

GREATER **LONDON** AUTHORITY

REQUEST FOR ASSISTANT DIRECTOR DECISION – ADD249

Title: The social and economic impacts of London's ultra/low emission vehicle sector

Executive Summary:

The Mayor of London is taking forward a number of policies and programmes that aim to support the Ultra /Low Emission Vehicle (U/LEV) sector and stimulate the uptake and use of these vehicles in London. The Mayor wishes to understand how this contributes to their economic and transport objectives, the Government's Plan for Growth, the UK Automotive Strategy and Office for Low Emission Vehicles (OLEV) strategy for ultra-low emission vehicles, as well as reviewing what other opportunities exist for intervention that addresses existing market failures and increases social and economic impact, including new jobs, investment and economic growth.

This permission replaces and cancels ADD145 that was approved in February 2014.

Decision:

The Assistant Director for Environment approves expenditure of up to a maximum of £40,000 in order for the GLA to procure sufficient and appropriate services and supplies to carry out research and produce a report on the social and economic impacts of London's ultra/low emission vehicle sector.

AUTHORISING ASSISTANT DIRECTOR/HEAD OF UNIT:

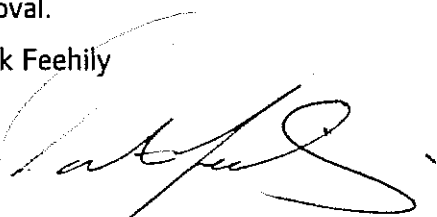
I have reviewed the request and am satisfied it is correct and consistent with the Mayor's plans and priorities.

It has my approval.

Name: Patrick Feehily

Position: Assistant Director - Environment

Signature:



Date: 10/2/15

PART I - NON-CONFIDENTIAL FACTS AND ADVICE

Decision required – supporting report

1. Introduction and background

- 1.1 The Mayor of London is taking forward a number of policies and programmes that aim to support the Ultra /Low Emission Vehicle (U/LEV) sector and stimulate the uptake and use of these vehicles in London.
- 1.2 The Mayor and Greater London Authority (GLA) wish to understand how these policies and programmes contribute to the delivery of the Mayor's transport functions. This research study is calculated to facilitate, or is conducive or incidental to the Mayor's own transport functions, including the development of policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services. The Mayor's air quality and economic functions, along with the Government's Plan for Growth, the UK Automotive Strategy, and the Office for Low Emission Vehicles (OLEV) strategy for ultra-low emission vehicles, are also important policy drivers for this study to consider. It will also assess and recommend opportunities for new policies and interventions that address existing market failure and increase social and economic impact, including new jobs, investment and economic growth.
- 1.3 ADD145 was secured for a similar study in February 2014, however, due to the restricted timing required to procure the study, there were no proposals submitted. This permission replaces and cancels ADD145. In order to ensure that bids are received and the work is undertaken on this occasion, the procurement will take place one month earlier and the project time line has been extended to five months and will span two financial years.

2. Objectives and expected outcomes

- Provide analysis and research into the economic and social impact of London's U/LEV sector pursuant to the exercise of the GLA's transport functions.
 - Appraise and evaluate the social and economic impacts of Mayoral and TfL policies and programmes (and national and international ones that affect London) that aim to support the sector and the uptake of U/LEVs, including discussion of additionality, any multiplier effects and their relevance.
 - Analyse public policy and market successes and failures, and make recommendations for Mayoral, GLA and TfL intervention to achieve improved social and economic impact.
- 2.1 This study will provide an evidence base from which existing and new policies, programmes and projects can be designed with the objective of increasing the social and economic impact of the sector, in particular jobs safeguarded and created, new investment made and economic growth achieved.

3. Equality comments

- 3.1 An equality prompt sheet has been completed, which led to the conclusion that women are likely to be under-represented in relation to the automotive sector. Although not directly related to the U/LEV sector, recommendations will be sought as part of the study on opportunities for the Mayor and/or TfL to positively encourage their participation in this sector.
- 3.2 A relevant and proportionate approach has been taken and an audit trail is in place demonstrating due regard in all the circumstances having been paid to the Public Sector Equality Duty.

4. Other considerations

- 4.1 This research will contribute to the delivery of the Mayor's 2020 vision for London: the best big city in the world; to be a leader in low emission vehicle development and use; the electric vehicle capital of Europe; and to improve London's air quality and reduce carbon emissions.
- 4.2 Following the poor response to the request for proposals in March 2014, a procurement process has been devised that allows enough time for all stages of procurement and undertaking of the project.

5. Financial comments

- 5.1 Approval is being sought for expenditure relating to research consultancy services connected to the Ultra /Low Emission Vehicle (U/LEV) sector.
- 5.2 The total cost of the consultancy contract is estimated to be up to £40,000. This will be funded from the Environment 2014-15 Programme budget for Environment Strategies.
- 5.4 Payment to the consultants will be made in two instalments; at the Inception meeting and on submission of the final report and presentation in June 2015. This means there will be a need to process year end accruals and a request to carry forward any unspent budget, which is subject to approval as part of the year-end carry forward process. All appropriate budget adjustments will be made.
- 5.5 As this decision relates to a contract, officers have to ensure that the requirements of the Authority's Contracts and Funding Code are adhered to.
- 5.6 As this contract is consultancy based, officers also have to ensure that the requirements relating to consultancy services within the Authority's Financial Regulations and Expenses & Benefits Framework are adhered to.
- 5.7 Any changes to this proposal must be subject to further approval via the Authority's decision-making process.
- 5.8 The Environment Team within the Development, Enterprise & Environment Directorate will be responsible for managing this project.

6. Legal comments

- 6.1 Under section 141 of the Greater London Authority Act 1999 (the GLA Act), the Mayor is required to develop and implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London. Under section 362 of that Act he must prepare an air quality strategy seeks compliance with EU air quality legal requirements which are significantly affected by vehicle emissions. In addition the Mayor has functions relating to wealth creation and environmental and social improvement under section 30 will be impacted by the study's findings.
- 6.2 Under section 34 of the GLA Act, the Mayor may do anything which is calculated to facilitate, or is conducive or incidental to, the exercise of any functions of the GLA exercisable by the Mayor.
- 6.3 Carrying out research into, and producing a report on, the transport, air quality, social and economic impacts of London's ultra/low emission vehicle sector, appear to fall within these sections.

7. Planned delivery approach and next steps

Stage	Milestone Description	Due Date
1	Request for proposals issued	23/02/15
2	Deadline for proposal submission	13/03/15 (noon)
3	Bidders informed of procurement decision	20/03/15
4	Contract awarded	23/03/15
5	Inception meeting	w/c 23/03/15
6	Submission of draft phase one report	24/04/15
7	Presentation of draft phase one report	w/c 27/04/15
8	Submission of draft final report (phase one and two)	29/05/15
9	Presentation of draft final report	w/c 01/06/15
10	Submission of final report and digital presentation	19/06/15
11	Final evaluation start and finish (self)	26/06/15
12	Project Closure	26/06/15

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FOI Act) and will be made available on the GLA website 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 approval or on the defer date.

Part 1 Deferral:**Is the publication of Part 1 of this approval to be deferred? Yes**

If YES, for what reason:

This paper is reserved from publication because it contains information the disclosure of which would be likely to prejudice the Authority's commercial interests by distorting competitiveness in the relevant markets. Such distortion impacts upon the Authority's ability to secure competitive and sustainable proposals for the provision of the required services and value for money which is not in the public interest

Until what date: 13/03/15

Part 2 Confidentiality: Only the facts or advice considered to be exempt from disclosure under the FOI Act should be in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form –NO

ORIGINATING OFFICER DECLARATION:

Drafting officer
to confirm the
following (✓)

Drafting officer:


Daniel Barrett has drafted this report in accordance with GLA procedures and confirms that the Finance team have commented on this proposal as required, and this decision reflects their comments.

✓

HEAD OF GOVERNANCE AND RESILIENCE:

I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

Signature:



Date:

10.02.15

