

<b>Committee:</b> Markets Committee	<b>Date:</b> 6 March 2019
<b>Subject:</b> Rapid Electric Vehicle Charge Point Installation at Billingsgate Market	<b>Public</b>
<b>Report of:</b> Interim Director of Consumer Protection and Markets operations	<b>For Decision</b>
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### Summary

Electric Vehicle charge points are essential to enable the transition to zero emissions and zero emissions capable vehicles.

Billingsgate Market has a heavy traffic flow with customers, deliveries and traders from which there has been demand for Electric Vehicle (EV) charging to be made available. The proposal is to install a Rapid EV charge point in the carpark at Billingsgate for public use.

The proposal would support this demand together and the Mayor of London's Transport and Environment Strategies. It would enable the transition to zero emissions freight and taxis, and could reduce air pollution levels in the area.

The charge point would not incur any costs for the City Corporation as installation and maintenance would be paid for by the supplier who will generate income through the usage of the charge point. The Corporation would receive 10% of the revenue from the charge point usage and a rental fee for the parking spaces; amount to be negotiated.

### Recommendation(s)

Members are asked to:

- Approve the installation of 1 Rapid EV charge point at Billingsgate Market carpark and designating 2 parking spaces to its use, at no cost to the City Corporation and to rent the parking spaces to the supplier.
- Approve the process to be used as a framework to potentially install Rapid EV charge points at other remote City Corporation sites, where suitable.

## **Main Report**

### **Background**

1. Rapid EV Charge points are needed to enable the transition to zero emission capable vehicles. The City of London's Draft Transport Strategy includes provisions for installing rapid EV Charge points within the square mile however remote City Corporation sites, such as Billingsgate Market, are not covered.
2. Billingsgate Market has received numerous requests from season permit holders, traders and customers for the installation of EV charges point for public use. The installation would also encourage new customers to the market.
3. The installation would support the Mayor of London's Transport Strategy and London Environment Strategy aims including the aim for London's entire transport system to be zero emissions by 2050.
4. The transition to zero emissions vehicles is essential for improving air quality in London, which exceeds the legal limits in many areas, including the area around Billingsgate Market.

### **Current Position**

5. Demand for the charge point has been voiced by the markets season permit holders who are keen to have one installed as soon as possible.
6. The proposals below have been agreed with the supplier.
7. The location of the bays has been determined and agreed with the supplier. A contract has been provided by the supplier to the Corporation and is being examined by the legal department.
8. The City Surveyors department have been consulted on the proposals and are reviewing the contract documents.
9. Due to the potential relocation of the markets there is an issue with determining the appropriate duration of the contract as we cannot commit to the duration that the supplier would prefer and there is uncertainty regarding the timescales with the market move. This is causing the project to be held up.

### **Options**

10. Five TfL approved suppliers were approached regarding the potential installation of a rapid EV charge point at Billingsgate Market, 2 of which responded.
11. One supplier submitted a quote for the installation of a charge point to be managed by them with a profit share scheme. However, the location this supplier wanted is at the front of the market so that their branding would be visible from the major thoroughfares. There is no electricity infrastructure available in that location so the installation would cost in excess of £160k. This was deemed unfeasible, so the negotiations ceased.
12. The second supplier submitted two quotes. The first was for the installation of a rapid charge unit for our own use and management. The cost to Billingsgate would be in excess of £22k. This option has not been considered further.

13. The second quote submitted by this supplier proposes to install and maintain the unit free of charge to the Corporation. To use the unit customers would sign up to the supplier's system and pay a fee. The supplier would repay the City Corporation 10% of this fee and a rental fee for the 2 parking spaces. This is the preferred supplier that has been progressed and we wish to proceed with.

## **Proposals**

14. The proposal is to install 1 Rapid EV charge point in the car park at Billingsgate Market (see appendix 1 for Map of location of installation). One charge point unit would serve 2 parking bays for 2 vehicles to be charged simultaneously.
15. The 2 bays would be designated as EV charging only and therefore removed from the total number of bays for which parking permits could be sold. Two annual season permit parking spaces could generate a net income of £2736.45. However, as the parking database currently has vacancies, these spaces are not generating any income at present.
16. Under normal circumstances, the supplier would pay Billingsgate a rental fee for the space, along with a percentage of profit. However, because we are unable to guarantee a longer rental period due to the markets move, the rent portion of the contract is under negotiation.
17. The chosen supplier would install the charge point and cover maintenance costs of the charge point throughout the duration of the contract, therefore there are no costs to the Corporation.
18. The supplier would pay the Corporation a 10% share of the profits from the usage of the unit, therefore this is an income generating scheme.

## **Corporate & Strategic Implications**

19. The proposal supports the following outcomes of the Corporate Plan 18-23:
- 11. We have clean air, land and water and a thriving sustainable natural environment
  - 5. Businesses are trusted and are sustainable and environmentally responsible.
20. The proposal also supports the City's Responsible Business Strategy 18-23, Outcome 2: the planet is healthier.

## **Implications**

21. There would be no costs to the Corporation from the installation and maintenance and a small revenue will be received from the usage of the charge point (10% of profit) and from the rental of the parking bays (amount to be negotiated).
22. We would enter into a legal agreement with the supplier to rent the 2 parking bays to them for usage of the charge point for a fixed duration. The risk is that we cannot commit to a long contract due to the uncertainty surrounding the

relocation of the markets therefore the number of years of the contract is still to be negotiated.

23. The charge point will be accessible for use by all so will have no equality impacts.

### **Conclusion**

24. There is a need for the installation of Rapid EV charge points to support the transition to zero emission vehicles, to reduce air pollution in London and to support the Mayor of London's Transport and Environment Strategies.

25. There is demand from the Markets customer base and traders for a unit to be installed on site.

26. A suitable location and supplier have been selected and the installation would be of no cost to the Corporation. A small income can be made from the use of the charge point.

27. It is recommended to approve the plans for the installation of the charge point unit.

### **Appendices**

- Appendix 1 – Billingsgate EV Charge Point Site Map

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