



Healthy Streets and Parking

Delegated Approval Report for Head of
Healthy Streets and Parking

Wards Affected:

Alperton
Harlesden
Kensal Rise
Kilburn
Queens Park
Roundwood
Stonebridge
Wembley
Wembley Hill

Title: Proposals for Electrical Vehicle Charging Points and associated Electric Vehicle only Bays (in partnership with Uber and Zest) Batch 6 (17 Locations)

Approved by:

Title	Name	Date
Author- Principal Engineer	Padideh Asgari	04/06/2025
Team Leader Safety & Travel Planning	Debbie Huckle	05/06/2025
Head of Healthy Streets and Parking	Sandor Fazekas	06/06/2025

1.0 PURPOSE OF REPORT

- 1.1 This report summarises the outcome of the public consultation conducted in April 2025 for the installation of dual socket Zest electric vehicle charging points at 17 proposed locations within nine wards in Brent.
- 1.2 This report informs the Head of Healthy Streets and Parking of the results of the public consultation and makes recommendations for the approval of installing charging points at all 17 proposed locations. The Head of Healthy Streets and Parking should note that, due to comments from the Planning Team, the Granville Road EVCP proposal has been relocated to the northern side of the road. Additionally, the EVCP on The Avenue has also been relocated to the opposite side of the road due to UKPN power supply

constraints. Drawings showing the revised locations are attached as Appendix D.

- 1.3 It seeks approval to progress the necessary Traffic Management Orders under sections 6 and 124 of and part IV of the Schedule of the Road Traffic Regulation Act (1984) necessary for implementation.

2.0 BACKGROUND

- 2.1 Brent Council is actively promoting sustainable travel and encouraging more residents to switch to electric vehicles to support the Council's response to the Climate Emergency and tackling poor air quality in the borough.
- 2.2 Local authorities are expected to make the appropriate provision for electric vehicle use to support targets to reduce air pollution. To fulfil that role effectively, expanding the network of charging points in the borough is an important component in encouraging ownership and use of cleaner vehicles and reducing carbon emissions.
- 2.3 Recent Society of Motor Manufacturers and Traders (SMMT) data shows a continued increase in the number of pure electric and plug-in hybrid vehicles purchased by Brent residents. In addition, the Council continues to receive requests from residents to introduce electric vehicle charging points (EVPCs) in their streets.
- 2.4 **Appendix A** provides a map showing the locations for EVCP requests.
- 2.5 The Mayor's Transport Strategy aims to reduce the impact that travel has on London's air pollution levels. As part of this agenda Transport for London aim that all taxis and private hire vehicles (PHVs) will be zero emission-capable by 2033. In 2019, partly in response to tightened environmental and vehicle emissions standards, Uber launched a Clean Air Plan. As part of the plan, Uber is aiming to transition 45,000 vehicles in its UK fleet to fully electric by 2025, including every vehicle operating in London on the Uber App.
- 2.6 In early 2021, the council, along with the London Boroughs of Newham, Redbridge, and Tower Hamlets, was approached by Uber, with a view to the company providing funding towards the installation of new on-street electric vehicle charging points across the four boroughs where Uber drivers live.
- 2.7 There is a growing need for additional charging facilities, particularly for residents who do not have access to private, off-street parking. There is also a growing demand for new on-street charging infrastructure for the many people who are employed in the taxi and private hire trades and who currently use, or are planning to transition to, an electric vehicle, but have no convenient place to charge it.
- 2.8 On March 7, 2022, Cabinet approved a report to enter into a Partnership and Funding Agreement with Uber to expand the Brent Electric Vehicle Charging Points (EVCP) Network.
- 2.9 The Council entered into an Infrastructure Funding Agreement (IFA) with Uber on April 13, 2022, outlining the funding terms and conditions and the requirement for a Charging Point Operator.

- 2.10 Uber has agreed in the IFA to partly fund up to 160 new on-street charge points at 80 locations across Brent. These points will be available for use by Uber drivers and the wider public.
- 2.11 On February 6, 2023, Cabinet approved Zest Eco Ltd as the charge point operator to supply, install, and manage the EVCP. Zest Eco Ltd is also contributing to the project funding.
- 2.12 On August 14, 2023, 10 out of the 80 locations were approved (batch 1) for implementation.
- 2.13 On September 29, 2023, nine more locations (batch 2, part 1) and six additional locations (batch 2, part 2) were approved, totalling 25 approved locations. Park Road was dropped from Batch 2 part 2 due to delivery cost.
- 2.14 In October 2023, nine more locations (batch 2, part 3, and 4) were approved, bringing the total to 34 approved locations to date.
- 2.15 On February 6th, 2024, 15 further Locations were approved (batch 3, part 1), totalling 49 locations from the overall 80 sites.
- 2.16 In April 2024, 12 further locations were approved (Batch 3, part 2), totalling 61 locations from the overall 80 sites. Pitfield Road was dropped from this batch due to feasibility complications.
- 2.17 In May 2024, 7 additional locations were approved (Batch 4), totalling 68 locations from the overall 80 sites
- 2.18 Geary Road in Batch 2 Part 1 was dropped during the Traffic Management Order making process due to an objection. Park Road from Batch 2 Part 2 had to be dropped due to delivery costs exceeding funding capability.
- 2.19 In November 2024, the remaining 15 locations were approved under Batch 5, bringing the total number of approved locations to 80. However, the overall cost of installation was lower than initially estimated at the start of the project, leaving additional funding available for the installation of further Electric Vehicle Charging Points (EVCPs) under the same contract.

As a result, the infrastructure funding agreement was amended in December 2024 to permit the installation of these additional EVCPs within the existing contract.
- 2.20 This report presents the consultation results for Batch 6. Batch 6 comprises 17 new locations, bringing the total number of proposed EVCP sites to 97.

3.0 Project Development

- 3.1 The charge points delivered through the partnership with Uber and Zest Eco Ltd will be available for use by its drivers as well as the wider public.
- 3.2 Locations were prioritised in response to help Uber drivers and residents with the electrification of their vehicles. Therefore, some locations were chosen within 400m of Uber driver's home postcodes, whilst other locations were chosen strategically in line with Brents Electric Vehicles' Strategy.

- 3.3 Site visits were undertaken in March 2025 with a representative from Zest Eco Ltd, officers collected highway inventory data and observed the current parking layouts.
- 3.4 During the site visit the locations of existing crossovers, trees, lamp columns, utility apparatus, footpath widths, and existing parking restrictions were recorded, alongside various aspects to ensure the safety of EV users and residents.
- 3.5 A public consultation was carried out on 17 proposed locations for dedicated Electric Vehicle Charging Point (EVCP) parking bays, as listed in the table below. Thirteen of the locations received a majority of responses in support of the proposals. While Whitby Avenue and Colin Road received a majority of objections, no specific reasons for the objections were provided. Nicoll Road and Craven Park both received majority objections, however officers recommend progressing with these locations.

A summary of the consultation results is provided in Section 4 of this report. Detailed results by location, along with individual consultation comments, are included in Appendix C.

Location	Post Code	Ward
Whitby Avenue	NW10 7SF	Stonebridge
Chichester Road	NW6 5QW	Kilburn
Brownlow Road	NW10 9QR	Roundwood
Harlesden Road	NW10 3RX	Roundwood
Beresford Avenue	HA0 1PX	Alperton
Colin Road	NW10 2ED	Roundwood
Bramshill Rd	NW10 8AB	Harlesden
Granville Road	NW6 5QY	Kilburn
Nicoll Road	NW10 9AX	Harlesden
Harley Road	NW10 8AB	Harlesden
Craven Park	NW10 8QN	Harlesden
Rutherford Way	HA9 0EN	Wembley
The Avenue	HA9 9QD	Wembley
Barn Rise	HA9 9NA	Wembley
Kingswood Avenue	NW6 6LL	Queens Park
Herbert Gardens	NW10 5HD	Kensal Rise
Lea Gardens	HA9 7SD	Wembley Hill

Table 1 Proposed Locations

- 3.6 The in-depth summary of the consultation can be found in **Appendix C: Summary of Sites and Responses** and officer comments.

4.0 Consultation results

Consultation procedure

- 4.1 A Public consultation was carried out in April 2025. The consultation documents were posted to 1325 residents and businesses in the local area within 50 metres of the proposed charging point locations. They were also distributed to the local ward Councillors, interested groups and statutory authorities including the emergency services. An example of the consultation document can be found attached as **Appendix B**.

Consultation results

- 4.2 The overall summary of the consultation shows that 84 individual responses were received, a rate of return of 5.9%, which is considered average for this type of exercise.

Question 1	Yes	No	No Opinion
Do you agree with the proposed Electrical Vehicle Charing Point and Bay?	48	24	7
Percentage	60.75%	30.37%	8.86%

Table 2 – Question 1 in the questionnaire

- 4.3 **Site conclusions and recommendation** (See **appendix C** for full responses and Officer's comments)

The council has taken the comments of the consultation into consideration and is proposing to go ahead with the implementation of all 17 electric charging point locations.

4.4 Responses from Statutory Consultees

In addition to the consultation results outlined in Appendix C, we received supportive responses from the following entities:

- New Chalkhill Tenants & Residents Association- Agreed with the proposal.

Officer Comments:

Officers acknowledge the supportive comments received. In light of these considerations, officers recommend proceeding with the proposed schemes.

5.0 EQUALITIES ANALYSIS

- 5.1 Out of the questionnaires returned, approximately 59 respondents had completed the equality monitoring questionnaire. The total number for each question may not be the same as the total number of respondents because some respondents have not answered every question. A breakdown of the equality data is shown below.

Asian or British Asian	Black or Black British	Any other ethnic Background	White or White British	Mixed Background	Prefer not to say
10	11	1	26	0	7

Table 3 – Responses to “What is your ethnic group?”

Do you consider yourself to have a disability?			Gender			Sexual Orientation			
Yes	No	Prefer not to say	Male	Female	Preferred not to say	Heterosexual	Gay	Bisexual	Other or prefer not to say or
7	42	6	34	19	2	36	3	1	14

Table 4– Responses to “Do you consider yourself to have a disability?”, “What is your gender?” and “What is your sexual orientation?”

Religion									
Agnostic	Buddhist	Christian	Hindu	Humanist	Jewish	Muslim	No Religion	Other	Prefer not to say
0	0	28	2	0	0	1	11	0	12

Table 5 – Responses to “What is your religion?”

Age group						
16-24	25-34	35-44	45-54	55-64	65-74	Prefer not to Say
1	9	14	15	9	13	2

Table 6 – Responses to which age group do you belong?”

5.2 This is a small sample and therefore it is difficult to determine if it is consistent with the diversity within the borough.

5.3 Project Equalities Analysis

Protected Characteristic	Positive	Neutral	Negative	Comments	Mitigation if required
Age		X		No reason to believe this group will be disproportionately affected	N/A

Disability		X		No reason to believe this group will be disproportionately affected	N/A
Gender reassignment		X		No reason to believe this group will be disproportionately affected	N/A
Pregnancy and maternity		X		No reason to believe this group will be disproportionately affected	N/A
Race		X		No reason to believe this group will be disproportionately affected	N/A
Religion or belief		X		No reason to believe this group will be disproportionately affected	N/A
Sex		X		No reason to believe this group will be disproportionately affected	N/A
Sexual orientation		X		No reason to believe this group will be disproportionately affected	N/A

Table 7 – Project Equality Analysis

5.4 The equality analysis above does not affect adversely on any of the protected groups.

6.0 FINANCIAL IMPLICATIONS

6.1 The cost of the electric vehicle charging points, their installation, operation, management, and maintenance as well as the making of the necessary Traffic Management Orders will be funded by Uber and the appointed operator Zest Eco Ltd.

6.2 The Council will pay the Charge Point Operator (CPO) for the supply and installation of the electric vehicle charge points up to £1.04m (based on £6.5k per unit for 160 units) through its capital program. This will be fully funded from contributions from Uber.

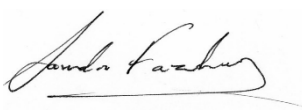
6.3 In this arrangement, the Council is the Leaser, where the CPO is using land owned by the Council for the charging points. This is an operating lease and has no impact on the Council's balance sheet. The Council will receive £53,000 per year for the 160 charge points for the use of parking bays and will also receive a 1% share of the revenue generated through the charging points, which is projected to be £0.2m over 10 years. The CPO will cover all costs associated with the operation and maintenance of the points.

6.4 This is Batch 6 of the project, (17 Locations), totalling 97 locations.

7.0 RECOMMENDATION

7.1 The Head of Healthy Streets and Parking approves the proposal to install 15 dual-use Electric Vehicle charging point locations.

AGREED / REJECTED

Signed: 

Date: 25 June 2025

Sandor Fazekas
Head of Healthy Streets and Parking

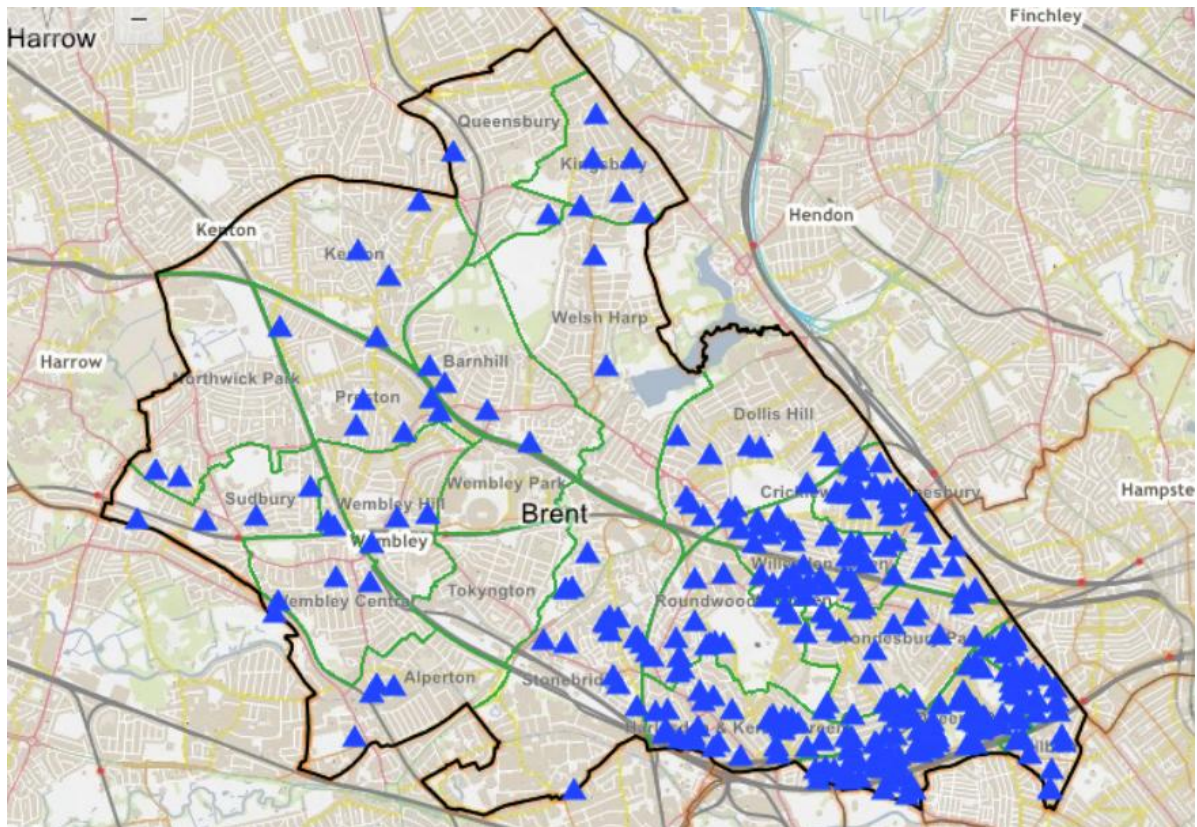
8.0 APPENDICES

Appendix A – Map of EVCP requests


Appendix B – Example of the consultation document

Appendix C – Consultation Summary of Results and Officer Comments

Appendix A- Map of EVCP requests



Appendix B – Example of a consultation document



Brent

April 2025

Public Consultation
Proposed Lea Gardens Electric Vehicle Charging Points and Associated Electric Vehicle Only Bays

Our ref: EVCP & EV Bay Lea Gardens

This document outlines our proposals for the introduction of Electric Vehicle Charging Points and associated Electric Vehicle Only Bays. Please read the information in this document, then complete, and return the enclosed questionnaire - postage is free. Alternatively, this document is also available for completion online at www.brent.gov.uk/consultation. Responses from within the consultation area only will be considered. The closing date for the return of the questionnaire is XXXXXXXXXXXXXXXX.


Background

Brent Council is looking to expand its electric vehicle (EV) charging network to further support the adoption of low emission electric vehicles and reduce air pollution across the borough. The installation of new electric vehicle charge points will help with the increasing numbers of electric vehicles in Brent in line with the Government Climate commitments and Brent's Air Quality Action Plan.

The council is working alongside Uber and its delivery Partner, Zest (<https://www.zest.uk.com>) to deploy electric vehicle charge points across Brent. Locations are selected to help Uber drivers and residents with the electrification of their vehicles.

The proposed location will undergo strict criteria survey. This takes into consideration request, EV growth forecast and full feasibility to ensure the best available sites are chosen with minimum impact. These will be managed alongside various technical aspects to ensure the safety for EV users and local residents.

What is being proposed?



Installation of one Dual Socket charge point providing charging sessions for two vehicles.

Charge points and bays will be clearly marked. Charge points have coloured LED lights at the top to show charge point status and users will be able to start charges using their phone.


The attached plan shows the proposed location of the charge point

What will happen next?

At this stage of the process, we are seeking your initial views. To give us your feedback, please complete and return the attached questionnaire using the freepost facility (or online using the link at the top of this page) by XXXXXXXXXXXXXXXXXXXXXXXX.

Healthy Streets and Parking

We are consulting residents/businesses in the area within the marked red line



Your Views are important to us.

Only the questionnaire issued by the Council should be used to respond to this consultation and no photocopies will be considered. Alternatively, this document is also available for completion online at <https://haveyoursay.brent.gov.uk>. Responses from within the consultation area only will be considered.

Please complete the enclosed questionnaire and return it in the Freepost envelope provided to: London Borough of Brent Healthy Streets & Parking, 5th Floor, Civic Centre Engineers Way Wembley, Middlesex HA9 0FJ


All properties within the consultation area are shown on the above plan. Local groups, Statutory Authorities, the Emergency Services and Ward Councillors are also being consulted.

Your response is protected as required by the Data Protection Act and will not be identified.

If you would like further information, then please contact:

Paideh Akgari
Principal Engineer
Healthy Streets & Parking
London Borough of Brent
highwaysconsult@brent.gov.uk

Paulette Weekes
Consultation Officer
Project Development
Healthy Streets & Parking
London Borough of Brent
highwaysconsult@brent.gov.uk



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Appendix B – Example of the consultation document

Question
Do you agree with the proposed Electrical Vehicle Charging Point and Bay?
<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> No Opinion
Comments

EVCP & EV Bay
Lea Gardens
April 2025

Questionnaire

Proposed Lea Gardens Electrical Vehicle Charging Points and Associated Electrical Vehicle Only Bays

Dear Sir or Madam,

Your views are important to us - please therefore take the time to read and respond.

The information you provide will be treated confidentially and will be used solely by the London Borough of Brent.

Sending back this form

Please complete this questionnaire and return it in the FREEPOST envelope enclosed, to reach us by XXXXXXXXXXXXXXXXXXXX. Alternatively, post it to London Borough of Brent, Healthy Streets & Parking, Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ.

Details on-line

This consultation document will be available on our website. Please go to <http://www.london.gov.uk>. Results will generally be available within one month of the closing date.

Only one reply per household or business will be accepted.

Healthy Streets & Parking

If you require this document in larger print, please call 0208 937 5230

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Translation Request	
We want all of our customers to be able to understand the information we provide. If you need to receive this information in your own language or in an alternative format (e.g. large print, Braille), please contact the Consultation Officer on 020 8937 5230	ENGLISH
We want all of our customers to be able to understand the information we provide. If you need to receive this information in your own language or in an alternative format (e.g. large print, Braille), please contact the Consultation Officer on 020 8937 5230	TAMIL
Queremos que todos clientes entendam todas as informações que fornecemos. Se precisar de qualquer assistência, por favor, contate o funcionário de consulta no Telefone: 020 8937 5230	Portuguese
Chemy, aby wszyscy nasi klienci byli w stanie zrozumieć przedstawiane przez nas informacje. Jeśli potrzebujesz pomocy, prosimy skontaktować się z urzędnikiem ds. konsultacji Consultation Officer pod numerem 020 8937 5230.	POLISH
We want all of our customers to be able to understand the information we provide. If you need to receive this information in your own language or in an alternative format (e.g. large print, Braille), please contact the Consultation Officer on 020 8937 5230	SOMALI
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Appendix B – Example of the consultation document

Privacy statement

You are providing your information to Brent Council, Healthy Streets & Parking Department.

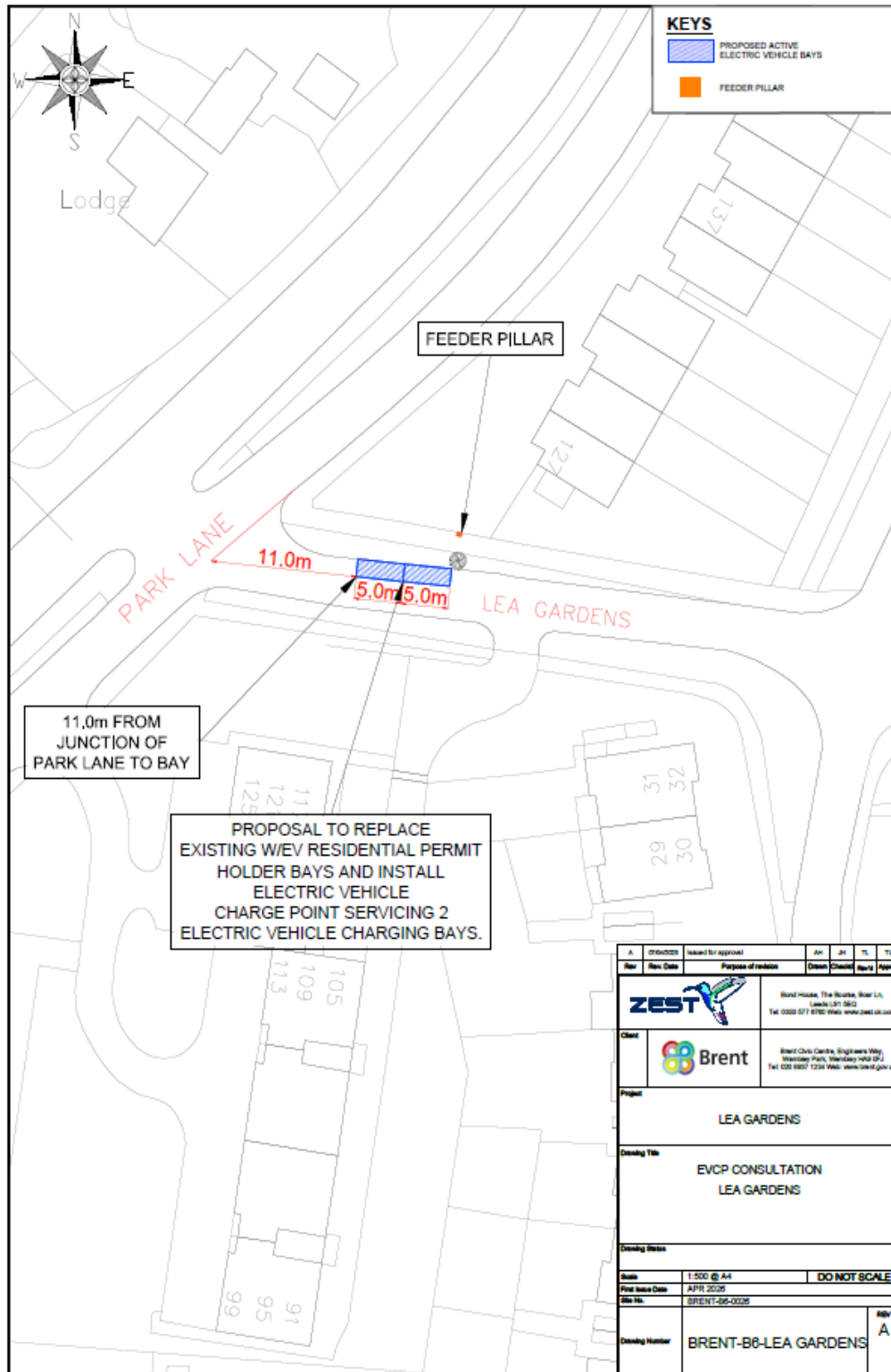
The Council's Data Protection Officer can be contacted via dpo@brent.gov.uk or 020 8937 1402.

Your information is collected for the purpose of analysis, as required to fulfil the council's duties under the statutory consultation process. The information will be shared within Brent Council for consultation analysis only and used by the Healthy Streets & Parking Department to gain insight in to the opinions of those consulted. The information shall be retained for 7 years and shall be processed in adherence to your legal rights, including but not limited to the right to withdraw consent, right to copies of your information and right to be forgotten. You have a right to lodge a complaint with the Information Commissioner's Office (www.ico.org.uk). Further information can be found at www.brent.gov.uk/privacy

Thank you for taking the time to complete this questionnaire.

If you require any additional information or would like further explanation
Please contact Padideh Asgari by emailing highwaysconsult@brent.gov.uk

Appendix B – Example of the consultation document



Appendix C – Consultation Summary of Results

Location	Post Code	Ward	Questionnaire Sent	Questionnaires Received	Response Rate	Response			Approval Rating	Consultation Response Summary	Officer Comment	Other Response
					%	Yes	No	No Opinion	%			
Whitby Avenue	NW10 7SF	Stonebridge	12	1	8%	0	1	0	0%		Officers have reviewed the objection. As electric vehicle (EV) demand increases, installing EV charging points (EVCPs) helps meet this demand and encourages more people to use EVs. This plan supports the Council's Transport Strategy, which aims to promote EV use and improve air quality. The charging point will use two parking spaces, which will be available for EV owners. Therefore, officers recommend proceeding with the installation without changes.	
Chichester Road	NW6 5QW	Kilburn	41	5	12%	3	2	0%	60%	<p>The proposed location is not ideal as this is directly under two lime trees, which in summer drop sticky residue below. Consequently a more preferable location should be considered. As this scheme is primarily for Uber and its delivery partner, Zest, to use, then I do not support the removal of residential parking bays in a residential street for this corporate organisation to use, to the detriment of Brent residents, and therefore this charging point should be moved to a less residential area.</p> <p>Furthermore, I also do not support this particular scheme as it is an inferior charging point product compared to other streets in Brent whereby charging points have been installed on street light columns so that all parked vehicles can benefit from use of charging at more convenient and accessible locations.</p> <p>Consequently charging points should be installed on integrated street light columns to provide greater benefits, instead of this retrograde and inferior single charging point location.</p> <p>I do not agree the same street is going to have a bike cage. This</p>	<p>Officers have considered all comments and objections received during this consultation. The installation of Electric Vehicle Charging Points (EVCPs) is a key step in supporting the transition to electric vehicles. This transition is essential for reducing harmful emissions and improving local air quality.</p> <p>While the scheme is funded by Uber and Zest, it is not designed solely for Uber drivers. The proposed EVCP at this location is intended to serve the entire community, including local residents who own or plan to own electric vehicles.</p> <p>Concerns about nearby trees have been noted. However, the presence of trees is not considered a disadvantage. On the contrary, tree shade offers several benefits for EV charging points and vehicles. Shaded areas help to regulate battery temperatures during charging, which can improve efficiency and extend battery life. Additionally, shade provides comfort for users.</p> <p>We are also aware of the ongoing consultation regarding e-bikes. These initiatives, alongside EV infrastructure, reflect the Council's broader commitment to reducing emissions and improving air quality.</p> <p>As demand for electric vehicles increases, it is important to ensure the necessary infrastructure is in place. The introduction of EVCPs will encourage further uptake of electric vehicles and supports the Council's adopted Transport Strategy. This strategy</p>	

											<p>will take up more parking space. I usually park on this road as there is limited space outside my house. There is a charging point on Cambridge Gdns as well as Canterbury Terrace. Vital and more needed</p>	<p>aims to promote sustainable transport and improve environmental outcomes across the borough.</p> <p>The proposed charging point will occupy two parking bays, which will remain available for use by EV owners, including local residents.</p> <p>In conclusion, officers recommend proceeding with the implementation of this proposal without amendments.</p>	
Brownlow Road	NW10 9QR	Roundwood	95	4	4	2	2	0	50%	<p>I have no problem per se with electric charging points on Brownlow Road but the location you have chosen will cause significant problems at school drop off and pick up times for St Josephs School. As the roads round St Josephs now have restricted access at these times all of the traffic is directed down Brownlow Road the the turning point with Leopold Road gets particularly congested at at times confrontational. I can see from the plans that the electric charging points will in effect narrow the road as they will protrude into the road which will make it even more difficult for cars to pass each other and therefore lead to more dangerous driving and confrontation and potentially danger to the numerous school children that are crossing the road.</p> <p>It so happens that in the designated zone there are very often not enough parking spaces</p>	<p>Officers have carefully considered all comments and objections received as part of this consultation. The proposed site is located within an existing parking bay, and as such, no additional width restrictions will be introduced.</p> <p>The demand for electric vehicles (EVs) continues to grow, and the installation of Electric Vehicle Charging Points (EVCPs) is necessary to meet this increasing demand. Providing accessible charging infrastructure not only supports current EV users but also encourages wider adoption of electric vehicles across the borough.</p> <p>The introduction of EVCPs aligns with the Council's adopted Transport Strategy, which seeks to promote sustainable transport choices and contribute to our broader commitment to reducing emissions and improving air quality.</p> <p>The proposed charge point will occupy two parking spaces, which will remain available for use by electric vehicles, including those owned by local residents.</p>		

										for resident permit holders. From my observations there is no one around among the neighbours who have an electric car, and in addition, there are already installed charging places nearby on Suffolf Rd and Redfern Rd, which are very often empty.		
Harlesden Road	NW10 3RX	Roundwood	46	4	9%	1	2	1	25%	<p>I have an EV car. I think it would be a good idea</p> <p>I consider friends and family when they visit to have somewhere to park and I don't own an EV. You all need to care about the people living condition and not vehicle. Telling people to use front room for bed room and eat on the floor, the kids grow up and think eating on floor is acceptable. You don't care about children with special needs but where car park is more important</p>	<p>Officers have considered all comments and objections received during this consultation. The installation of Electric Vehicle Charging Points (EVCPs) is a key step in supporting the transition to electric vehicles. This transition is essential for reducing harmful emissions and improving local air quality.</p> <p>As demand for electric vehicles increases, it is important to ensure the necessary infrastructure is in place. The introduction of EVCPs will encourage further uptake of electric vehicles and supports the Council's adopted Transport Strategy. This strategy aims to promote sustainable transport and improve environmental outcomes across the borough.</p> <p>The proposed charging point will occupy two parking bays, which will remain available for use by EV owners, including local residents.</p> <p>Officers note that some comments referred to matters unrelated to the proposal, including concerns about eating on the floor and the proximity of front bedrooms. These matters fall outside the scope of this consultation and are not relevant to the specific planning or operational considerations of EVCP infrastructure.</p> <p>Regarding accessibility and special needs, the Council is committed to ensuring that all public infrastructure is inclusive and accessible. EVCPs are designed to be usable by all residents, including those with disabilities. Should a resident with specific access needs require additional support, the Council is happy to work with providers to ensure solutions are inclusive and appropriately adjusted.</p> <p>In conclusion, officers recommend proceeding with the implementation of this proposal without</p>	

												amendments, as it aligns with Council policy, provides critical infrastructure for sustainable transport, and benefits the wider community.	
Beresford Avenue	HA0 1PX	Alperton	110	8	7%	6	2	0	75%	<p>It maybe a good idea but the reason I disagree with more evcp is that we have to think about others whom are non ev's so we can all use the parking bay. Just to add the laws regarding new car sales solely electrical are not effective until 2035. With that i mind it would make sense for the changes to be installed nearer to that time.</p> <p>Very good. Thank you I am a local resident living at Beresford Ave and without a doubt, the installation of an EV charging point/bay would be very convenient. I strongly support this proposal as access to reliable and convenient charging infrastructure is essential for reducing emmissions, improving air quality and encouraging the gradual shift to cleaner transport. Expanding the charging network would hopefully make it more viable for</p>	Officers have reviewed the objection. As electric vehicle (EV) demand increases, installing EV charging points (EVCPs) helps meet this demand and encourages more people to use EVs. This plan supports the Council's Transport Strategy, which aims to promote EV use and improve air quality. The charging point will use two parking spaces, which will be available for EV owners. Therefore, officers recommend proceeding with the installation without changes.		

										<p>others in our community to consider making the switch to EVs. All things considered, i hope this proposal is successfully implemented as it is a vital step forward towards a greener, healthier Brent</p> <p>Haven't got a vehicle but will get one soon</p> <p>We have so many blocks of new buildings and there isnt any parking bays so its very difficult for residents and visitors to find parking. You can find a please near Heather Park because there is a lot of parking bays there.</p> <p>Agree to your proposal</p>		
Colin Road	NW10 2ED	Roundwood	60	3	5	1	2	0	33%	<p>It will be good for the locals that have Evs</p>	<p>Officers have reviewed the objection. As electric vehicle (EV) demand increases, installing EV charging points (EVCPs) helps meet this demand and encourages more people to use EVs. This plan supports the Council's Transport Strategy, which aims to promote EV use and improve air quality. The charging point will use two parking spaces, which will be available for EV owners. Therefore, officers recommend proceeding with the installation without changes.</p>	
bramshill Rd	NW10 8AB	Harlesden	48	3	6%	3	0	0	100%	<p>I whole heartedly agree we we currently have only 2 charging stations in the area within a 1 mile radius. Needless to say this has affected my freedom to charge and even the ability to get to and from the charging points</p>	<p>Officers acknowledge the positive responses and recommend progressing to implementation, subject to the necessary Traffic Management Orders.</p>	

Granville Road	NW6 5QY	Kilburn	87	8	9%	5	1	2	62.50 %	<p>I have objections to the EVCP 1. We have already in zone k lost 4 parking bays in Cambridge Gdns. I have done a bit of research and out of the zones in our area Zone K is the smallest capacity. 2. Losing another 2 bays where this is limited parking in our zone especially in Cambridge Rd and Granville Rd is not practical. 3. As a compromise and i am sure residents in the area would agree there is a loading bay on Granville Rd which is next to 71 Cambridge Rd. This loading bay was originally for 71 Cambridge Rd when it was a Public House " The Duke of Cambridge" and it was for the delivery drivers for the beer to be delivered. There is now no public house and people park there at night. If this could be changed to 2 resident parking bays then we would not lose out. 4. Also in front of 65-69 Cambridge Rd gthere is a disabled bay. This was put there because an elderly resident in number 65 was being picked up by the council pick up service in community bus. The elderly resident does live there and have no permits park on the disabled bay at night even though they dont have disabled badges. This could be put back to resident parking as it covers two bays and therefore us residents who pay over £200 a year for resident parking wouldn't lose out. 5. I can see there are other roads where another electric car charging bay could be put as indicated above we have already lost 4 bays because of EVCP in Cambridge Gardens. I do not see this being fair we lose another 2 bays. 6. I also note that a lot of residents in the new Kilburn quarter who are "carless" occupants park their vehicles at night in our bays outside the parking restriction hours. Is this fair? The whole point of planning for carless residents is so that the parking bays are given to the residents who pay them. 7. I have indicated where i would think it is fair to put resident parking bays on your plan highlighting in green. This I think is a reasonable request if you are going to install</p>	<p>Officers acknowledge and appreciate the comments and objections raised during the consultation. We understand the concerns about the existing pressure on parking availability in Zone K and the impact of losing additional bays.</p> <p>The suggestion to reallocate the existing loading bay on Granville Road for resident parking is noted and will be passed to internal officers for further review. This proposal will be subject to detailed assessment, internal approval, and, if deemed appropriate, further consultation.</p> <p>Comments regarding the disabled bay outside 65–69 Cambridge Road have also been noted. Officers will review this bay to assess whether its continued designation as a disabled space is justified based on current needs. Any change to this designation will follow due process and include consultation where required.</p> <p>With respect to the wider concerns about parking availability and car-free developments, it is important to balance parking needs with the Council's commitment to improving local air quality and reducing emissions. As the demand for electric vehicles continues to grow, it is essential to ensure the necessary infrastructure is in place to support this transition.</p> <p>The consultation results show that the majority of respondents were in support of the proposed EVCP installation: of the 8 responses received, 5 were in favour, 1 was against, and 2 expressed no opinion. This indicates broad support for the scheme.</p> <p>Installing EV charging points aligns with the Council's adopted Transport Strategy, which promotes sustainable transport and supports the uptake of electric vehicles. This contributes to reducing harmful emissions and improving air quality across the borough.</p> <p>The proposed EVCP will occupy two parking bays, which will be available for use by EV owners, including local residents.</p> <p>In conclusion, officers acknowledge the positive responses and recommend proceeding with the installation of the EVCP at this location, subject to the necessary Traffic Management Orders.</p>	<p>For the Granville Road site, there is a planning application in at the moment (ref: 21/2587) for the redevelopment of Exeter Court & Hereford House. It has planning committee approval, but is awaiting approval from the London Mayor, so doesn't yet have planning permission, although it is very likely to receive planning permission soon.</p> <p>The scheme involves improvements to the public realm on Cambridge Road and Granville Road, including the widening of Granville Road southwards to provide inset parking bays. The proposed EV charging equipment would therefore need to be relocated if the planning scheme is built out.</p> <p>As such, to avoid abortive work, would it be possible to site the EV charging point on the northern side of Granville Road instead or if not, in another nearby location, so that it doesn't conflict with the redevelopment proposals? It will be moved to the other side.</p>
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									<p>another 2 electric charging bays when there are 4 already in Cambridge Gdns. 8. The above suggestions I don't think are unreasonable in the circumstances.</p> <p>Granville Rd is a very busy road. Len Williams Crt is a sheltered living scheme which houses elderly residents who often need to be taken to hospital by ambulance in emergencies. There is also the Iranian school which generates a lot of traffic. Granville Road is already far too busy to have EVCP installed there.</p>		
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Nicoll Road	NW1 0 9AX	Harlesden	119	8	7%	3	4	1	37.50 %	<p>It doesn't make any difference to me</p> <p>I am happy for charging points and bays to exist but not sure adding something like this in Nicoll Rd will cause even more traffic on that road. Already this area is full of cars, Nicoll Rd is used as a short cut to exist the area and for us who live in this area makes it unpleasant. I would like to see that road going back to green zone area where cars cant go through. Adding a charging point bay will make it more full of cars</p> <p>There's already a parking problem in Nicoll Road, taking up that space will just make it even harder to find parking. Unless you allow for free parking on Saturday as do many roads in Brent have that in place. The reason why, who is going to be able to buy Evs. When the charging points are vandalised who's going to pay for it? Us the taxpayers through the c/tax. The rent. When the car combusts, either when charging or being driven then we who do not drive is at risk.</p> <p>Parking is very restricted as there are 3 churches and a county court. Loosing space will not be helpful</p>	<p>Officers acknowledge the range of comments received during the consultation, including concerns about traffic, parking availability, and the safety and maintenance of Electric Vehicle Charging Points (EVCPs). These views have been carefully considered alongside the need to meet the borough's transport and environmental objectives.</p> <p>A feasibility study has confirmed that this location on Nicoll Road is a technically and operationally suitable site for EVCP installation. This is supported by the fact that there are currently eight live requests for EVCP access within a 125-metre radius, demonstrating clear local demand for charging infrastructure.</p> <p>It is important to clarify that this installation is funded solely for the purpose of delivering Electric Vehicle Charging Points. As such, the bays provided will be exclusively available for use by electric vehicles while charging, and not for general parking use. This does not constitute a loss of function, as the space will still serve parking needs—specifically for EV users.</p> <p>Concerns regarding vandalism or safety are noted. All EVCPs installed by the Council are maintained under professional service contracts and comply with national safety standards. These systems are widely used and have established safety records in comparable settings.</p> <p>The proposal aligns with Brent Council's adopted Transport Strategy and environmental objectives, including the promotion of electric vehicle use and the improvement of air quality—particularly in residential areas and those near schools.</p> <p>In conclusion, taking into account the technical feasibility, local demand, and alignment with strategic goals, officers recommend progressing with the installation of the EVCP on Nicoll Road, subject to the necessary Traffic Management Orders.</p>	
Harley Road	NW1 0 8AB	Harlesden	86	3	3%	3	0	0	100%	<p>It's fine if your planning to something there</p>	<p>Officers acknowledge the positive responses and recommend progressing to implementation, subject to the necessary Traffic Management Orders.</p>	

Craven Park	NW1 0 8QN	Harlesden	74	2	3%	0	1	1	0%	<p>How powerful is the planned machine? Will they be capable of meeting current available charging standards? Fast charging is imperative and severely lacking in the local area. The proposed location is a good one as there is a lot of residents parking in the area. I would be very opposed to removing and pay and display parking as this is already limited in the area and is needed for contractors, professional visitors (carers etc), friends, and family. I would like more information on the types of machines planned before forming a final opinion.</p>	<p>We would like to clarify that the parking bay proposed for conversion to an Electric Vehicle Charging Point (EVCP) is currently a resident permit bay. No pay and display bays will be removed as part of this proposal, so parking for contractors, carers, visitors, and others using pay and display will not be affected.</p> <p>The charging equipment to be installed is part of the Zest network and operates at 22kW, which provides fast charging capability and meets current charging standards. These units have been safety-approved and are designed to deliver reliable service to support the growing number of electric vehicle users in the borough.</p> <p>The installation of EVCPs forms a key part of the Council's adopted Transport Strategy, which promotes sustainable travel choices, supports the uptake of electric vehicles, and contributes to borough-wide efforts to reduce harmful emissions and improve air quality.</p> <p>In conclusion, officers recommend progressing to the Traffic Management Order (TMO) process and subsequent installation of the EVCP at the proposed site.</p>	
Rutherford Way	HA9 0EN	Wembley	358	10	3%	9	0	1	90%	<p>Would like to see more EVCP in the area I would like to see more EVCP in the area especially fast chargers</p>	<p>Officers acknowledge the positive responses and recommend progressing to implementation, subject to the necessary Traffic Management Orders.</p>	

The Avenue	HA9 9QD	Wembley	46	6	13%	3	2	1	50%	<p>Currently working for a Rapid/Ultra Rapid EV Network and the proposed development being directly across the road from my property, I have a few comments. - With the chargers being made available for public use this will mean the loss of 2 parking spaces for residents in an area where parking is already difficult to come by, due to the overflow of parking from events at the hall behind the property and many other surrounding homes. I believe it would be much more beneficial to re-develop the grass space around lawns court, if not fully then partially to add more parking space and add the EV chargers here. The grass area is not maintained most of the year anyway. Adding these additional parking spots at lawns court will take cars off the main street also avoiding the numerous traffic collisions on this busy road we have throughout the year due to narrow space on a 223 bus route. You could add up to 50+ new parking spaces in this area and re-plant the tree's to avoid an environmental impact. - The proposal looks to be for 22kW AC chargepoints, this would supply a 50kWh (Average battery on EV models) with a full charge in 3-4 hours or more most EV's can only take a charge of between 7-11kW of AC, os would not even be utilising the full 22kW capacity offered. It would prove more beneficial to install DC chargers here decreasing the amount of time spent in the bays by a car massively and increasing the utilisation of the bays, car can charge fully with 20minutes to 1.5hours with a DC. This is also a cause for concern as people are likely to overstay in the bays overnight due to the long wait time for a full charge. Would it not even be more beneficial to introduce 7kW lampost units down the street, if not DC? I stand with a proposal to roll out the EV charging facilities. However, I am opposed the installation of 22kW AC chargers for reasons stated above, unless there is proposal to</p>	<p>The funding allocated for this project is specifically restricted to the installation of EV charging infrastructure. It cannot be repurposed for other improvements, such as the redevelopment of grass verges or creation of additional parking spaces. These types of capital works fall outside the scope of this funding stream and would require separate planning, consultation, and budget approval. We recognise that parking in the area can be challenging. However, the installation of EVCPs supports Brent Council's broader environmental and transport strategies, aimed at promoting cleaner travel and reducing emissions across the borough. While the EV bays will be publicly accessible, they are intended to support the growing number of residents who are making the switch to electric vehicles. EV bays are also subject to specific usage rules (such as time restrictions), which are designed to ensure fair and efficient use by EV drivers rather than long-term parking. While it is true that many residential vehicles charge at lower AC rates (7–11kW), 22kW units allow for futureproofing as vehicle onboard chargers continue to evolve. Rapid or ultra-rapid DC chargers are better suited to commercial or transit hubs (e.g., service stations), where short dwell times are a priority. Residential areas, by contrast, are designed to offer slower overnight or longer-stay charging such as the 22KW. The funding is specific for 22KW chargers and not lower AC charges. The consultation results show that the majority of respondents were in support of the proposed EVCP installation. This indicates broad support for the scheme.</p> <p>Installing EV charging points aligns with the Council's adopted Transport Strategy, which promotes sustainable transport and supports the uptake of electric vehicles. This contributes to reducing harmful emissions and improving air quality across the borough.</p> <p>The proposed EVCP will occupy two parking bays, which will be available for use by EV owners, including local residents.</p> <p>In conclusion, officers acknowledge the positive responses and recommend proceeding with the installation of the EVCP at this location, subject to the necessary Traffic Management Orders.</p>
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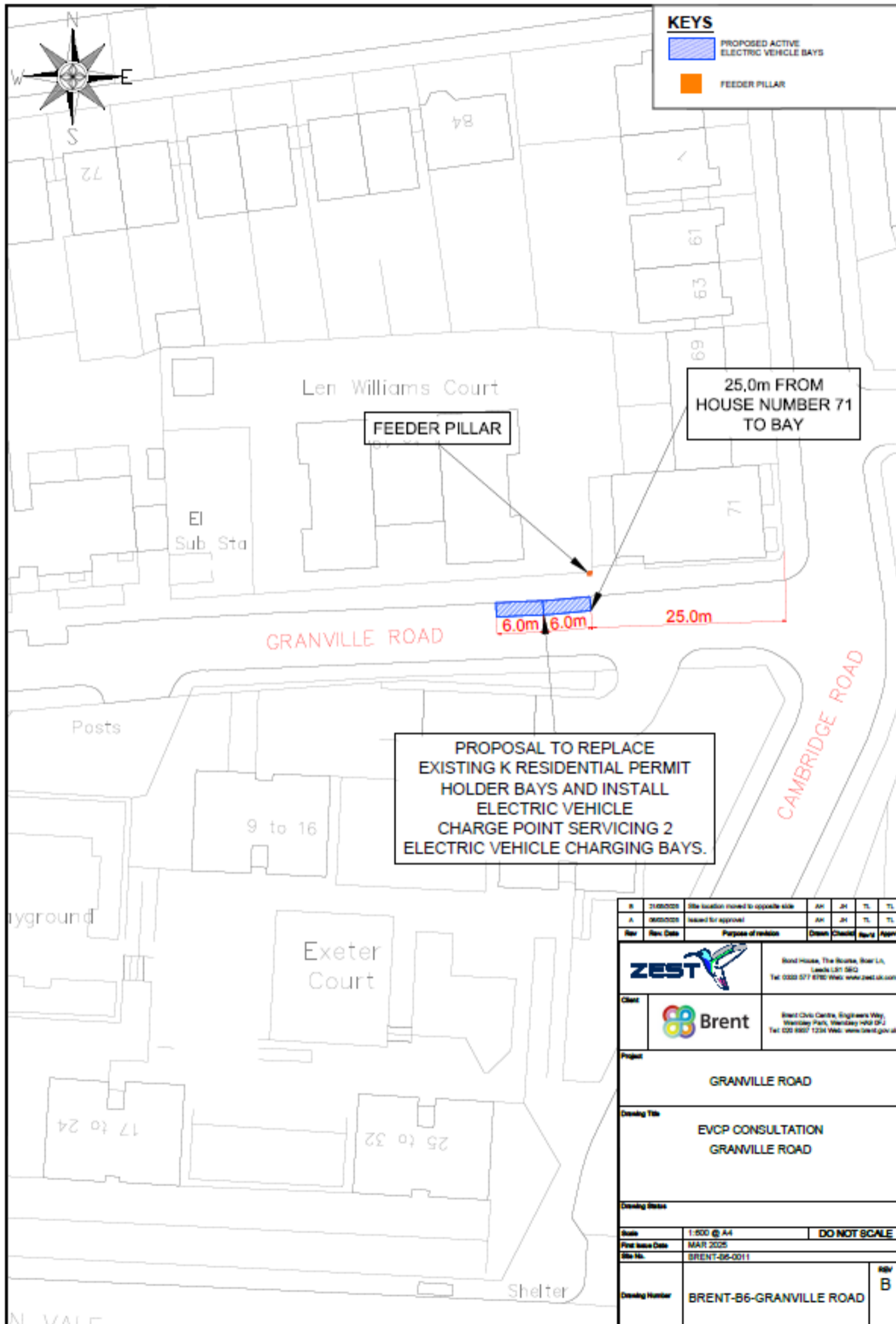
										<p>redevelop the land around lawns court as proposed.</p> <p>Usually even if I have a petrol car I will say that I agree with the proposed electrical charging point. But the reason behind my vote of no is because like a resident I have found it hard to find a parking space available in a normal day. When is an event on Sattavis Patidar centre it is almost impossible to find a spae as nobody is coming to give tickets. We have probably 100 or more cars in the area with events so a EVCP will make the street even more busy. I will agree with electrical point only if you change all the others bay to resident permit only</p> <p>In my case I am working as a driver for Uber and always I have to charge my car. Sometimes I have to go looking for chargers so here is a great idea</p>		
Barn Rise	HA9 9NA	Wembley	32	1	3%	1	0	0	100%		Officers acknowledge the positive responses and recommend progressing to implementation, subject to the necessary Traffic Management Orders.	New Chalkhill Tenants & Residents Association – (Mr A Walters) agreed with the proposal

Kingswood Avenue	NW6 6LL	QueensPark	15	3	20%	2	1	0	67%	<p>Whilst I do not object to EVCP being installed, my objection is to the placement. Once again you have chosen the busiest parking end of the road whilst the top end is relatively quiet - we already have spaces taken from our end for the zip cars. Our end has always had issues being that we are nearer to Queens Park Station. My husband has a disability badge and we already have problems trying to park at a nearest spot to our home without using more spaces. And so I would ask you to consider moving your EVCP to another part of Kingswood Ave</p>	<p>Officers acknowledge the comments received during the consultation, including concerns about traffic, parking availability. These views have been carefully considered alongside the need to meet the borough's transport and environmental objectives.</p> <p>A feasibility study has confirmed that this location is a technically and operationally suitable site for EVCP installation. This is supported by the fact that there are currently six live requests for EVCP access within a 125-metre radius, demonstrating clear local demand for charging infrastructure.</p> <p>The proposal aligns with Brent Council's adopted Transport Strategy and environmental objectives, including the promotion of electric vehicle use and the improvement of air quality—particularly in residential areas and those near schools.</p> <p>It is important to note that residents who hold a Blue Badge can apply for a disabled parking bay if needed. Further information and the application process are available here: https://www.brent.gov.uk/adult-social-care/travel-and-transport/disabled-persons-parking-place#applyforadisabledpersonparkingplace. The proposed EVCP location is located on the side of the park and is not directly outside any residential property.</p> <p>In conclusion, taking into account the technical feasibility, local demand, and alignment with strategic goals, officers recommend progressing with the installation of the EVCP, subject to the necessary Traffic Management Orders.</p>	QPRAs – disagreed with the proposal.
Herbert Gardens	NW1 0 5HD	Kensal Rise	72	7	10%	4	3	0	57%	<p>It is already hard to find parking around here for KL residents. There are 2 charging points on College Rd and more in Leigh Gardens. There are lots of houses just in the sketch from Herbert to Leigh having building work. There are sometimes 3 skips on this stretch plus the builders parking. This means no where for us residents to park.</p> <p>One app for all chargers please</p>	<p>Officers have reviewed the objection. As electric vehicle (EV) demand increases, installing EV charging points (EVCPs) helps meet this demand and encourages more people to use EVs. This plan supports the Council's Transport Strategy, which aims to promote EV use and improve air quality. The charging point will use two parking spaces, which will be available for EV owners. There isn't one universal app for all types of Electric Vehicle Charging Points (EVCPs) mainly due to a combination of technical, business, and regulatory reasons. Therefore, officers recommend proceeding with the installation without changes.</p>	

Lea Gardens	HA9 7SD	Wembley Hill	24	3	13%	2	1	0	67%	Strongly no. It will be used by non-residents. Non-residents already take our space and never get tickets. Car park officer only comes for 30 mins in the mornings. Please save our road. The spaces are already limited. Supportive of this, although it should be limited in use on match / event days to limit the number of visitors driving to events. It's now cheaper for many to drive and charge than take public transport. Brent should also put pressure on UK Government to remove or reduce VAT on public charging. The cost difference between public charging and on own drive charging is significant and disproportionately falls on poorer households in Brent. It also encourages people to convert their front gardens to parking/ charging spaces, which should be discouraged for biodiversity reasons and flood resilience.	Officers have reviewed the objection and appreciate the concerns raised by residents regarding parking pressure and enforcement. However, as demand for electric vehicles (EVs) increases, the installation of Electric Vehicle Charging Points (EVCPs) is essential to support this transition. Providing convenient and accessible public charging infrastructure encourages greater EV adoption, which in turn supports the Council's Transport Strategy objectives of reducing emissions, improving local air quality, and promoting sustainable modes of transport. The proposed EVCP will occupy two parking spaces and will be restricted to EVs actively charging, with a maximum stay of 4 hours. These restrictions also apply on match and event days to ensure turnover and discourage long-term parking by non-residents. Enforcement of these restrictions is a key part of the scheme and will be reviewed to ensure compliance. The concern about the cost of public charging is also recognised. Public charging is subject to VAT. This disparity has been highlighted by local authorities. MPs will discuss EV charging VAT exemption in what is called the second reading of the bill on June 13, which will be the first opportunity MPs will actually have to debate the bill. While the installation of EVCPs may result in minor adjustments to parking availability, the long-term environmental benefits and support for residents without private driveways are considered to outweigh these impacts. It is important to note that Brent Council has a set of criteria that residents must meet before converting a front garden into a parking space. The application process also involves a cost, helping to manage and minimise unnecessary transitions and preserve the environmental value of front gardens in the borough. Therefore, officers recommend proceeding with the installation without changes.	
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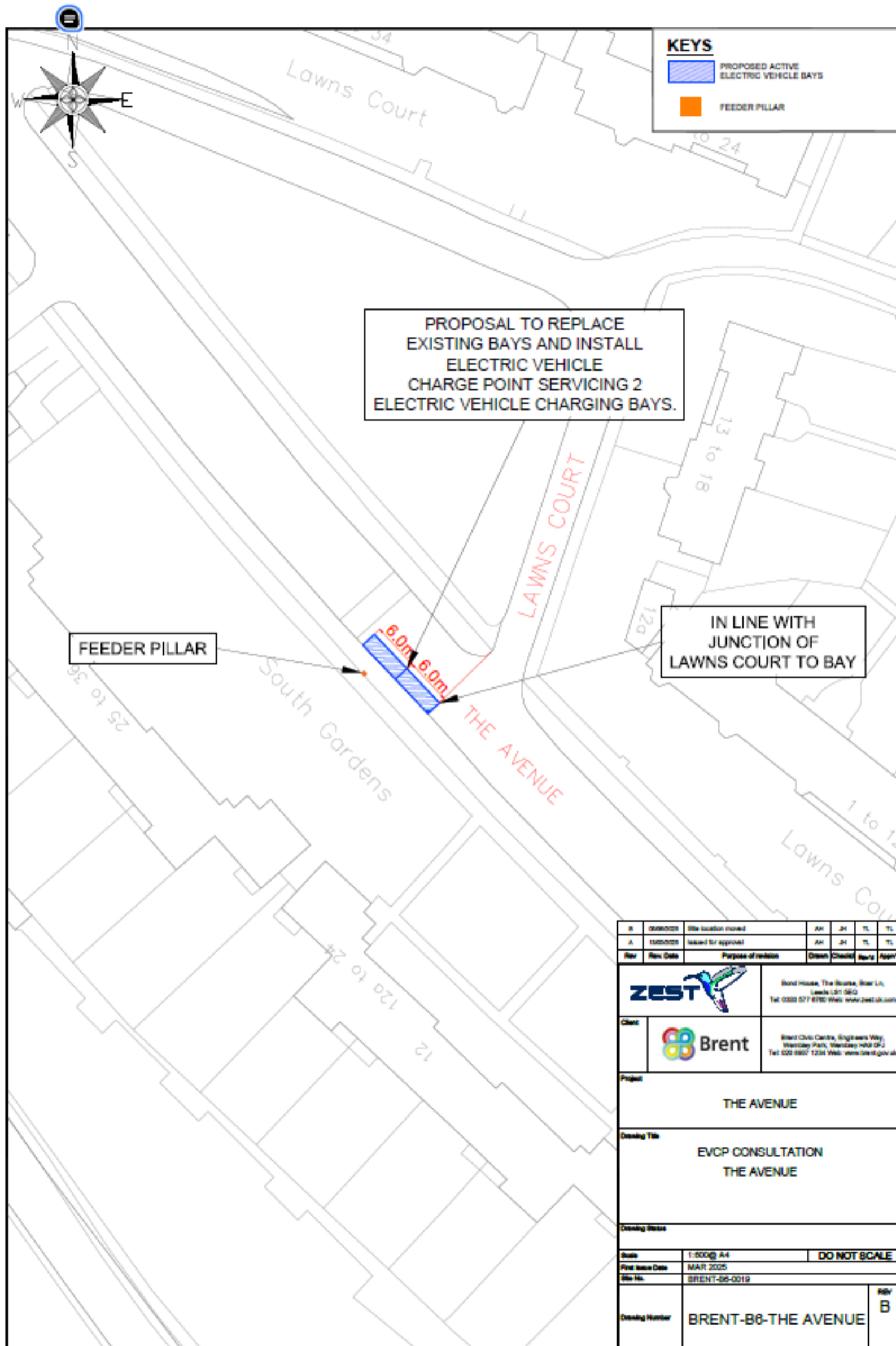
Appendix D Revised Drawing

Granville Road



Rev	Rev Date	Purpose of revision	Drawn	Checked	Board	Approved
B	21/03/2025	Site location moved to opposite side	AH	JH	TL	TL
A	06/03/2025	Issued for approval	AH	JH	TL	TL

ZEST	Brent House, The Rocks, Roar LA, Leeds LS1 5EQ Tel: 0333 577 6760 Web: www.zestuk.com
Brent	Brent Civic Centre, Engineers Way, Wanley Park, Wanley HD9 0PJ Tel: 020 8207 1234 Web: www.brent.gov.uk
Project GRANVILLE ROAD	
Drawing Title EVCP CONSULTATION GRANVILLE ROAD	
Drawing Status	
Scale	1:500 @ A4
First Issue Date	MAR 2025
Site No.	BRENT-05-0011
Drawing Number	BRENT-B6-GRANVILLE ROAD
	REV B



Rev	Rev. Date	Purpose of revision	Drawn	Checked	Issued	Approved
B	03/03/2025	Site location moved	JH	JH	TL	TL
A	03/03/2025	Issued for approval	JH	JH	TL	TL
		Bond House, The Arcade, Bear Ln, Leeds LS1 5BQ Tel: 0333 577 8780 Web: www.zest.co.uk				
		Brent Civic Centre, Engineers Way, Wembley Park, Wembley HA9 8PU, Tel: 020 8507 1234 Web: www.brent.gov.uk				
Project THE AVENUE						
Drawing Title EVCP CONSULTATION THE AVENUE						
Drawing Status						
Scale 1:500@ A4		DO NOT SCALE				
First Issue Date MAR 2025						
Site No. BRENT-05-0019						
Drawing Number BRENT-B8-THE AVENUE						REV B