



Healthy Streets and Parking

Delegated Approval Report for Head of Healthy Streets and Parking

Wards Affected:

Brondesbury Park
Harlesden & Kensal Green
Kingsbury
Preston
Queensbury
Queens Park
Roundwood
Stonebridge
Sudbury
Willesden Green

Title: Proposals for Electrical Vehicle Charging Points and associated Electric Vehicle only Bays (in partnership with Uber and Zest) Batch 3, Part 2 (12 Locations)

Approved by:

Title	Name	Date
Author- Principal Engineer	Padideh Asgari	19/03/2024
Team Leader Safety & Travel Planning	Debbie Huckle	03/04/2024
Head of Healthy Streets and Parking	Sandor Fazekas	03/04/2024

1.0 PURPOSE OF REPORT

- 1.1 This report summarises the outcome of the public consultation conducted in October 2023 for the installation of dual socket Zest electric vehicle charging points at 12 proposed locations within 10 wards in Brent.
- 1.2 It informs the Head of Healthy Streets and Parking of the results of the public consultation and makes recommendations for the approval for the installation of charging points at all 12 of the locations, plus at any time waiting restrictions at four of these sites, to ease congestion and improve road safety (Buck Lane, NW9, Logan Road, HA9, Eton Avenue, HA0 & Mayo Road, NW10).
- 1.3 It seeks approval to progress the necessary Traffic Management Orders under sections 6 and 124 of and part IV of 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 Councils 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. In order 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.
- 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 6th February 2024, 15 further Locations were approved (batch 3, part 1), totalling 49 locations from the overall 80 sites.
- 2.16 This report examines the consultation results for batch 3, part 2 (12 locations), totalling 61 locations from the overall 80 sites.

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, locations were chosen within 400m of Uber drivers home post codes.
- 3.3 Site visits were undertaken in August 2023 with a representative from Zest Eco Ltd, officers collected highways 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 for EV users and residents.
- 3.5 We conducted a consultation on 12 proposed locations for dedicated Electric Vehicle Charging Point (EVCP) parking bays, as listed in the table below. All locations either received a majority in favour of the proposals, a 50/50 (highlighted in red) response rate or had no response. The results of the public consultation are summarised in section 4 of this report.

Location	Post Code	Ward
Armstrong Road	NW10 9EH	Roundwood
Beverly Drive	HA8 5NB	Queensbury
Buck Lane	NW9 0AH	Kingsbury
Eton Avenue	HA0 3AX	Sudbury
Greenhill Road	NW10 8UD	Harlesden & Kensal Green
Heathfield Park	NW2 5JD	Willesden Green

Hillside	NW9 0NE	Kingsbury
Logan Road	HA9 8PX	Preston
Mayo Road	NW10 9HP	Roundwood
Pitfield Road	NW10 0PR	Stonebridge
Victor Road	NW10 5XE	Queens Park
Wendover Road	NW10 4RT	Harlesden & Kensal Green

Table 1 Proposed Locations

- 3.6 The in-depth summary of the consultation can be found in **Appendix B: Summary of sites and responses.**

4.0 Consultation results

Consultation procedure

- 4.1 A Public consultation was carried out in October 2023. The consultation documents were posted to 830 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 C.**

Consultation results

- 4.2 The overall summary of the consultation shows that 80 individual responses were received, a rate of return of 9.6%, 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?	51	22	7
Percentage	63.75%	27.5%	7%

Table 2 – Question 1 in the questionnaire

- 4.3 **Site conclusions and recommendation** (See **appendix B** 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 the 12 locations of electric charging point bays.

4.4 Responses from Statutory Consultees

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

- **Brent Mencap:** Agreement with the proposal.
- **Cllr Sandra Kabir-** Welcome the EVCP Consultation
- **Cllr Javanti Patel (Beverly Drive)** - I am aware the Government has created the On-Street Residential Charge Point Scheme, which allows councils to apply for help with funding on-street charging. Charging infrastructure in Brent is not robust enough to fully support a maturing EV market. As the UK continues to decarbonise its road transportation network ahead of the internal combustion engine (ICE) sale ban from 2030, the need to provide accessible EV charging sites is paramount.

The issue I have is with the CPZ on Beverley Drive on both sides of the flats leading to the Queensbury Station parade there is a lack of parking space to support local businesses in Queensbury Station Parade, and as we already have two charging point opposite Regency Club on opposite side of the parade taking up parking spaces.

The proposed location is not the right place to install it. I am proposing that the EV charging point be installed in Calder Gardens at the Junction with Beverley Drive that is a few meters away.

Kingsbury Local Residents Association – no opinion.

Cllr Paul Lorber- Eton Avenue- My concern is the potential loss of 2 parking spaces for residents of a heavily parked area by giving parking preference to Uber drivers and others with electric cars.

Neighborhood Watch – agreed with the proposal (Future needs)

Black Disabled People's Association – agree with the proposal.

Cyron Housing Co-Operative – agreed with the proposal. (Comment – The more charging points, the better)

Officer Comments:

Officers acknowledge the supportive comments received. Beverly Drive falls within a Controlled Parking Zone (QA CPZ) bay, and it is not anticipated to have a negative impact on local businesses. The availability of shared-use bays around the island, along with their usability by visitors during the charging process, offers a practical solution to address the increasing demand for EV charging.

It is imperative to ensure that our efforts align with the broader community's needs and convenience. The growing demand for Electric Vehicles necessitates the introduction of EVCPs to keep pace with this demand. The installation of charging points will also promote the uptake of EVs and reflect the Council's commitment to improving air quality.

Additionally, the Source London Charge Points near the Regency Club are 7kW chargers, while the proposed EVCPs are 22kW, providing a variety of charging options for convenience and availability around Queensbury Station, where

Taxis and Private Hire vehicles are predominant. This allows for faster charging and convenience. However, the bays in Calder Gardens do not offer sufficient length for two charging points due to a crossover, making it impractical and cost-ineffective to install two charging infrastructures at this location.

Officers have carefully considered all comments and objections received during the consultation process. The increasing demand for electric vehicles necessitates the introduction of EVCPs, aligning with the Council's Transport Strategy to promote EV uptake and improve air quality. The installation of these charging points is expected to further encourage EV adoption.

While the proposal involves converting two parking spaces, resulting in parking loss for other vehicles, it will benefit residents owning EVs in the area and other EV owners visiting. Locations are selected closest to Uber driver postcodes, as the scheme is partly funded by Uber.

In light of these considerations, officers recommend proceeding with the proposed schemes.

5.0 EQUALITIES ANALYSIS

5.1 Out of questionnaires returned, approximately 4 respondents had completed the equality monitoring questionnaire. The total number for each question may not be the same as the total responded 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
9	4	0	20	0	8

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
14	28	1	19	21	1	26	2	3	12

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	1	11	4	0	0	5	9	5	8

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
0	2	6	10	11	10	3

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

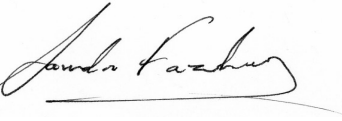
Management Orders will be funded by Uber and the appointed operator Zest Eco Ltd.

- 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 programme. This will be fully funded from the 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 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 3 part 2 of the project, (12 Locations), totalling 61 locations from the overall 80 sites.

7.0 RECOMMENDATION

- 7.1 The Head of Healthy Streets and Parking approves the proposal to install 12 dual use bay location.

AGREED / REJECTED

Signed: 

Date: 03.04.2024

Sandor Fazekas
Head of Healthy Streets and Parking

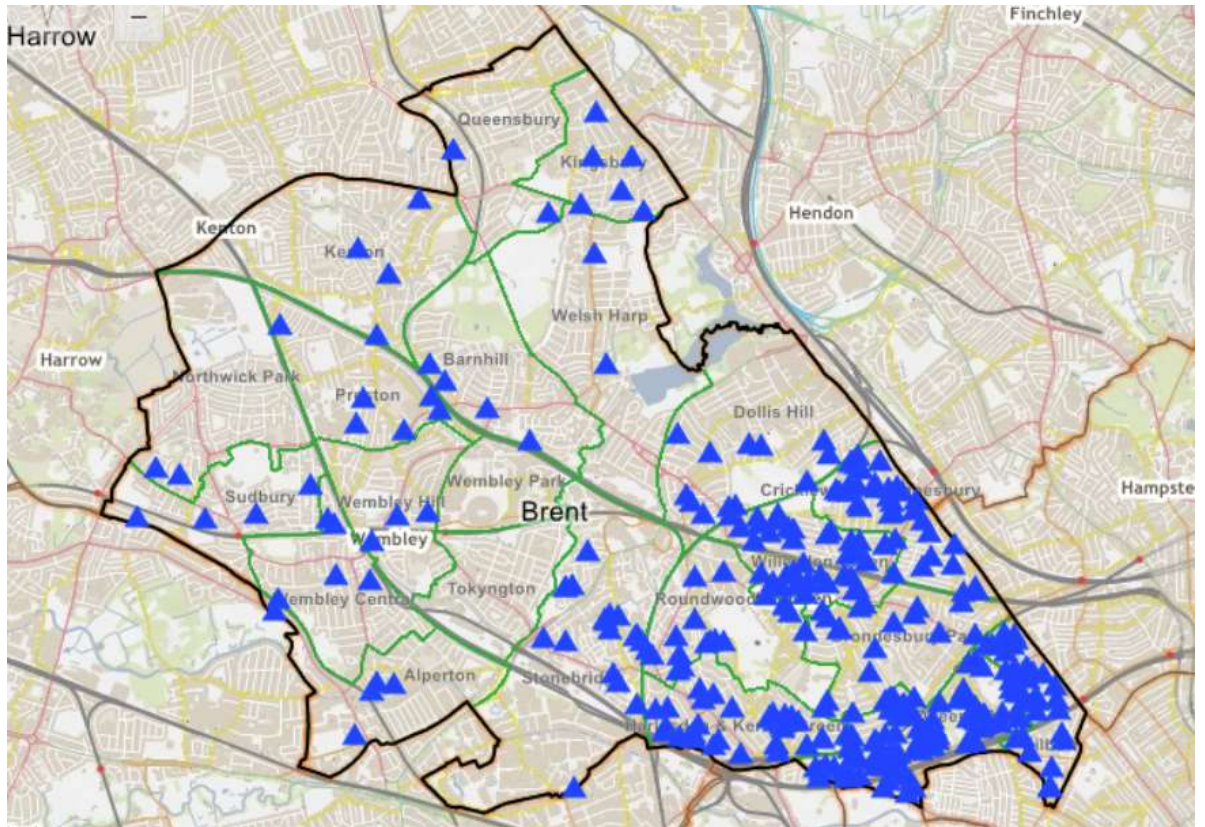
8.0 APPENDICIES

Appendix A – Map of EVCP requests


Appendix B – Example of consultation document

Appendix C – Consultation Summary of Results and Officer Comments

Appendix A- Map of EVCP requests



Appendix B – Example of consultation document



Brent

Public Consultation

Proposed Hillside Electric Vehicle Charging Points and Associated Electric Vehicle Only Bays

Oct 2023

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 XXXXXXXXXXXX.


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 number 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. Where possible, additional cabling will be installed under the ground ready for more chargers to be installed if required in the future, these locations are called passive bays.

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 XXXXXXXXXXXXXXXXXXXX.

Healthy Streets and Parking

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



Your Views are important to us.

<p>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://www.brent.gov.uk/consultation. Responses from within the consultation area only will be considered.</p>	<p>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 9FJ.</p>	<p>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.</p>
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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:

<p>Paideh Asgari Principal Engineer Healthy Streets & Parking London Borough of Brent highwaysconsult@brent.gov.uk</p>	<p>Paulette Weexes Consultation Officer Project Development Healthy Streets & Parking London Borough of Brent highwaysconsult@brent.gov.uk</p>
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Appendix B – Example of consultation document

Privacy statement

You are providing your information to Brent Council, Healthy Streets and 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 Street and 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 C – Consultation Summary of Results

Location	Post Code	Ward	Questionnaire Sent	Questionnaires Received	Response Rate	Response			Approval Rating	Consultation Response Summary	Officer Comment
					%	Yes	No	No Opinion	%		
Armstrong Road	NW10 9EH	Roundwood	99	11	11	7	3	1	64	<p>There are not enough parking spaces for the residents on surrounding roads. This is unnecessary. I have not seen one EV parked in this area. It doesn't bother me as I don't drive. I'm only disagree with the location to the charging post in this matter. As per the drawing you have sent me (CONS-01) the post will be located exactly where is a tree at the moment. I strongly disagree to cut off a tree for this reason as one of the main goals of the electrical expansion is to save the environment on the long run, and cutting off a tree for that where it is not necessary is not a good approach. Also, that there has a "symmetric partner" on the Gifford Road side of the park, which improves the visual ecstastic of the streets and the park. Another reason for the charger location is not good, that a standard charging cable that comes with an electric vehicle is normally 2-3 meters long, some rare occasion is 5 meters. But the charging post on the drawing will be more that 6 meters (presumable cable run would come to 7-8 meters or more), which would require one to have longer cable, likely purchased separately on extra cost. If the charging post would be on the pavement right between the 2 proposed parking slot that would avoid all the issues above all the above issue. Other than this I'm fully support the charging station installation and even would ask you to make more of it in the area!</p> <p>Would be good to have it in the area, with the chance to have more in the future</p>	<p>Officers have considered all the comments and objections for this consultation. The demand for electric vehicles is growing and the introduction of EVCP's is simply keeping up with this demand. The installation of the charging points will also encourage the uptake of EV's. Ultimately the introduction of EVCP's is in line with the Councils agreed Transport Strategy to encourage the uptake of EV; s and to contribute to our commitment to improving air quality. The charge point takes two parking spaces that can alternatively be used by EV cars and residents who own EV's. The installation of the EVCP will not require the removal of the tree the EVCP will by-pass the existing tree. The charging point will be positioned between the bays, thus not necessitating a longer cable. Officers therefore recommend to progress with the implementation of this proposal.</p>
Beverly Drive	HA8 5NB	Queensbury	34	0	0	0	0	0	0		<p>Officers note that residents were consulted, and no responses received. Officers therefore recommend to progress with the implementation of this proposal.</p>

Buck Lane	NW9 0AH	Kingsbury	43	5	12	4	1	0	80	<p>I feel that the removal of one space let alone two will only exacerbate parking issues and will be detrimental to the area.</p> <p>I do agree but removal of parking bays with limited parking. spaces will cause difficulty.</p> <p>Convenient for those with EV but I don't agree with the proposed any time waiting restrictions as its difficult for residents to find parking in the evenings.</p>	<p>Officers have thoroughly considered all comments and objections for this consultation. The increasing demand for electric vehicles necessitates the introduction of Electric Vehicle Charging Points (EVCPs), aligning with the Council's agreed Transport Strategy to promote EV uptake and contribute to improved air quality. The installation of these charging points is expected to encourage further EV adoption. While the proposal involves converting two parking spaces, resulting in parking loss for other vehicles, it will benefit residents owning EVs in the area and other EV owners visiting. In light of these considerations, officers recommend progressing</p>
Eton Avenue	HA0 3AX	Sudbury	32	4	12	1	1	2	25	<p>It would be grateful if you add some EV chargers on lamp post.</p> <p>I propose the EVCP would be better placed on Sudbury Ave by the park.</p> <p>Brent will only do what they want to do.</p> <p>I don't mind EV charging point on Eton Ave.</p>	<p>Officers have thoroughly considered all comments and objections for this consultation. The increasing demand for electric vehicles necessitates the introduction of Electric Vehicle Charging Points (EVCPs), aligning with the Council's agreed Transport Strategy to promote EV uptake and contribute to improved air quality. The installation of these charging points is expected to encourage further EV adoption. While the proposal involves converting two parking spaces, resulting in parking loss for other vehicles, it will benefit residents owning EVs in the area and other EV owners visiting. Locations are selected closest to uber driver post codes as the scheme is part funded by Uber. In light of these considerations, officers recommend progressing</p>
Greenhill Road	NW10 8UD	Harlesden & Kensal Green	98	11	11	8	3	0	73	<p>I don't drive myself but those with EVs this will make things much easier and convenient.</p> <p>It will happen anyway no matter what.</p> <p>Good idea do more. Please calm this very fast traffic turning left from Acton Lane into Greenhill Park.</p> <p>There is already a parking issue on the road taking away the two bays which will hardly be used is not needed.</p> <p>Shortage of EVCP in the area, also no electric vehicles park all day at EVCP locally.</p> <p>Why are you installing this? Who will use it?</p>	<p>Officers have thoroughly considered all comments and objections for this consultation. The increasing demand for electric vehicles necessitates the introduction of Electric Vehicle Charging Points (EVCPs), aligning with the Council's agreed Transport Strategy to promote EV uptake and contribute to improved air quality. The installation of these charging points is expected to encourage further EV adoption. While the proposal involves converting two parking spaces, resulting in parking loss for other vehicles, it will benefit residents owning EVs in the area and other EV owners visiting. In light of these considerations, officers recommend progressing</p>

Heathfield Park	NW2 5JD	Willesden Green	140	12	9	10	2	0	83	<p>More chargers needed in the borough. Happy for the installation to proceed. There is not enough spaces for residents as it is.</p>	<p>Officers have thoroughly considered all comments and objections for this consultation. The increasing demand for electric vehicles necessitates the introduction of Electric Vehicle Charging Points (EVCPs), aligning with the Council's agreed Transport Strategy to promote EV uptake and contribute to improved air quality. The installation of these charging points is expected to encourage further EV adoption. While the proposal involves converting two parking spaces, resulting in parking loss for other vehicles, it will benefit residents owning EVs in the area and other EV owners visiting. In light of these considerations, officers recommend progressing</p>
Hillside	NW9 0NE	Kingsbury	54	7	13	3	3	1	43	<p>I am in no fit condition to drive so don't care where you put the points. Definitely not as there is no parking available on this Hillside with so many vehicles are parked by residents. It is an excellent idea to install and fully support this. Brilliant concept since it is essential for the advancement of our community Hillside is already overpopulated with cars. There is no space for residents so do not need the extra capacity of EVCP</p>	<p>Officers have thoroughly considered all comments and objections for this consultation. The increasing demand for electric vehicles necessitates the introduction of Electric Vehicle Charging Points (EVCPs), aligning with the Council's agreed Transport Strategy to promote EV uptake and contribute to improved air quality. The installation of these charging points is expected to encourage further EV adoption. While the proposal involves converting two parking spaces, resulting in parking loss for other vehicles, it will benefit residents owning EVs in the area and other EV owners visiting. In light of these considerations, officers recommend progressing</p>
Logan Road	HA9 8PX	Preston	38	6	16	3	2	1	50	<p>I agree with the placing of EVCP at end of the road as they are away from residents of Logan Road. Don't own an EV. Not a safe area for charging Ion batteries as significant fire risk "I do not agree because this will reduce the free parking spaces for all who do not have an EV and are currently using these spaces when they have guests. It is bad enough when on Wembley Events days parking is restricted in the area. Why not use parking spaces for which a parking charge is required and there are many of these on Carlton Parade, on Carlton Ave East and of course on Preston Road."</p>	<p>Officers have considered all the comments and objections for this consultation.</p> <p>Just like petrol and diesel cars, electric cars can catch fire. It's important to stress, though, that fires are very rare, because manufacturers have gone to great lengths to ensure that they don't happen.</p> <p>A Freedom of Information request submitted by Air Quality News revealed that the London Fire Brigade tackled 54 EV fires in 2019, compared with 1898 fires involving petrol or diesel cars. True, there are far more petrol and diesel cars on London roads than EVs, but this still means there were proportionally fewer electric car fires than fires involving ICE cars.</p> <p>The demand for electric vehicles is growing and the introduction of EVCP's is simply keeping up with this demand. The installation of the charging points will also encourage the uptake of EV's. Ultimately the introduction of EVCP's is in line with the Councils agreed Transport Strategy to encourage the uptake of EV; s and to contribute to our commitment to improving air quality.</p> <p>Officers have considered the comments and recommend to progress with the scheme as proposed.</p>

Mayo Road	NW10 9HP	Roundwood	78	4	5	1	2	1	25	<p>Parking is difficult to find already. You should sort out parking as lots of people put bins to block the parking spaces.</p>	<p>Officers have thoroughly considered all comments and objections for this consultation. The increasing demand for electric vehicles necessitates the introduction of Electric Vehicle Charging Points (EVCPs), aligning with the Council's agreed Transport Strategy to promote EV uptake and contribute to improved air quality. The installation of these charging points is expected to encourage further EV adoption. While the proposal involves converting two parking spaces, resulting in parking loss for other vehicles, it will benefit residents owning EVs in the area and other EV owners visiting. In light of these considerations, officers recommend progressing</p>
Pitfield Road	NW10 0PR	Stonebridge	52	2	4	1	1	0	50	<p>Already insufficient parking for people or residents in this area. Should be separate bay, should be restricted to only charging purpose, should be every area has EVCP.</p>	<p>Officers have thoroughly considered all comments and objections for this consultation. The increasing demand for electric vehicles necessitates the introduction of Electric Vehicle Charging Points (EVCPs), aligning with the Council's agreed Transport Strategy to promote EV uptake and contribute to improved air quality. The installation of these charging points is expected to encourage further EV adoption. While the proposal involves converting two parking spaces, resulting in parking loss for other vehicles, it will benefit residents owning EVs in the area and other EV owners visiting. In light of these considerations, officers recommend progressing</p>
Victor Road	NW10 5XE	Queens Park	82	11	13	8	2	1	73	<p>Concerned about the loss of 2 bays as it's hard to park on Napier Rd and Victor Rd. I don't have a particular opinion about this location but have no objection. I think it will be useful when I get an EV. Yes very good idea. I really like the Ubitricity lamp post chargers, very good pricing and convenient. There's a charging point in a lamp post opposite the proposed site but it's not always available for charging as anyone can park there.</p>	<p>Officers have thoroughly considered all comments and objections for this consultation. The increasing demand for electric vehicles necessitates the introduction of Electric Vehicle Charging Points (EVCPs), aligning with the Council's agreed Transport Strategy to promote EV uptake and contribute to improved air quality. The installation of these charging points is expected to encourage further EV adoption. While the proposal involves converting two parking spaces, resulting in parking loss for other vehicles, it will benefit residents owning EVs in the area and other EV owners visiting. In light of these considerations, officers recommend progressing</p>

Wendover Road	NW10 4RT	Harlesden & Kensal Green	80	7	9	5	2	0	71	<p>About time. Fully support but putting a commercial charging point in a residential area is the wrong location. I think more charging bays is a great idea. This would be a great idea. I have an EV and find it hard to get a space to park to charge my car. There are not enough parking bays for residents who pay for parking permits.</p>	<p>Officers have thoroughly considered all comments and objections for this consultation. The accessibility for charging infrastructure in residential roads can help incentivise residents to switch to EV. The increasing demand for electric vehicles necessitates the introduction of Electric Vehicle Charging Points (EVCPs), aligning with the Council's agreed Transport Strategy to promote EV uptake and contribute to improved air quality. The installation of these charging points is expected to encourage further EV adoption. While the proposal involves converting two parking spaces, resulting in parking loss for other vehicles, it will benefit residents owning EVs in the area and other EV owners visiting. In light of these considerations, officers recommend progressing</p>
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