

MDA No.	1	2	7	5
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Title: DfT Consultation - Consumer experience at public chargepoints

Executive Summary

On 15 June 2020, the Transport Committee noted the following standing delegation, which was agreed by the London Assembly at its Annual Meeting on 1 May 2013:

That authority be delegated to Chairs of all ordinary committees and sub-committees to respond on the relevant committee or sub-committee's behalf, following consultation with the lead Members of the party Groups on the committee or sub-committee, where it is consulted on issues by organisations and there is insufficient time to consider the consultation at a committee meeting.

The above delegation was exercised by the Chair of the Transport Committee to send a response to the Department for Transport's consultation into consumer experience at public chargepoints, following consultation with the Deputy Chair and party Group Lead Members.

Decision

That the Chair, in consultation with the Deputy Chair and party Group Lead Members, agrees the response to the Department for Transport's consultation into consumer experience at public chargepoints, as attached at **Appendix 1**.

Assembly Member

I confirm that I do not have any disclosable pecuniary interests in the proposed decision and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

Signature

Date 12 March 2021



Printed Name

Dr Alison Moore AM

Decision by an Assembly Member under Delegated Authority

Notes:

1. The Lead Officer should prepare this form for signature by relevant Members of the Assembly to record any instance where the Member proposes to take action under a specific delegated authority. The purpose of the form is to record the advice received from officers, and the decision made.
2. **The 'background' section (below) should be used to include an indication as to whether the information contained in / referred to in this Form should be considered as exempt under the Freedom of Information Act 2000 (FoIA), or the Environmental Information Regulations 2004 (EIR). If so, the specimen Annexe (attached below) should be used. If this form does deal with exempt information, you must submit both parts of this form for approval together.**

Background and proposed next steps:

On 15 June 2020, the Transport Committee noted the following standing delegation, which was agreed by the London Assembly at its Annual Meeting on 1 May 2013:

That authority be delegated to Chairs of all ordinary committees and sub-committees to respond on the relevant committee or sub-committee's behalf, following consultation with the lead Members of the party Groups on the committee or sub-committee, where it is consulted on issues by organisations and there is insufficient time to consider the consultation at a committee meeting.

Following consultation with the Deputy Chair and party Group Lead Members, the Chair of the Transport Committee sent a response to the Department for Transport's consultation into consumer experience at public chargepoints (due to close 10 April 2021). The submission will be reported back to the next suitable meeting of the Transport Committee.

Confirmation that appropriate delegated authority exists for this decision

Signed by Committee

Services

Date 9 March 2021

F.BYWATERS

Print Name: Fiona Bywaters

Tel: Ext.4425

Financial implications NOT REQUIRED

NOTE: Finance comments and signature are required only where there are financial implications arising or the potential for financial implications.

Signed by Finance

N/A

Date

Print Name

N/A

Tel:

Legal implications

The Chair of the Transport Committee has the power to make the decision set out in this report.

Signed by Legal



Date 10 March 2021

Print Name

Emma Strain, Monitoring Officer

Tel: X 4399

Supporting detail/List of Consultees:

Caroline Pidgeon MBE AM (Deputy Chair), Keith Prince AM, David Kurten AM, Caroline Russell AM

Public Access to Information

Information in this form (Part 1) is subject to the FoIA, or the EIR and will be made available on the GLA Website, usually within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** this form (Part 1) will either be published within one working day after it has been approved or on the defer date.

Part 1 – Deferral**Is the publication of Part 1 of this approval to be deferred?** No

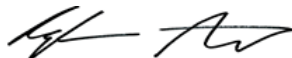
Until what date: (a date is required if deferring)

Part 2 – Sensitive information

Only the facts or advice that would be exempt from disclosure under FoIA or EIR should be included in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form - NO**Lead Officer/Author**

Signed

Date
12/02/2021

Print Name

**Iqbal Ahmed
Senior Policy Adviser**

Tel: 07511 782731

Job Title

Countersigned by
Executive Director

E. Williams

Date
12.03.2021

Print Name

.....
Ed Williams

Tel: X4399

DRAFT

LONDON ASSEMBLY

Appendix 1

City Hall

The Queen's Walk

More London

London SE1 2AA

Tel: 020 7983 4000

www.london.gov.uk



Dr Alison Moore AM
Chair of the Transport Committee

Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
(Sent by email)

12 March 2021

Dear Secretary of State,

Consultation on the consumer experience at public chargepoints

I am writing to submit the views of the London Assembly Transport Committee to the Government's consultation on the consumer experience at public chargepoints, which was published on 13 February 2021.

The Committee welcomes the opportunity to respond to the Government's consultation. Electric vehicles have a role to play in the future of London's transport, as has been identified at the Committee's meetings focusing on the future of London's transport in recent years.¹²³

¹ London Assembly, [11 February 2021 Transport Committee meeting](#), 11 February 2021

² London Assembly, [11 September 2019 Transport Committee meeting](#), 11 September 2019

³ London Assembly, [10 July 2019 Transport Committee meeting](#), 10 July 2019

~~and~~ In addition, the number of electric vehicles on London's roads continues to rise.⁴ However, there are growing concerns about the current condition of electric vehicle charging infrastructure.

The Committee has previously written about the need for better electric vehicle charging infrastructure in London, most notably in our report, *Transport Now and in the Future*, which was published in February 2020.⁵

The Committee's report covered five areas, one of which was electric vehicles and charging infrastructure. Among our key recommendations, we called on the Mayor of London to lobby the Government for more clarity over electric vehicle infrastructure and work to support harmonisation of charging networks in London.⁶ The London boroughs are critical partners in the planning and delivery of electric vehicle charging infrastructure. The Government should consider engaging closely with local government, including London Councils, which represents the London boroughs, to ensure there is a consistent approach across the capital. The engagement should also take place to ensure that funding streams, such as On-street Residential Chargepoint Scheme (ORCS), support the development of residential street charging capacity.

In formulating the report, the Committee engaged extensively with interested stakeholders, including two Committee hearings and a call for evidence with Londoners, transport consumer groups, taxi companies and drivers' unions, charities, delivery companies, infrastructure providers and London boroughs.⁷

In addition, the impact of COVID-19 and related events in London have affected significantly the transport network in London. Travel patterns have changed in response to the pandemic, with a steep decline in the number of Londoners using public transport and, in some areas, an increase in the use of cars for certain journeys in the capital. As Londoners begin to look at alternative forms of transport, it is important that good electric charging infrastructure is in place to support the uptake of electric vehicles.

The Committee's position is summarised against two of the key areas (*Making it easy to pay; Ensuring a reliable charging network*) and one of the emerging policy areas (*Accessibility for disabled consumers*) contained in the Government's consultation.

Making it easy to pay

The Committee agrees with the Government's ambition that consumers should be able to charge their vehicle and pay with ease, as they would for any other service. The Committee has previously indicated attention needs to be drawn to the harmonisation of the numerous different charging networks in London in order to make the switch to electric vehicle use as seamless as possible for owners or users of electric vehicles.⁸ At present, electric vehicle charging

⁴ London Assembly Transport Committee, [Transport Now and in the Future](#), February 2020

⁵ London Assembly Transport Committee, [Transport Now and in the Future](#), February 2020

⁶ Ibid

⁷ Ibid

⁸ Ibid

requires different apps, different subscriptions to separate membership schemes and can incur different costs.

Ensuring a reliable charging network

The Committee agrees with the Government's view that reliable infrastructure is critical to mass-market roll-out. The Committee has previously raised concerns that electric vehicle charging infrastructure is not keeping pace with the rise in electric vehicle numbers for both personal and commercial use, and a lack of certainty over future infrastructure provision could hinder the switch from petrol and diesel to electric vehicles.

The Committee has found that the uncertainty over charger provision is being felt particularly keenly by companies – such as taxi and delivery companies and car clubs – that would like to make the switch to electric fleets.⁹ In particular, the Committee has heard that these types of companies require more clarity over how booking mechanisms would work, so that complex delivery patterns, for example, can be configured around guaranteed recharging points.¹⁰¹¹

In relation to car clubs, previous state aid rules have limited the amount of investment that has taken place to retrofit car club bays with charging points. The rules have limited the investment to €200,000 to each car club over a three-year period.¹² Any future state aid controls should not inhibit further support for more sustainable transport modes.

More generally, encouraging electric vehicle use by Londoners without a driveway or garage will be the biggest challenge. Approximately 60 per cent of London households do not have off-street parking.¹³ Not all of these households currently have a vehicle; only a third of Londoners own a vehicle and most rely on other transport methods. However, if any of these households did want to own an electric vehicle, they would have to rely on chargers on street. Giving these people the confidence to buy an electric vehicle and know that they will have somewhere to charge it is crucial.

Accessibility for disabled consumers

The Committee welcomes the call for evidence on accessibility for disabled consumers. The Committee has taken a keen interest in the accessibility of London's transport network, most notably through the publication of our report, *From step-free to stress-free: Accessible and inclusive transport*.¹⁴

The Committee believes it is essential for pedestrians – especially for older, disabled and particularly visually impaired people – that any growth in charging points does not negatively

⁹ Ibid

¹⁰ Ibid

¹¹ Ibid

¹² London Assembly, [Electric vehicles](#), May 2018

¹³ Ibid

¹⁴ London Assembly, [From step-free to stress-free: Accessible and inclusive transport](#), 18 March 2020

impact pavement space or safety, and the placement of the required chargers will need to be carefully planned.¹⁵

Conclusions

The Committee welcomes this timely consultation and its expectations and ambitions, many of which align with our recent findings and recommendations regarding electric vehicle chargepoints. The Committee looks forward to reading the Government's final proposals.

If you have any questions regarding the Committee's consultation response, please contact Iqbal Ahmed, the Committee's Senior Policy Adviser (Iqbal.Ahmed@london.gov.uk).

Yours sincerely,

A handwritten signature in black ink that reads "Alison Moore".

Dr Alison Moore AM
Chair of the Transport Committee

¹⁵ London Assembly, [Electric Vehicles](#), May 2018