



Project Planner - Understanding the location and usage of EV charging points

LOTI uses an [outcomes-based](#) methodology, which considers the technical and non-technical elements involved in bringing about a real-world change.

Desired Benefits and Outcomes - What is the real-world impact/change we are trying to enable?

We wish to increase the uptake of electric vehicles, by enabling Londoners to easily and freely identify available charging points anywhere in London.

Benefits include:

- Increased awareness and usage of existing EV charge points
- Better planning by boroughs, TfL, GLA, National Grid and organisations

Known Problems - What is preventing the desired outcome?

What problems relate to technology and data?

- Lack of single source of information on EV charging points and their usage
- Fragmented view of current EV points implemented as a result of different initiatives (GULC, TfL and individual borough projects)
- Lack of real-time data on EV charging points usage

What problems relate to people, processes and conditions?

- Lack of coordination between the different public sector organisations
- Lack of a London (common) approach for procuring EV charging points
- Multiple operators involved in managing EV charging points in different boroughs
- Boroughs' varied approach in including terms and conditions that make operators responsible for real-time data sharing
- Operators not held accountable for not providing real-time data on EV charging points usage
- Fatigue from Operators being requested to provide the same data several times over

Potential Solutions - What would it take to achieve our desired outcome?

What role can technology and/or data play in enabling the desired outcome?

- Creation of a single open source database that captures all EV charging points in London, showing exact location and availability

Beyond technology and/or data, what is needed to achieve the desired outcome?

- Closer working with TfL, the GLA and London Councils
- Explore ways to strengthen boroughs' relationships with operators
- Support boroughs to develop

Making it happen

Skills and Resources - What skills, people and other resources do we need...

from the LOTI Central Team?

- Facilitation and project management capacity

from LOTI member boroughs?

- Agree to publish current EV data on the London Datastore
- Support in negotiations with the operators, the GLA etc.
- Agree to adopt common data standards
- Set up data sharing agreements with the operators using the ISG
- Set up data sharing agreements with TfL, GLA, London Councils and one another
- Agree to publish any new EV charge points on the Datastore as standard

from external sources?

GLA

- Facilitate and support in negotiations with operators and the TfL
- Support boroughs in adding data to the London Datastore
- Processing the usage information and creating tools and insights to help policy makers

TfL

- Willingness and active participation in discussions with boroughs, the GLA and operators

Operators

- Willingness and active participation in discussions with boroughs, the GLA, LOTI and London Councils

Mandate - What permissions do we need to make this change?

from LOTI lead borough?

At the January 2020 all-member workshop LOTI boroughs agreed to conduct this

project. Camden, Ealing, Greenwich and Hounslow agreed to lead.

Outputs - What outputs will be delivered to enable the agreed benefits and outcomes for this project?

1 - An open data map (and database) which shows:

- The exact location of EV charging points (using national categories and supporting data) and
- Real-time free data on usage and availability of charge points

Plan - How will we deliver this project?	Week of
Phase 1 - map EV points installed through the Go Ultra Low City Scheme (GULCS) and TfL Rapid Charge Points projects along with quarterly usage statistics already available	
Phase 2 - map real-time usage data from all GULCS EV points	
Phase 3 - initiate work to map all EV charge points across London	

Risks and Issues - What risks and issues should be taken into consideration?

Include issues and risks that have financial, reputational and/or organisational impact

Risks

If operators aren't willing to (or if their contracts don't explicitly request) share real-time usage data, then there will be no change to the current situation. there is a risk to problem being perpetuated as boroughs continue to commission more charging points.

Issues

GLA reports that attempts to get operators to collaborate has been challenging.

Evaluation Criteria - How will we measure our success?

An open data map of all EV charge points in London, showing real-time

information on usage and location.

Known sources of data:

GLA - https://data.london.gov.uk/dataset/electric_vehicle_charging_site which has links to:

- **Map** - <https://maps.london.gov.uk/ev-chargepoints/>
- **API:** - https://maps.london.gov.uk/gla/rest/services/apps/ev_charge_points/MapServer/0
- **Downloadable GIS file** - https://data.london.gov.uk/download/electric_vehicle_charging_site/8ef9c743-c01d-4329-8239-8f858ff4de53/Rapid_charging_points.gpkg

Ordnance Survey - EV Charging points are one of the features on 'Open Map Local' - <https://www.ordnancesurvey.co.uk/business-government/products/open-map-local>

UK Power Network (map only) - https://dgmap.ukpowernetworks.co.uk/site/?q=ev_ext

National charge point registry

- **search** with list of results - <https://www.national-charge-point-registry.uk/ncr-home/>
- **Downloadable table** - <https://data.gov.uk/dataset/1ce239a6-d720-4305-ab52-17793fedfac3/national-charge-point-registry>