

PLACE



## **Officer decision pursuant to Scheme of Delegation, Part 8**

Tony Singh  
Chief highways engineer

Pursuant to sections 6, 45, 46, 49 and 124 of and parts III and IV of schedule 9 of the Road Traffic Regulation Act 1984 (the "Act")

Autumn 2025 batch 12 Electric vehicle charge point installations

Reference Number: P049-25

Objection period: 20/08/2025 to 24/09/2025

### **Background**

Ealing Council proposes to implement a number of electric vehicle (EV) charge points in various locations within the borough to help provide Ealing residents with accessible and reliable electric vehicle charging. The installation of these charging points is to support residents in transitioning to electric vehicles, ensuring residents feel secure and confident in making this change without the significant cost of installing a home charger. With the upcoming ban on petrol and diesel vehicles in 2035, it is crucial to establish a robust network of charging points now.

A Traffic Management Order (TMO) formal consultation and notice of proposals was published on the Council website, in the Ealing Gazette and London Gazette and erected on posts/lamp columns at the proposed locations on 20 August 2025 for 21 days.

A TMO was posted at the following sites:

Adrienne Avenue, Amherst Road, Bedser Drive, Carlton Gardens,  
Carlton Road, Carlyle Road, College Road, Downing Drive, Drayton Road, Highland Avenue, Lammas Park Gardens, Leonard Road, Mayfield Avenue, The Avenue & Vale Lane

## Summary of Comments / Objections

We received responses to four of the locations. A summary of the issues raised is as follows, along with the Council's responses to them.

### **Location: Adrienne Avenue**

**Comment:** Five responses raising concerns about the lack of need for more dedicated bays with a lack of electric vehicles and high parking pressure.

**Officer response:** Proceed to installation

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.

Our delivery partner, Believ, aims for an average usage target of 5.7%. Any level above this is considered good. As EV ownership continues to grow, evidenced by the increasing number of EV registrations in Ealing, it is essential that charging infrastructure keeps pace with demand.

The data for these charge points shows that the charge points with dedicated EV bays achieve a utilisation rate of 10%, compared to just 2% for those without dedicated bays. This disparity highlights the importance of clearly designated charging spaces in supporting EV uptake. Ensuring that chargers are accessible and reliably available will be critical to enabling residents to transition to electric vehicles with confidence.

### **Location: Carlyle Road**

**Comment:** One response raising concerns about the lack of need for more dedicated bays with a lack of electric vehicles and high parking pressure.

**Officer response:** Proceed to installation

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.

Our delivery partner, Believ, aims for an average usage target of 5.7%. Any level above this is considered good. As EV ownership continues to grow, evidenced by the increasing number of EV registrations in Ealing, it is essential that charging infrastructure keeps pace with demand.

The data for these charge points shows that the charge points with dedicated EV bays achieve a utilisation rate of 3%, compared to just 1% for those without dedicated bays. This disparity highlights the importance of clearly designated charging spaces in supporting EV uptake. Ensuring that chargers are accessible and reliably available will be critical to enabling residents to transition to electric vehicles with confidence.

### **Location: College Road**

**Comment:** One resident responded to object due to proximity to a dropped kerb, impact on cycle infrastructure and suggested a location cross the road.

**Officer response:** Proceed to installation

The bays will be finished before the dropped kerb. The location suggested at the other side of the road would not be compliant with electrical regulations due to the proximity to the green cabinet and lamp column. The extended double yellow line gives sufficient space for all turning vehicles including cyclists.

### **Location: Mayfield Avenue**

**Comment:** One resident responded to object due to the reduction in available parking.

**Officer response:** Proceed to installation

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.

**Location: The Avenue**

**Comment:** Five residents objected based on parking availability being reduced, safety concerns around the proximity to a bus stop and believe that blue badge holders that live in the flats would also not be able to park close enough.

**Officer response:** Proceed to installation

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.

Following an investigation by our highways engineers regarding concerns raised about disabled badge holders at this location, it has been confirmed that there are currently no active applications for a designated disabled parking bay. The engineers have concluded that, should an application for a disabled bay be submitted in future, the adjacent parking bays are suitably located. These bays would allow for the installation of a disabled bay within the regulatory distance from the entrance to the flats, in accordance with relevant accessibility standards.

In response to safety concerns regarding the nearby bus stop, the proposed EV bays are to be installed within existing active parking bays. Safety was considered during the creation of the Controlled Parking Zone (CPZ), which included assessment of bay locations.

The Council also notes that no complaints were received about the use of these bays for EV charging prior to the proposal to extend the dedicated EV provision.

***Sites with no comments received*****Location: Downing Drive**

**Comment:** None received

**Officer response:** Do not proceed to installation

This site at Downing Drive will not proceed, due to a conflict with an existing dropped kerb. Further design work is required at this location, so an alternative site may be found for a future EV charger batch.

**Location(s):**

Amherst Road, Bedser Drive, Carlton Gardens, Carlton Road, Drayton Road, Highland Avenue, Lammas Park Gardens, Leonard Road & Vale Lane

**Comment:** None received

**Officer response:** Proceed to installation

### Legal Implications

The Council has powers to implement on street waiting restrictions under the Road Traffic Regulation Act 1984 (including sections 6, 45, 46, 49 and 124 in particular).

The relevant procedures are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

In exercising these powers, section 122(1) of the Act imposes a duty on the Council to have regard (so far as practicable having regard to the matters specified in subsection (2) to securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway'. Subsection (2) also includes 'the desirability of securing and maintaining reasonable access to premises and 'any other matters appearing to the local authority to be relevant.

### Concluding Statements of Officer

Officers have duly considered all comments and suggestions.

I have considered the comments and objections on the proposals and on the basis of the Council's powers and duties outlined above, I am satisfied that the decision to proceed with the implementation of the proposals is correct.

On this basis I authorise the implementation of the scheme and the making of the following order: **The Ealing (Parking Places) (Charging Points for Electric Vehicles) (Amendment No. \*\*\*) Order 202\***; **The Ealing (Bedford Park) (Residents Parking Places) (No. 1, 2002) (Amendment No. \*\*\*) Order 202\***; **The Ealing (Boston Manor) (Residents Parking Places) (No. 1, 2007) (Amendment No. \*\*\*) Order 202\***; **The Ealing (Drayton Green – Zone NN) (Residents Parking Places) (No. 1, 2012) (Amendment No. \*\*\*) Order 202\***; **The Ealing (Ealing Broadway) (Residents Parking Places) (No. 2) Order 2002**; **The Ealing (Little Ealing – Zone RR) (Residents Parking Places ) (No. 1, 2015) (Amendment No. \*\*\*) Order 202\***; **The Ealing (Southall Area 5) (Residents Parking Places) (No. 1, 2008) (Amendment No. \*\*\*) Order 202\***; **The Ealing (West Acton) (Residents Parking Places) (No. 1, 2006) (Amendment No. \*\*\*) Order 202\***; **The Ealing (West Ealing) (Residents Parking Places) (No. 1, 2008) (Amendment No. \*\*\*) Order 202\***; **The Ealing (Zone C) (Residents and Business Parking Places ) (No. 1, 2000) (Amendment No. \*\*\*) Order 202\***; **The Ealing (Parking Places) (Telephone Parking) (No. 1, 2014) (Ealing Broadway - Zone W) (Amendment No. \*\*\*) Order 202\***; **The Ealing (Parking Places) (Telephone Parking) (No. 1, 2019)**

**(Greenford Station - Zone Q) (Amendment No. \*\*\*) Order 202\*; The Ealing (Free Parking Places) (Disabled Persons) (Special Parking Area) (Minor Order) (No. 1) 202\***, under sections 6, 45, 46, 49 and 124 of and Parts III and IV of Schedule 9 to the Road Traffic Regulation Act 1984, as proposed on 27/11/2024.

Service: Transport & Highways  
Name: Tony Singh  
Designation: Chief Highways Engineer

Signature:

A handwritten signature in black ink, appearing to read 'Tony Singh', with a horizontal line extending from the end of the signature.

21.10.2025