



# London Borough of Hammersmith & Fulham

CABINET

7 SEPTEMBER 2015

## AGREEMENT WITH BLUEPOINT LONDON FOR THE PROVISION OF ELECTRIC VEHICLE CHARGING POINTS

Report of the Cabinet Member for Environment, Transport & Residents Services -  
Councillor Wesley Harcourt

Open Report

Classification - For Decision

Key Decision: Yes

Wards Affected: All

Accountable Executive Director: Nigel Pallace, Chief Executive

Report Author: Mahmood Siddiqi, Director Transport and Highways

**Contact Details:**  
Tel: 020 8753 3354  
E-mails:  
Mahmood.Siddiqi@lbhf.gov.uk

### 1. EXECUTIVE SUMMARY

- 1.1. As part of its Air Quality Action Plan and the administration's manifesto commitments, LBHF wishes to increase the number of electric vehicle charging points in the borough.
- 1.2. This report recommends that the most cost-effective way to do this is to join the Londonwide Source London scheme, which requires signing a Variation Agreement with Bluepoint London.

### 2. RECOMMENDATIONS

- 2.1 That authority be granted to enter into the Variation Agreement and the Supplementary Agreements with BluePoint London Ltd in relation to the Pan London Scheme Agreement.
- 2.2 That officers work with BluePoint London Ltd to identify suitable sites for on-street EV charging points, with each site to be approved by the Cabinet Member for Environment, Transport and Residents' Services.

### **3. REASONS FOR DECISION**

- 3.1. The Council's Air Quality Action Plan aims to reduce the level of emissions produced in the borough, and this is also a manifesto commitment of the current administration. One area identified as a possible source of emission reduction is the type of vehicle owned by borough residents, and to encourage the use of electric vehicles. Most residential properties in the borough do not have off-street parking, so in order to encourage the take-up of electric vehicles we need to provide accessible charging points, including some on-street.
- 3.2. It is considered that the most cost-effective way of doing this is by joining the Londonwide Source London scheme. If the Council were to provide the charging points itself, or engage another contractor to do so, it would incur considerable costs and risks and the charging points would not necessarily be compatible with those in other parts of London.

### **4. BACKGROUND**

- 4.1. In May 2011 the Mayor of London launched "Source London", a Londonwide membership scheme for Electric Vehicle (EV) owners allowing members access to a collection of charging points throughout London, with one subscription rather than having to register to different local schemes.
- 4.2. LBHF joined the Source London scheme in May 2011. The Partnership Agreement allows the Council to source and install EV Charging infrastructure on-street, maintained by the Source London provider, with Transport for London (TfL) providing support and guidance to Councils. The Council has not installed any on-street charging points but some had previously been installed at Hammersmith and Charing Cross Hospitals and the King's Mall Car Park through the now-defunct SWELTRAC partnership of south west London boroughs.
- 4.3. TfL tendered Source London in 2013 and Bluepoint London Limited (BPL) was selected to take over the scheme in September 2014. BPL is part of the French Bollore conglomerate. Under the agreement, BPL will have full responsibility for the entire management and operation of the EV charging schemes.
- 4.4. The council's novation agreement to the new operator under existing terms and conditions was signed in November 2014. BPL are proposing variations to the agreement and after protracted negotiations and discussions with boroughs, TfL and London Councils, officers believe we have now reached a position where we can sign the agreement.

### **5. VARIATION PROPOSALS**

- 5.1 The BPL proposals for Source London include:

- Enlarging the network by introducing more charging points
- Improving communications with a new call centre and website so that users of EV charging can speak to call centre staff via videophone at each terminal.
- A “global” supervision system that will identify and react to chargepoint faults in real time
- A new fee system for members costing £50 a year for membership and charges of up to £5 per hour for use of charging points and parking depending on location with a special rate capped at £4 for overnight charging for residents.

5.2 BPL is keen to work with the boroughs to extend and improve the network and their offer to boroughs includes:

- Responsibility for maintenance of charging points and related costs
- Payment of all electricity costs
- Payment of all installation costs for new points
- A fee of £500 per year per charging point in Zone 2. (Charging points in Zone 1 receive £1300)
- Mutual agreement between the local authority and BPL of locations for new points before installation.
- Responsibility for collecting all payments from scheme users

5.3 In return, the boroughs will:

- Work with BPL to identify suitable sites for new charging points.
- To keep the charging points for eight years or pay for their removal.

5.4 Under the variation agreement, BPL cannot require the council to put in a charging point in a location which we don't agree to, nor can the council require BPL to install a charging point in a location which they do not consider to be suitable or viable. As part of the agreement, boroughs will be expected to:

- Actively consider new locations which can be included in the scheme and submit them to BLP.
- Take all necessary enforcement action to ensure that EV bays are available for EVs.
- Maintain an up-to-date register of the asset number of each of its charging points, a copy to be supplied to BLP on request.

The variation agreement has been through several iterations since it was first drafted last Autumn, following concerns expressed by boroughs and London Councils, and we are now in a position to recommend that we can proceed to signature. Signing the agreement does not commit us to anything as each individual bay must be mutually agreed by both the Council and BPL. There is a supplementary agreement with LBHF which deals with concerns in relation to the length of time of suspensions of bays and compensation payable.

5.5. When officers of the Council and Bluepoint have identified and consulted on appropriate sites for charging points, they will be taken to the Cabinet Member for Environment, Transport and Residents' Services for approval. An initial batch of 5 points has been identified, and they would not involve the loss of any car parking spaces. Our aim for the identification of further locations for charging points is not

to lose parking spaces, but where this was inevitable, the proposal would be subject to parking stress surveys and local consultation.

5.6 Charging points may be provided in off-street car parks as well as on street, and Transport and Housing officers will explore possible locations in housing estates where there is a demand from residents.

**6. ALTERNATIVE OPTIONS**

6.1 There are two alternatives to signing the variation agreement with BPL:

- The Council does nothing and allows market forces to meet demand for EV charging points. In this case there would be no on-street provision, so the points would only be available to people with access to off-street parking, who are a small minority of LBHF residents. In the longer term, developments in EV charging technology may render the need for charging points redundant, but while technology is developing rapidly, this is still somewhat speculative.
- The Council installs its own bays. The table below gives a comparison between this and the BPL option:

<b>BPL</b>	<b>LBHF Own Bays</b>
<p>Users pay an annual membership fee of £50 and combined charging and parking charges of up to £5 per hour depending on location. With a special rate capped at £4 for overnight parking for residents</p>	<p>We have the freedom to decide how much to charge for the electricity and the parking.</p>
<p>We would receive £500 per year for each bay. We would not receive direct Pay and Display payments for vehicles parked in our EV bays.</p> <p>Charging points would be installed and maintained at no cost to the council</p>	<p>We could set whatever price we choose for the parking space and/or electricity. The average income per bay can be £6,500 per year. However, as bays are not 100% occupied and they are shared use, the loss of a bay does not necessarily mean the loss of the average income. The loss will depend on the extent to which motorists are able to park in nearby P&amp;D bays. We will also be looking as far as possible at providing EV bays on stretches of single yellow line rather than in parking bays.</p> <p>We would need to pay around £10,000 to purchase and install each charging point and arrange our own maintenance and data collection. Maintenance costs would vary but we should expect around £500 for routine maintenance. We would also need to pay for the electricity consumed at the charging points.</p>

BPL would undertake the administration	We would need to find the resource to administer the scheme and manage electronic keycards to access the charging points. This would be further complicated if we decided to charge for electricity.
It is likely that most boroughs will join BPL and LBHF could risk criticism for not supporting the Londonwide scheme.	The importance of having a Londonwide scheme is arguably less now than a few years ago as battery ranges have improved.
It would be easier for EV users from other boroughs to drive into the borough and recharge.	We would have the freedom to decide whether we wished to encourage more EV trips into the borough.
Bays would be reserved for EVs at all times	We would be able to decide whether bays should be reserved for EVs for only part of the time.
We would need to use the BPL standard charging point (white charging point, large feeder pillar, only one car charged at a time, each bay will need a charging point	We would have greater choice over the type of charging points used.

6.2 Officers consider that overall the advantages of joining the BPL scheme outweigh its disadvantages vis-à-vis a scheme provided by the Council itself or the “do nothing” option. If the Council does decide to pursue this option, we will discuss with BPL ways of ensuring that local labour is used, though we do not have powers to require them to do so.

## 7 FINANCIAL IMPLICATIONS

7.1 The variation agreement with BPL will mean that all costs related to the installation and maintenance of the charging points will be managed by them.

7.2 The parking projects team in The Transportation and Highways division is responsible for carrying out the feasibility studies and consultations to recommend suitable sites, and for contributing time towards the design and

implementation of the scheme. Some £13,000 is allocated for this purpose in the team's 2015-16 budget. Our aim is to identify an initial batch of 5 EV bays.

- 7.3 The Council will receive an annual payment of £500 for each charging point. Where they are placed on existing yellow lines, this would be entirely new revenue. Where charging points are proposed in existing shared- use bays, we will carefully examine the likely loss of pay and display revenue and the parking stress levels to ensure that there is still sufficient parking available for local residents, businesses and visitors.

## **8 EQUALITY IMPLICATIONS**

- 8.1 The provision of on-street EV charging points will facilitate the take up of electric vehicles by residents who do not have access to off-street parking .
- 8.2 Encouraging the use of electric vehicles is part of the Council's Air Quality Strategy. Improving air quality will particularly benefit vulnerable people such as children, older people, disabled people, those suffering from chronic illness and those who live on main roads, who tend to be poorer people.

## **9 LEGAL IMPLICATIONS**

- 9.1 As the value of the contract is below the current EU threshold, the contract is not governed by the Public Contract Regulations 2015, unless there is a market for these particular services outside the UK, in which case there is a risk that an economic operator could pursue a claim for a breach of the Treaty principles. However, it is considered that this risk is low.
- 9.2 Legal Services will be available to assist the client department with finalising and completing the Supplementary Agreement and the Deed of Variation.

Implications completed by: Kar-Yee Chan, Solicitor (Contracts), Shared Legal Services, 020 8753 2772

## **10 BUSINESS IMPLICATIONS**

- 10.1 Improving air quality will make the borough a more attractive place to live and work, and will therefore benefit businesses. Those businesses which are involved in the production and maintenance of electric vehicles, will particularly benefit.

## **11 COMMENTS OF THE DIRECTOR OF FINANCE**

- 11.1 There will be no cost to the Council of installation and maintenance of new charging points.
- 11.2 The Parking Projects team have budgets only for their salaries and the time that they allocate to this project will not be chargeable as there will be no external income to cover it. There should be no additional cost to the Council while working on this project but other projects will have a lower priority.

- 11.3 The sites for five charging bays are to be identified initially. It is not possible to calculate the financial impact properly until the location of the sites is known. The report does say that officers will try and locate the sites in areas that currently have single yellow lines in which case the impact would be the one off cost of removing the yellow lines and changing traffic orders less the annual income of £500. The one off costs would not be significant.
- 11.4 The average maximum yearly income for a Parking Bay, assuming that it is constantly occupied by a paying customer and not a parking permit holder, is £4,969 for a bay that charges £1.10 per half hour and £9,537 for a bay that charges £1.40 per half hour.
- 11.5 If the bays were sited in existing pay and display bays then there would be the additional cost of the lost pay and display income, over and above the one off costs less the annual income. This would range from zero (if a bay was constantly occupied by a parking permit holder) to £4,969 or £9,537, as described in 11.4 above.

Comments provided by Gary Hannaway, TTS Head of Finance, Ex. 6071

**LOCAL GOVERNMENT ACT 2000**  
**LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT**

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
	None		

**LIST OF APPENDICES:**

None