

**Report for:** Emma Williamson, Assistant Director of Planning

**Title:** Approval to enter into the Deed of Variation and Supplementary Agreement to the Pan London Scheme Agreement

**Lead Officer:** Matthew Paterson, Head of Strategic Planning, ext 5562, [Matthew.Patterson@haringey.gov.uk](mailto:Matthew.Patterson@haringey.gov.uk)

**Ward(s) affected:** All.

## 1. Describe the issue under consideration

- 1.1 Source London is a city wide network of electric vehicle charge points, which was launched in 2011 by Transport for London (TfL). Source London works together with a number of private partners and London boroughs, including Haringey, to bring together existing and new charging points into a single network. All existing electric vehicle charging points in the borough are part of the Source London network. This network is accessible with a single membership card.
- 1.2 BluePoint London Limited took over the management of the Source London network from Transport for London on 1 September 2014 and now operates and manages Source London on behalf of the scheme partners.
- 1.3 In order to enable BluePoint London to install and maintain Haringey's network of charging points, on the Council's behalf, the Council is required to enter into a separate variation agreement and supplementary agreement with BluePoint London.

## 2. Cabinet Member Introduction

N/A

## 3. Recommendations

- 3.1 For the Assistant Director of Planning to approve entering into both a Deed of Variation and Supplementary Agreement to the Pan London Scheme Amended and Restated Partnership Agreement with BluePoint London Limited
- 3.2 Once the agreements are executed, for Council officers to enter into leases and licences, in the forms agreed under the Supplementary Agreement, to enable the installation and maintenance of the Haringey network of charging points. This includes liaising with BluePoint London over the site selection and number of charging points, community engagement, and the making of any traffic orders.

#### **4. Reasons for decision**

- 4.1 To enable the cost effective provision, maintenance and use of a network of electric vehicle charging points across the borough and London that will assist in achieving the Council's priorities to sustainably manage growth and to reduce the impact of car use on air quality and climate change.
- 4.2 The council has seen a significant increase in requests from residents for a means of charging electric vehicles across the borough. Many residents have also complained that a lack of charging infrastructure is stopping them from purchasing an electric vehicle.
- 4.3 We currently have over 70 requests for electric vehicle charging points across the borough and we are receiving approximately one new request a week.

#### **5. Alternative options considered**

- 5.1 The only alternative option is not to enter into the agreements with BluePoint London, effectively taking Haringey out of Source London. This option would require the Council to install, manage and maintain its own charging points or to find another 3<sup>rd</sup> party contractor to deliver this. This would require a OJEU procurement exercise which would take several months to complete and require procurement costs.

This option is not considered to be cost effective, and would not deliver the current demand to provide this electric vehicle service for residents and businesses. It would also put the Council at odds with the strategic network arrangements in place across London.

#### **6.0 Background information**

- 6.1 The Council has set out its transport objectives for the Borough in its 2<sup>nd</sup> Local Implementation Plan (Transport Strategy) 2011 – 2031. These include:
- Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport; and
  - Reduce Haringey's CO2 emission from transport through smarter travel measures to reduce car use and encourage the use of low carbon transport alternatives, to ensure the transport sector makes the necessary contribution to achieving a 40% carbon reduction by 2020 and a 60% reduction by 2025.

- 6.2 Further, the Council's Air Quality Action Plan 2010 – 2018 (adopted February 2011) relies heavily on increasing the uptake in electric vehicle use to reduce transport impacts on air quality. To deliver this requires the physical infrastructure to be put in place, in the form of dedicated electric vehicle charging points, to enable this choice to be more widely taken up by local residents and businesses.
- 6.3 To ensure the cost effective provision of a network of electric charging points, the Council has previously signed up to London Source. The Council has been in negotiations with BluePoint London, who now manage the London Source programme on behalf of TfL and the borough's, to ensure the Variation Agreement meets the Council strategic and operational needs once implemented.
- 6.4 Entering into the Agreement will enable the Council to enter into further discussions with BluePoint London about taking over the maintenance and upgrading of existing charging points and the provision of new charging points, including where these should be located within the borough and how many bays to be provided in each location.
- 6.5 The Agreement will run for the next six years and will see an increase in the overall number of electric charging points.
- 6.6 Officers have already met with BluePoint London

## **7 Contribution to strategic outcomes**

- 7.1 **Priority 4 - Sustainable Housing, Growth and Employment** –.The provision of a network of electric vehicle charging points will enable the Council to manage the impacts of growth, with respect to both air quality and climate change.

## **8 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)**

**Finance [ Kaycee Ikegwu, Finance Business Partner]**

The Council had previously signed up to London Source. BluePoint London, took over the management of the London Source programme on behalf of TfL and the borough.

This recommended deed of variation and supplemental agreement is to ensure that the Agreement meets the Council's strategic and operational needs.

It is expected that as part of it, BluePoint London will take over the maintenance and upgrading of existing charging points, which is currently costing the council money to maintain.

There are about 17 charging points in the borough and about 70 request for charging points at present. The installation of the charging points were funded from the LIP funding.

It is expected that these charging points will generate income of about £500 per charging point per year, for the council as part of the agreement - income for use of space where charging points are installed.

The variation and supplemental agreement will not lead to additional cost burden on the council.

### **Procurement [ Peter Crapp, Strategic Procurement Partner]**

Procurement agree with the decision to enter into a separate variation agreement and supplementary agreement with BluePoint London.

Provision of the charging points via Blue Point will provide the best value for money option as Blue Point are able to maximise economies of scale by procuring for a higher volume across London and for which Haringey will gain the benefit.

The procurement via Blue Point also ensure that Haringey are aligned to a network of charging points managed across London.

### **Legal (Milli Williams, Lawyer)**

The Assistant Director of Corporate Governance notes the contents of the report.

The Pan London Scheme Partnership Agreement has provisions under Clause 7 to allow BluePoint Limited to vary or amend the terms of the Agreement upon written notice to the Council.

BluePoint London Limited have written to the Council to vary the Agreement and to enter into the Supplementary Agreement and the Council have consented.

In accordance with CSO 10.02.1(a) the Director has the power to authorise the variation of the Agreement.

Also, in accordance with CSO 9.07.1(c), the Director has power to enter into the Supplementary Agreement

The Assistant Director of Corporate Governance sees no legal reasons preventing a Director from approving the recommendations in the report.

### **Equalities (Ashley Hibben, Strategy Officer)**

The Council has a Public Sector Equality Duty (PSED) under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

It is not anticipated that this decision will have any direct impact on residents with protected characteristics. Council officers will be expected to assess and monitor the impact of any decisions taken under this contract, for example about the location and number of charging points, and the number of bays, to ensure that the PSED is maintained.

The decision to award this contract to BluePointLimited does not represent a material policy change. This decision enables the Council to continue the delivery of our Local Implementation Plan (LIP) 2011- 2031 priorities and our commitment to becoming a zero- carbon borough by 2050. Haringey's LIP was subject to a full Equality Impact Assessment in 2010 and this is attached to this report.

## 9 Use of Appendices

Appendix A - Haringey Local Implementation Plan EQIA, May 2010

## 10. Local Government (Access to Information) Act 1985

10.1 The following documents are of relevance to this report:

- Haringey's 2<sup>nd</sup> Local Implementation Plan (Transport Strategy) 2011 – 2031
- Haringey's Air Quality Action Plan 2010 – 2018 (February 2011)