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1. Introduction

- 1.1. The Ealing Climate and Ecological Emergency Strategy, sets a target for the borough to be net carbon zero by 2030. To achieve this, the Council is committed to an ambitious manifesto target of providing a network of 2,000 EVCPs (electric vehicle charge points) across the borough, to help achieve net zero carbon and air quality objectives.
- 1.2. The number of EVs in the borough is growing rapidly, with the latest data showing over 8,100 registered in mid-2023, up from 3,800 EVs in late 2021. However, for many people, particularly those who park on-street, a key concern with an electric vehicle is not being able to charge it easily.
- 1.3. To meet the growing demand for on-street charging infrastructure, Ealing Council propose to expand the existing network with the installation of new fast on-street charging points. The Council aims to build a borough-wide network of EVCPs within a 10-minute walk of all residents. This proposed tranche of 5 EVCP sites looks to address the current gaps in the provision of rapid chargers, offering faster charging options for the borough. These EVCPs will be operated and maintained by EVCP operator, Believ. Once more even coverage across the borough has been achieved, we will then look at increasing the density of all expanding provision across the borough to shorten walk distances further, focusing on areas without off-street parking.
- 1.4. Between 14 November 2023 and 15 December 2023, Ealing Council conducted a consultation on the proposed installation of up to 10 charge points across 5 different sites. This report provides the results and details of this consultation and makes recommendations for decision on the project.

2. Methodology

- 2.1. In order to establish a network of EVCPs, it is first necessary to identify suitable locations for installation. To do this, the following criteria were considered when selecting proposed EVCP sites:
 - Ealing resident requests for EVCPs
 - Current number and location of EV registrations within Ealing
 - Believ member requests and location
 - Transport for London (TfL) research (uptake data)
 - A safe distance from live electrical equipment e.g. lamp columns (at least 2.5m)
 - Where possible, distanced away from the front of residential homes
 - Retention of a good footway width for pedestrians and wheelchairs/pushchairs
 - Areas where most residents park on-street
 - Neighborhoods without access to on-street EVCPs already

- 2.2. Delivery of the EVCP network will be rolled out in phases. For this latest phase of Believ EVCPs, 5 locations were identified and proposed to residents during the public consultation.
- 2.3. Consultation documents were sent to a total of 352 properties, which were within a 50m radius of each of the 5 locations. Residents and businesses were invited to comment on the proposals by visiting a dedicated webpage on the consultation section of the council's website where they were then directed to a SurveyMonkey page. In order to ensure only local opinions were counted, all respondents had to input a valid, local postcode. There was also a facility for those people without internet access to send in their comments by post instead.

3. Number of Responses

3.1. The responses to this consultation have been collated and analysed by officers. Table A below shows the total number of properties consulted, the number of responses received and the response rate. The resident response rate was approximately 1%.

Location	Copies Sent	Responses	Response rate
Eal - L20 124-126 Northfield Av	71	0	0%
Eal - L51 Dorchester Road	43	0	0%
Eal - L64 Hanger Green	47	0	0%
Eal - L79 Broadway	128	1	1%
Eal - L101 261 Northfield Avenu	63	1	2%

TOTALS	352	2	1%
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4. Details of Responses

L79 – Hanwell Broadway

- The single response with regard to this location stated that they did not object to EVCPs however they found the location a problem, stating that the road was already difficult to drive down. They also mention that they find the rates of Source London preferable to those of Believ.

L101 – 261 Northfield Avenue

- We received one objection to this location on the grounds that the resident doesn't support bays which are exclusively for the charging of EVs. If the spaces were open for all parking when not in use, then they would be supportive of the location.

5. Overall Views

- 5.1. The response rate for these locations was extremely low and the comments received were still generally in support of the installation of EVCPs, with concerns mostly due to the suggested locations and price.

6. Next steps

- 6.1. Officers recommend proceeding to implementation for the sites specified in the consultation.