

**Date: 26/04/2024**

## **1. Introduction**

- 1.1. The Ealing Climate and Ecological Emergency Strategy sets a target for the borough to be net carbon zero by 2030. 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 batch of 17 EVCP sites looks to address the current gaps in the provision of fast 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 provision across the borough to shorten walking distances, focusing on areas without off-street parking.
- 1.4. Between 5<sup>th</sup> April 2024 and 20<sup>th</sup> April 2024, Ealing Council conducted a consultation on the proposed installation of 68 charge points at 17 locations. This report provides the results and details of this consultation.

## **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
  - Space to install a build-out on the carriageway and retain footway width
  - 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, 17 locations were identified and proposed to residents during the public consultation.

Consultation documents were sent to a total of 1484 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. Outcomes**

For each location, this report shows the responses provided, and the decision by the Council. Where we are proceeding to the next stage, this will involve a statutory 21-day Traffic Management Order consultation, advertised on lamp columns at each location.

This report outlines the feedback from residents and the resulting decision by Ealing Council for each proposed location. You can click the road name to skip to the relevant page.

[Alma Road](#)

[Anthony Road](#)

[Armstrong Road](#)

[Court Farm Road](#)

[Dale Road](#)

[Eskdale Avenue](#)

[Fermoy Road](#)

[Francis Road](#)

[Gurnell Grove](#)

[Jenner Avenue](#)

[Jeymer Drive](#)

[Melville Avenue](#)

[Merton Ave](#)

[Montague Road](#)

[Oakfield Gardens](#)

[Opp. 65 Russell Road](#)

[Palmerston Road](#)

## 4. Number of Responses

- 4.1. 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 4%.

Location	Copies Sent	Responses	Response rate
Alma Road	63	0	0%
Anthony Road	75	3	4%
Armstrong Road	75	1	1%
Court Farm Road	81	0	0%
Dale Road	107	3	3%
Eskdale Avenue	61	17	28%
Fermoy Road	67	3	4%
Francis Road	62	3	5%
Gurnell Grove	100	1	1%
Jenner Avenue	86	1	1%
Jeymer Drive	120	0	0%
Melville Avenue	64	2	3%
Merton Ave	91	2	2%
Montague Road	117	7	6%
Oakfield Gardens	121	3	2%
Opp. Russell Road	47	0	0%
Palmerston Road	147	2	1%

## 5. Details of Responses

### Alma Road

Number of responses: 0  
Number of households that received a letter: 63  
Response rate: 0%  
Response: Yes - support installation: 0  
Response: No - oppose installation: 0  
Response: Neutral/other location suggested: 0

**Outcome:** Proceed to Traffic Management Order

### Anthony Road

Number of responses: 3  
Number of households that received a letter: 75  
Response rate: 4%  
Response: Yes - support installation: 0  
Response: No - oppose installation: 3

Response: Neutral/other location suggested: 0

**Summary of responses received from residents:** The three responses were opposed to the charge point. Each response raised a different reason. These were the specific location of the charge point, the quantity of charge points at the location and the impact on available parking.

**Response from council:** The opposing responses based on the specific location are based around parking. See section 6.1 on parking.

**Outcome:** Proceed to Traffic Management Order

### **Armstrong Road**

Number of responses: 1

Number of households that received a letter: 75

Response rate: 1%

Response: Yes - support installation: 1

Response: No - oppose installation: 0

Response: Neutral/other location suggested: 0

**Summary of responses received from residents:** The one response on Armstrong Road was in support of the charge points.

**Outcome:** Proceed to Traffic Management Order

### **Court Farm Road**

Number of responses: 0

Number of households that received a letter: 81

Response rate: 0%

Response: Yes - support installation: 0

Response: No - oppose installation: 0

Response: Neutral/other location suggested: 0

**Outcome:** Proceed to Traffic Management Order

### **Dale Road**

Number of responses: 3

Number of households that received a letter: 107

Response rate: 3%

Response: Yes - support installation: 1

Response: No - oppose installation: 2

Response: Neutral/other location suggested: 0

**Summary of responses received from residents:** There was one response in support and two against. The two against raised the location of the charge points and how it would have a large impact on parking in the area.

**Response from council:** See section 6.1 on parking.

**Outcome:** Proceed to Traffic Management Order

## **Eskdale Road**

Number of responses: 17

Number of households that received a letter: 61

Response rate: 28%

Response: Yes - support installation: 0

Response: No - oppose installation: 16

Response: Neutral/other location suggested: 1

**Summary of responses received from residents:** Eskdale road received 17 responses. 16 opposed the charge points and 1 was not for or against but wanted to raise a concern. 4 raised an issue about the quantity of charge points being unnecessary. 10 responses didn't feel like the location was suitable, stating that residents had off-street parking therefore a charge point was redundant. 16 mentioned the impact on parking, stating that on-street parking is already congested and a charge point would further compound the issue. Residents raised that issues due to parking are related to visitors to the area. A resident also mentioned safety concerns.

**Response from council:** See section 6.1 on parking and section 6.2 for safety concerns. We will explore the potential to install 1 charge point with 2 bays, rather than 2 charge points with 4 bays.

**Outcome:** Proceed to Traffic Management Order for 1 charge point with 2 bays

## **Fermoy Road**

Number of responses: 3

Number of households that received a letter: 67

Response rate: 4%

Response: Yes - support installation: 0

Response: No - oppose installation: 3

Response: Neutral/other location suggested: 0

**Summary of responses received from residents:** The three responses opposed to the charge point. Two mentioned the impact on parking and one mentioned the specific location being an issue and suggesting another location.

**Response from council:** The other location suggested had no significant difference to the one proposed, as it was only one road over. The Council will proceed to Traffic Management Order consultation for the original location and will keep the suggested location in mind for future rollouts when increased density is needed. Please see section 6.1 for the impact on parking.

**Outcome:** Proceed to Traffic Management Order

### Francis Road

Number of responses: 3

Number of households that received a letter: 67

Response rate: 5%

Response: Yes - support installation: 0

Response: No - oppose installation: 3

Response: Neutral/other location suggested: 0

**Summary of responses received from residents:** The three responses opposed to the charge point. Two mentioned the specific location and two mentioned the impact on available parking. The location was deemed inappropriate due to the presence of 4 charge points close by, on the next road.

**Response from council:** The council understands that parking is an issue on the road (see section 6.1), but it is imperative that the Council is ready for when the sale of new petrol and diesel vehicles is banned in 2035. This will require a dense network of charge points in Ealing to support residents in their transition to electric vehicles. However, due to the presence of 4 charging bays on the next road, we will explore options to reduce this to 1 charge point with 2 bays, with additional 'passive' bays to meet future demand.

**Outcome:** Proceed to Traffic Management Order for a single charge point with two bays.

### Gurnell Grove

Number of responses: 1

Number of households that received a letter: 100

Response rate: 1%

Response: Yes - support installation: 0

Response: No - oppose installation: 0

Response: Neutral/other location suggested: 1

**Summary of responses received from residents:** We received one response that was neither for or against the proposal however wanted to raise the fact that a nearby car park may be a better fit for the charge points.

**Response from council:** The council's aim is to support charging on-street. The council will need to look at several locations and will consider the car park for future rollouts if it fits the criteria.

**Outcome:** Proceed to Traffic Management Order

### Jenner Avenue

Number of responses: 1  
Number of households that received a letter: 86  
Response rate: 1%  
Response: Yes - support installation: 0  
Response: No - oppose installation: 1  
Response: Neutral/other location suggested: 0

**Summary of responses received from residents:** We received one response opposing the proposal due to the impact on parking, quantity of charge points and the location of the charge point.

**Response from council:** The issues raised were around parking and lack of EVs in the area. The charge point rollout is aimed to support residents in the transition to EVs, therefore we hope that it encourages residents to switch. Please see further details on parking in section 6.1.

**Outcome:** Proceed to Traffic Management Order

### **Jeymer Avenue**

Number of responses: 0  
Number of households that received a letter: 120  
Response rate: 0  
Response: Yes - support installation: 0  
Response: No - oppose installation: 0  
Response: Neutral/other location suggested: 0

**Outcome:** Proceed to Traffic Management Order

### **Melville Avenue**

Number of responses: 2  
Number of households that received a letter: 64  
Response rate: 3%  
Response: Yes - support installation: 0  
Response: No - oppose installation: 2  
Response: Neutral/other location suggested: 0

**Summary of responses received from residents:** Two responses opposed the proposal, one on the location and two on the impact of parking. Safety concerns were also raised as fires have been reported.

**Response from council:** See section 6.1 for response on the impact of parking & 6.2 for response to safety concerns.

**Outcome:** Proceed to Traffic Management Order

## **Merton Avenue**

Number of responses: 2

Number of households that received a letter: 91

Response rate: 2%

Response: Yes - support installation: 0

Response: No - oppose installation: 2

Response: Neutral/other location suggested: 0

**Summary of responses received from residents:** We received two objections to this as a location and the impact it will have on parking.

**Response from council:** Please see section 6.1 on parking.

**Outcome:** Proceed to Traffic Management Order

## **Montague Road**

Number of responses: 7

Number of households that received a letter: 117

Response rate: 6%

Response: Yes - support installation: 4

Response: No - oppose installation: 1

Response: Neutral/other location suggested: 2

**Summary of responses received from residents:** We received 7 responses to Montague Road: four in support, one in opposition and two neutral. The opposing response raised the specific location, impact on parking and the quantity of charge points.

**Response from council:** Please see section 6.1 on parking.

**Outcome:** Proceed to Traffic Management Order

## **Oakfield Gardens**

Number of responses: 3

Number of households that received a letter: 121

Response rate: 2%

Response: Yes - support installation: 0

Response: No - oppose installation: 2

Response: Neutral/other location suggested: 1

**Summary of responses received from residents:** We received two opposing responses and one neutral response. Two raising the impact on parking and one noting the quantity of the charge points was too high.

**Response from council:** Please see section 6.1 on parking.



**Outcome:** Proceed to Traffic Management Order

### **Opposite Russel Road**

Number of responses: 0

Number of households that received a letter: 47

Response rate: 0%

Response: Yes - support installation: 0

Response: No - oppose installation: 0

Response: Neutral/other location suggested: 0

**Outcome:** Proceed to Traffic Management Order

### **Palmerston Road**

Number of responses: 2

Number of households that received a letter: 147

Response rate: 1%

Response: Yes - support installation: 0

Response: No - oppose installation: 1

Response: Neutral/other location suggested: 1

**Summary of responses received from residents:** We received two responses, one objection and one neutral for the proposal. The opposition comes from the location of the charge point, quantity and impact on parking. The opposition and the neutral response both raised the impact on street aesthetics and in particular the noise coming from the charge point.

**Response from council:** No noise is emitted from electric vehicle charge points. For impact on parking please see section 6.1.

**Outcome:** Proceed to Traffic Management Order

## **6. Overall Views**

- 6.1. We recognise the challenges posed by parking issues on your street, but our priority lies in facilitating the transition to electric vehicles (EVs). The provision of EV charging infrastructure is crucial in overcoming a key barrier to this transition. By prioritising EV charging, we aim to address broader issues such as air quality improvement. This shift away from fossil fuels is vital to ensure the council achieves its goal of being net zero by 2030, which will reduce our environmental impact and improve the wellbeing of residents in the borough. Objections based on parking availability are not sufficient reason for us not to proceed.
- 6.2. Issues of safety were raised in a small number of responses. A report from the government “Office for Zero Emission Vehicles (OZEV) T0194 – Covered car parks - fire safety guidance for electric vehicles” stated that “Most available empirical evidence to date suggests that fires in EVs are less likely to occur than in hybrid vehicles and petrol or diesel vehicles”.

## **7. Next steps**

- 7.1. We will now proceed to Traffic Management Order consultations as detailed above. These will provide a further opportunity for residents to give their views.