- *A consistent approach to the delivery of EV charging infrastructure and car club policies.* It is important that charging infrastructure is delivered as consistently as possible across London to provide confidence to existing and prospective EV drivers. Similarly, boroughs have expressed the need for more consistent approaches and therefore guidance with regards to car club operations in London, to ensure a good overall user experience and ensure that car club cars are the cleanest vehicles they can be. Whilst there have been a significant number of charge points delivered to

date, London still has a long way to go to ensure that the infrastructure needed to support EV drivers is in place over the next few years.

- *Retain existing in-house experience.* London Councils has the skills, knowledge and experience required to lead on the delivery of the EV and car club coordination function, built up through delivery of the GULCS programme and the car clubs Task and Finish Group, as well as previous work on the car club coalition. Boroughs have been supported to deliver over 1,500 on-street EV 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 amongst key stakeholders, including the boroughs (both members and officers) and charge point operators. The delivery of the EV and car club coordination function in a similar structure to the delivery of the GULCS programme will ensure that experience, skills and knowledge are retained.
- *Oversee delivery of the GULCS programme.* The EV and car club coordination function will oversee borough delivery of charge points through the GULCS programme after March 2020. Without this in place there is no allocated resource to ensure funding is spent by the end of 2020, and that lessons learnt are captured and shared.

22. If TEC reserve funding is not approved for allocation to the delivery of the EV and car club coordination function, there is a risk that London Councils will not be able to deliver on the public commitment made in the London EV Infrastructure Taskforce Delivery Plan. Nor will London Councils be able to deliver the recommendations from the Task and Finish Groups on car clubs. This may have a reputational impact for the organisation and impact delivery of charge points in London, and reduce the potential benefits outlined above.

Climate Change policy coordination

23. To deliver the proposed activities around climate change, it is proposed that a lead officer will be employed to coordinate activity amongst the many officer networks in London, carry out research on behalf of the boroughs as detailed in Appendix 3, including sub-regional and pan-London support, and deliver national policy and advocacy work.

24. The total funding requested for this function is for a maximum of £289,369, including a communications budget to enable the role to undertake some specific and targeted communications activities in the run up to two events. It is proposed that recruitment starts as soon as possible after sign off. This is illustrated in the table below:

Climate change policy coordination and research costs

	Lower range (£000)	Higher range (£000)
Total salary costs over two years	188	219
Research and other support costs	70	70
Total costs sought from TEC Specific reserves	258	289

25. It is proposed that funding is allocated for the provision of this resource for two financial years, starting as soon as possible in 2020, given the urgency of this policy area. With the governance processes required, the assumption is that a person will not be in post before February 2020, which means an end date of January 2022. A two-year period is expected to provide sufficient time for the post to deliver the necessary policy products and research required for COP 26 (see paragraph 26 below), which will take place in the UK in 2020, and make sufficient progress on identifying the right projects to support at borough, sub-regional and London-wide level and their delivery mechanisms. Once the right projects have been identified, further delegations of powers, and/or the need for individual boroughs to take on lead roles may be required. Two years is also considered sufficient to deliver a strong advocacy campaign to national government on behalf of the boroughs and to attract a suitable candidate to the role.
26. The Conference of Parties (COP), an annual UN event which reviews the national communications and emissions of parties to the UN Convention on Climate Change, will take place in the Glasgow in November 2020. Hosting COP26 in the UK represents a great opportunity to showcase the actions London's boroughs are taking to address climate change and it is London Councils' intention to run events that support the COP next year.
27. The climate change policy and research function will indirectly contribute to a number of London Councils Pledges:
- Support the promotion of a new Clean Air Act and the introduction of ULEZ across much of London to protect Londoners from harmful polluted air.
 - Work towards including a target of one tree for every Londoner in our local plans.
 - Hold TfL to account for improving the bus route network in every London borough.
 - Lobby for improved certainty and levels of local road funding through TfL's LIP process.
 - Create, cost and lobby for a programme of local transport infrastructure delivery; addressing enhanced connectivity, platform extensions and related responses to growing demand.
 - Lobby for the delivery of major transport investment including CR2, HS2, Euston redevelopment, Bakerloo Line extension, West London Orbital and Tram network.
 - Work to agree new forms of London borough influence on the specification, management and award of rail franchises so that the borough voice is at the heart of commissioning; and argue for further devolution to London.
28. The climate change policy and research function is expected to deliver the following potential financial benefits:
- *Lower resource requirements for local authorities in London that plan to deliver climate change action plans.* These potential benefits are a result of centralised coordination and the sharing of information and facilitation of knowledge sharing in addition to the identification of suitable projects at borough, sub-regional and pan-London level and their appropriate delivery mechanisms, as well as national advocacy for additional powers and resources for boroughs. The lead officer will most likely also analyse relevant data, and share key findings with stakeholders to inform future planning and delivery across the capital, removing the requirement for individual boroughs to provide separate resource to do this.

- *Social, environmental and health benefits.* The climate change lead officer role will aim to coordinate and support the delivery of boroughs individual climate change action plans, which will have a positive impact on sustainable travel, fuel poverty and environmental enhancements, including adaptation to climate change impacts such as overheating and flooding.
29. In addition to the potential financial benefits expected from the climate change policy and research function, the following potential non-financial benefits have been identified:
- *Air quality improvements.* As set out in the government's air quality plan, the UK will end the sale of new conventional petrol and diesel cars and vans by 2040. The Mayor of London has an ambition for every new car or van registered in London to be zero emission from 2030, meeting the ambition of the Committee on Climate Change and sooner than the national goal of 2040. The climate change resource will work closely with the policy team at London Councils to contribute to this policy goal and ensure holistic policy development to avoid unintended consequences.
 - *Reputational benefits.* Addressing climate change is one of the biggest challenges society faces, and boroughs are demonstrating their recognition of and support for climate action through, for example, climate emergency declarations. London Councils must be seen to be treating this issue with the same seriousness of purpose as boroughs, otherwise we risk reputational damage.
30. *Public health benefits.* If London Councils can support boroughs to deliver the projects to address climate change outlined in the TEC paper of 10 October, similar to the air pollution challenge, this would provide numerous public health benefits. For example, the shift to non-combustible sources of power will reduce not only carbon emissions, but other emissions that have negative impacts on public health, such as NO₂ and Particulate Matter. The move to more sustainable forms of travel will also reduce emissions, and lead to better public health outcomes such as an increase in the proportion of people walking and cycling. Similarly, if TEC reserve funding is not approved for allocation to the delivery of the climate change policy and research function, there is a risk that many boroughs procure research and consultancy advice individually that would have provided much better value for money if done centrally. Additionally, there is the risk that boroughs use different data sets and London comes across as patch-work and may not be able to deliver the promises made in individual climate emergency declarations or action plans. London Councils has a tangible opportunity to make a real difference to a policy area that has experienced significant public support very recently, which is matched with member and officer interest at all levels.

Timescales

31. If funding is approved, recruitment for a resource to undertake the climate change policy and research function will begin as soon as approval has been confirmed from both Leaders' Committee and Transport and Environment Committee.

Recommendations

The Committee is asked to:

- Note and comment on the report;

- Approve the request to allocate a maximum of £436,000 of TEC reserve funding for the delivery of the proposed EV and car club coordination policy function in London Councils from April 2020.
- Approve the request to allocate a maximum of £289,369 for the delivery of climate change policy function to support boroughs as well as pan-London projects and national advocacy.

Financial Implications

The Director of Corporate Resources reports that the financial implications are clearly laid out in the body of the report and are summarised as follows. A maximum of sum £507,292 is requested from the TEC Special Projects specific reserve to cover the two year period. This request is based on the assumption that a 50% contribution to funding will be provided by TfL in respect of the EV infrastructure/Car Club policy coordination function, amounting to £217,923. These figures are the current 'worst case' scenario and could potentially reduce slightly as the precise roles are defined.

The EV infrastructure and car club policy coordination function will be funded directly from the TEC Special Projects specific reserves that has been accumulated by the Committee in recent years. This represents a maximum of £217,923 and will be transferred directly into the TEC revenue budget over the two-year period.

For the climate change policy coordination function, subject to approval by both Leaders' and Transport and Environment Committees, a sum up to a maximum of £289,369 will be transferred from the TEC Special Projects specific reserve to the Joint Committee to enable London Councils to have sufficient resources available to undertake this policy work.

Legal Implications

Electric Vehicle Coordination Work:

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.

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, Hammersmith & Fulham, 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.

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.

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. Without all 33, the electric vehicle coordination function will not be able to be undertaken.

Climate Change Policy Function:

As outlined in paragraph 3 above, climate change related activities are not within the functions delegated to TEC in the TEC Agreement and are therefore currently outside TEC's authority. However, the proposed activities are within the functions delegated to Leaders' Committee and these can be funded by a transfer of uncommitted funds from a TEC specific reserve to the Joint Committee.

Equalities Implications

There are no equalities implications to London Councils arising from this report.

Appendix 1: Car Clubs policy coordination function

Background information

The Task & Finish Group on Car Clubs was brought together by London Councils in order to provide an in-depth analysis of the current state of car clubs in London and to identify ways in which car sharing could contribute in responding to environmental, population growth and congestion challenges.

Recommendation no. 10

“Develop and support a new part-time officer role aiming to coordinate London’s car sharing policy to ensure the continuation and success of the work started by the Task & Finish Group on Car Clubs”

Summary

A. Category: Knowledge Sharing

1. Responsibility: Act as a first point of contact for London boroughs, the GLA and TfL officers, existing and new car clubs, and other relevant stakeholders seeking information about the capital’s policies on car clubs
 - I. Action: Respond to and, where relevant, signpost queries to relevant guidance documents or contacts within other organisations.
 - II. Action: Welcome new market entrants into the capital and provide relevant information on requirements for operation in London.

Key stakeholder(s): London boroughs, the GLA, TfL & the industry

2. Responsibility: Support the coordination and promotion of ULEZ and the opportunities it brings for the car sharing industry
 - I. Action: Encourage the collaboration between London’s local government and the car sharing industry on ULEZ expansion plans and relevant projects (i.e. scrappage schemes).
 - II. Action: Facilitate the sharing of relevant information between the GLA, TfL, London boroughs, car clubs and other relevant stakeholders.
 - III. Action: Promote the uptake of electric vehicles within the car clubs’ fleets.

Key stakeholder(s): London boroughs, the GLA, TfL & the industry

3. Responsibility: Facilitate sharing of best practice and other relevant information amongst London boroughs and other relevant stakeholders
 - I. Action: Maintain a centralised car clubs policy web page up to date.
 - II. Action: Facilitate sharing of best practice and latest developments in the car sharing industry through working groups and events.
 - III. Action: Coordinate, promote and attend relevant meetings and training events.

Key stakeholder(s): Primarily London boroughs but also all other stakeholders

B. Category: Operational arrangements

4. Responsibility: Provide advice and information on different operational arrangements
 - I. Action: Produce a guidance document alongside a set of different ways of having active car sharing operations in place to improve consistency across the capital whilst providing flexibility for boroughs.
 - II. Action: Help to promote the most appropriate and standardised routes to having car sharing operations in place.

Key stakeholder(s): London Boroughs

C. Category: Data & monitoring

5. Responsibility: Monitor and support data sharing between car clubs, London boroughs and TfL

- I. Action: Act as a first point of contact for boroughs and car clubs providing relevant information about data requirements and recommendations.
- II. Action: Monitor and support a successful flow of data from operators to London boroughs and TfL.

Key stakeholder(s): London boroughs, TfL & the industry

6. Responsibility: Share and promote TfL's analysis and key findings with relevant stakeholders

- I. Action: Assist TfL with disseminating key trends, patterns and other findings from data provided by car clubs to understand and promote most appropriate operational models across the capital.

Key stakeholder(s): TfL

Appendix 2: EV policy coordination function

A. Category: Knowledge Sharing

1. Responsibility: 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
 - I. Action: Respond to and, where relevant, signpost queries to relevant guidance documents or contacts within other organisations.
 - II. Action: Welcome new market entrants to the capital and provide relevant information on requirements for operation in London.
 - III. Action: Promote the quickest and best routes to charge point installation.

Key stakeholder(s): London boroughs, the GLA, TfL & charge point operators

Lead: London Councils

2. Responsibility: Facilitate sharing of best practice and other relevant information amongst London boroughs and other relevant stakeholders
 - I. Action: Facilitate sharing of best practice, developments in charge point technology and technical requirements for delivery through working groups, events and guidance documents.
 - II. Action: Coordinate, promote and attend relevant meetings and training events.

Key stakeholder(s): London boroughs, TfL charge point operators

Lead: London Councils

3. Responsibility: Collate and share information to encourage Londoners to switch to Evs
 - I. Action: Share information on EV charging in London and direct Londoners to borough processes to request on-street charge points.
 - II. Action: Lead communications including myth busting and awareness raising of the benefits of EVs. Support marketing by Go Ultra Low campaign.

Key stakeholder(s): London boroughs, OLEV

Lead: London Councils

B. Category: Support borough delivery

4. Responsibility: Liaise with TfL to provide procurement and contract management support to London boroughs to support delivery of EV charge points
 - I. Action: Provide procurement advice and support to London boroughs.

Key stakeholder(s): TfL, London Boroughs

Lead: TfL

5. Responsibility: Oversee delivery of GULCS programme to the end of 2020.
 - I. Action: Oversee borough delivery of charge points through the GULCS programme ensuring funding is spent by the end of 2020 and lessons learnt are captured and shared.

Key stakeholder(s): TfL, GLA, OLEV, London boroughs

Lead: London Councils & TfL

6. Responsibility: Secure and distribute funding to London boroughs for the delivery of on-street charging points.

- I. Action: Identify and bid for funding to continue on-street charging point delivery through the London boroughs.

Key stakeholder(s): London boroughs

Lead: London Councils

C. Category: Data and Monitoring

7. Responsibility: Monitor and support data sharing between charge point operators, London boroughs, TfL and other relevant stakeholders

- I. Action: Act as a first point of contact for boroughs and charge point operators seeking information on charge point data requirements and recommendations.
- II. Action: Monitor and support a successful flow of data from operators to London boroughs and TfL.

Key stakeholder(s): London boroughs, GLA, TfL & charge point operators

Lead: London Councils

8. Responsibility: Analyse charge point usage data. Share and promote key findings with relevant stakeholders.

- I. Action: Analyse charge point usage data and share key trends, patterns and other findings to inform future planning and delivery across the capital.

Key stakeholder(s): TfL, GLA, OLEV, London boroughs

Lead: London Councils

9. Responsibility: Collate and share locations of charge points delivered

- I. Action: Assist with maximising the utilisation of existing infrastructure, by providing up to date and accurate information on charge point locations, where possible.

Key stakeholder(s): Charge point operators

Lead: London Councils & GLA

10. Responsibility: Monitor customer experience and charging behaviour

- I. Action: Lead on research to monitor customer experience and charging behaviour. Share findings to inform future delivery.

Key stakeholder(s): Charge point users, London boroughs

Lead: London Councils

D. Category: Other

11. Responsibility: Identify funding and partnership opportunities to continue the role of the coordination body from 2022

- I. Action: Engage with relevant partners to identify funding and partnership opportunities to continue the role of the coordination body from 2022.

Key stakeholder(s): London boroughs, charge point operators

Lead: London Councils

Appendix 3 – Climate Change policy coordination function

Boroughs	Sub-regional / London-wide	National advocacy
Assist with establishing a robust baseline of emissions across London boroughs – this would require consultancy support but should provide increased value for money and ensure consistency compared to boroughs doing this on their own	Assist with energy efficiency projects and programmes, particularly retrofitting. This will require working with several different stakeholders, including the London Housing directors, GLA and others	Lobby for improved fiscal measures to support retrofitting, the installation of renewable technology and EV infrastructure
Identify, support and share best practice around establishing a climate change action plan. This would include borough officer and member events	Energy generation including renewable projects and heat networks. Again, this will require working with several different stakeholders, including the GLA	Advocate for improved financing and possibly powers for climate change initiatives, e.g. a new 'green deal'
Signpost boroughs effectively to the current guidance documents produced by several organisations. This would entail the analysis of these guidance documents and recommendations on which ones are suitable to a London borough setting.	Sustainable procurement, including energy – working with the London Energy Project and the Mayors green procurement code team to develop guidance that boroughs can adopt to their local circumstances	Lobby for stronger planning policies to support carbon neutral development
Co-ordinate views and activities of the boroughs through assisting the borough officer network	Influencing and engaging with the planning sector, utilising our links with the planning officer society and other networks	Lobby for stronger, national decarbonisation of transport
Discuss and work jointly with other stakeholders as appropriate, such as TfL, GLA, Environment Agency, UK 100 , LWARB, LGA, ADEPT , LCCP , ALEO , LECF and others.	Continue to work on decarbonising travel in London through encouraging walking and cycling and move to electric vehicles for any necessary car journeys	Develop a collective voice with colleagues on climate asks in advance of COP26
Support training for members and officers on 'carbon literacy', either directly or through sign posting appropriate LGA events	Assess the cost vs impact of different actions that boroughs can undertake on their own or collectively, to identify climate actions that can deliver greatest value for money	Identify the collective gap in climate funding and lobby for this

Boroughs	Sub-regional / London-wide	National advocacy
Provide guidance on procurement, energy efficiency projects, divestment, using carbon offset funds and available funding opportunities	Undertake research to support boroughs to understand the views of different groups of Londoners on climate action, what action they would support and why	