Brent	**Resources & Public Realm Scrutiny Committee** 15 April 2019
	Report from the Strategic Director of Regeneration & Environment

On Street Parking Management of larger vehicles and an update on Electric Vehicle Charging

Wards Affected:	All
Key or Non-Key Decision:	N/A
Open or Part/Fully Exempt: (If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)	Open
No. of Appendices:	Six – Appendices A - F
Background Papers:	N/A
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1. Purpose of the Report

1.1. This report informs the committee how the Council manages larger vehicles parked on street in Controlled Parking Zones (CPZs) and is implementing an electric vehicle charging network within the borough. The report has been split into two sections providing further detail on:

1.2 Section 1 (paragraph 3) informs how on street parking management is used to effectively manage the demand on kerb space, referencing the outcomes regarding restricting vehicle length to free up more space on the road for other uses.

1.3.1 Section 2 (paragraph 4 and 5) provides an update on the four electric vehicle charging point (EVCP) implementation programmes: Source London, Rapid Chargers, Go Ultra Low City Scheme (GULCS) funded lamp column chargers

and the Innovate UK bid, outlining delivery of 25 destination charge points (Source London), 5 rapid charge points, and 85 lamp column chargers

2. Recommendation(s)

2.1. That the Committee note the introduction of a tighter restriction on the size of vehicles eligible for residents' parking permits

2.2. That the Committee note the progress with the council's plans to create and enable more electric vehicle charging points (EVCP) in the borough.

3. On Street Parking Regime

3.1. On Street Parking Management

3.1.1. The Council regulates and charges for on street parking to manage demand from residents, businesses and visitors, assist the smooth flow of traffic, and reduce the number of vehicle trips, particularly at peak times. This supports the Council's aims of encouraging the uptake of sustainable travel options (including electrically powered vehicles), reducing carbon emissions and air pollution, and reducing the number of people killed or injured on the boroughs roads.

3.1.2. In November 2015 the Council agreed its Parking Strategy which sets the context for on-street parking policies and charges.

3.1.3. Demand for parking in Brent is very high, particularly in the south of the borough where we have a number of controlled parking zones (CPZ's). Over time the Council has introduced a number of schemes to control the demand for kerb space. On-street parking in the south-eastern part of the borough, and some areas of the south-west around Wembley is managed through CPZ's. These areas are more densely developed compared to the northern part of the borough, and have better public transport links.

3.1.4. There are currently 40 CPZ's in the borough providing around 33,000 on-street parking places to some 56,000 households. CPZs cover around 35% of the borough with the Wembley Stadium Protective Parking Scheme (WSPPS) covering a further 35%. Approximately 30% of the borough does not have area wide parking controls.

3.1.5. In respect of car ownership the 2001 and 2011 censuses provide information of the pattern of residents' car ownership in the borough. Although the population of the borough grew, resident's car ownership – at just over 86,000 vehicles - remained stable between 2001 and 2011. This was due to the increased proportion of car-free households, a trend common across London as a whole.

3.1.6. About 50% of the borough's residents live in CPZ's. Car ownership patterns vary greatly by ward. The vast majority of households with 3+ cars live outside of CPZ's; permit records show that only around 15% of households with 3+ vehicles are residents within the borough's CPZ's.

3.1.7. Car usage makes a significant contribution to the borough's carbon emissions and air pollution. The council is seeking, through its transport and parking strategies, to encourage a greater uptake of more sustainable modes of travel for those journeys including electric vehicles.

3.1.8. In April 2017 the Council introduced a revised carbon emissions-based resident's permit scheme to encourage residents to purchase low emissions vehicles.

3.1.9. The 2016 on street parking consultation and subsequent Cabinet report (27 June 2016) resulted in wide-ranging changes to the parking service offer and charges in CPZ's, to help address the problems associated with increasing demand for parking spaces.

3.1.10. The issue of large vehicles taking up excessive space within CPZs was one of the issues addressed during the 2016 consultation and the following two options were examined:

- Option 1 - Restricting the size of vehicles permitted to purchase resident permits
- Option 2 - Reducing the weight of vehicles permitted to purchase resident permits

3.1.11. The second option was selected for consultation with residents in 2016. This data can be easily accessed by the back office from vehicle records, whereas vehicle dimensions would require measurement by the Civil Enforcement Officer on site. Weight restrictions are therefore easier to control and enforce.

3.1.13 Currently the Council restricts resident permits to vehicles under 5t in weight. Informal consultation was undertaken in 2016 on whether residents would support a reduction in maximum weight to 3.5t.This proposal was supported by an overwhelming majority of respondents. Cabinet agreed to implement the weight reduction on 27 June 2016. We are now undertaking formal consultation on the associated Traffic Management Order, and it is anticipated the new weight restriction should come into force this April.

4. Electric Vehicle Charging Network Development

4.1. As the number of Brent residents purchasing new electric vehicles is increasing every year, with hybrid (petrol/electric) being the most popular, the Council has to face the challenge of finding potential locations for introducing EVCP's whilst having a minimum impact on the ever increasing pressure for parking. This has influenced our approach to delivering a EVCP network

4.2. The graph in Appendix A shows the number of electric vehicles registered to postcodes in Brent. From 2016 onwards the information is split into subcategories for private, fleet and business use. This information highlights there is a steady increase in privately owned electric vehicles, although there is a variation in fleet and business (this is to be expected as companies will not renew their vehicles each year). Electric fleet vehicles are not widely available and costs prevent some smaller businesses from using them due to lack of

'used' vehicles to procure from. In addition, the size of vehicle needed limits the model availability – particularly larger HGV's.

4.3. The 2018 figures show a decrease in the number of electric vehicles registered. This is not unique to electric vehicles as data from the Society of Motor Manufacturers and Traders (SMMT) indicates that car registrations in general fell in 2018 although there was an increase in the number of people purchasing alternative fuel vehicles (including electric).

4.4. Currently, locations for EVCP's are identified taking into account where electric vehicles are registered in the borough, requests from residents and suggestions from Source London and Char.gy. The map in Appendix B indicates the locations where electric vehicles are registered in the borough by postcode sector between 2014 and 2018.

4.5. This map illustrates that electric vehicle registrations are relatively evenly spread across Brent although the highest numbers are in the following wards:

- Fryent/Queensbury near the Barnet border
- Mapesbury near the Camden border
- Stonebridge, Park Royal
- Welsh Harp
- Brondesbury Park

4.6. There is a greater demand for EVCP's in the south of the borough where there is less off street parking available and as it is not permissible to have a live electric cable running across the public highway electric vehicle owners do not have the option to charge their vehicles whilst at home.

4.7. Brent's Long Term Transport Strategy 2015-2035 makes a commitment to work with Ultra Low Emission (ULEV) charging network operators to enable trips to be completed by cleaner cars.

4.8. Brent's Air Quality Action Plan 2017-2022 was approved by Cabinet in November 2017. It gives support to the installation of on-street EVCP's throughout the borough as well as the take up of electric taxis and commercial vehicles.

4.9. A report was approved by Cabinet on 11 April 2016 recommending Brent enter back into the Source London scheme. Following negotiations between the Officer group and BluePointLondon Ltd (and their legal representatives, Penningtons) the contract has been signed and sealed.

4.10. On 15 January 2018 Cabinet agreed to Brent becoming involved in two schemes that aim to provide additional charging infrastructure for electric vehicles. The Rapid Charging Infrastructure Project and a project to deliver on-street residential charge points in lamp columns.

4.11. A subsequent report was submitted to Cabinet on 18 June 2018 and approval was granted to amend the procurement process that was previously agreed for a supplier of charge points in lamp columns.

5. Electric Vehicles Charging Point Programmes

5.1. As there is not a single overarching delivery programme for charging infrastructure the Source London, Rapid Chargers and GULCS lamp column chargers are being implemented independently under an overarching strategic umbrella by Highways and Infrastructure and Transportation Planning. This will ensure all types of electric vehicle users can access our charging network.

5.2. Source London

5.2.1. This is a London-wide network of EVCP's that is governed by BluePointLondon Ltd. They are located in residential streets, car parks, supermarkets, Shopping Centres and at other destination locations. The network provides an easy and convenient means of top-up charging for owners of electric vehicles.

5.2.2. Where possible the Source London EVCP's that require a dedicated bay are located at the ends of streets to minimise the inconvenience to local residents and if in a CPZ make use of shared bays.

5.2.3. The number of Source London members has increased in Brent by 22% in the last year and the number of requests from members for charging points has also increased.

5.2.4. Phase one of the programme is now complete and all of the charge points detailed below are operational.

Address	Postcode	Ward	EVCP's	Passive Provision
Douglas Avenue	HA0 4DT	Alperton	1	2
Christchurch Avenue	NW6 7BH	Brondesbury Park	2	1
Donnington Road	NW10 3QR	Brondesbury Park	2	1
Leghorn Road	NW10 4PE	Kensal Green	1	2
Upton Gardens	HA3 0BT	Kenton	2	0
St Julian's Road	NW6 7UJ	Kilburn	1	2
Mora Road	NW2 6TG	Mapesbury	2	1
Walm Lane	NW2 3HD	Mapesbury	1	2
Windermere Avenue	HA9 8RB	Preston	2	1
Buller Road	NW10 3NA	Queen's Park	1	2
Kempe Road	NW10 3JL	Queen's Park	1	2
Limesdale Gardens	HA8 5JT	Queensbury	1	2
Queensbury Station Parade	HA8 5NR	Queensbury	2	1
Watford Road	HA0 3ER	Sudbury	1	2
Sylvia Gardens	HA9 6HS	Tokyngton	1	2
Wood Lane	NW9 8DU	Welsh Harp	2	1
Chapter Road	NW2 5NE	Willesden Green	1	2
St Pauls Avenue	NW2 5SR	Willesden Green	1	2
TOTAL			**25**	**28**

5.2.5. The locations for phase one include four of the five wards that have the highest number of electric vehicle owners in the borough.

5.2.6. Although Stonebridge ward has the third highest number of electric vehicle registrations it has not been included in phase one as the Park Royal area is mainly industrial and we need to do further research to find the optimal solution for businesses and residents. It is proposed this is included as part of a Liveable Neighbourhood bid being submitted in November 2019. This will be a joint bid between Brent, Ealing and OPDC, with Brent as the lead authority. However there are plans to include a Source London charge point in this ward as part of phase two.

5.2.7. At present Officers are working with SSE Enterprise (who are managing the Source London programme and installation on behalf of BluePointLondon Ltd) to progress phase two of the programme. The sites have been reviewed by officers from Highways and Infrastructure, Transportation Planning and Parking and have been shared with Ward Councillors for their approval. The consultation papers are currently being drafted and will be circulated to key stakeholders and residents when the new consultation portal is operational, this is expected to be April 2019. The map in Appendix C indicates the proposed locations for phase two which are made up of requests from local residents and suggestions from Source London in wards without electric charging facilities.

5.2.8. The map in Appendix D illustrates Brent's Source London members and locations of the 25 EVCP's. This shows that most Source London members live in the south of the borough.

5.3. **Rapid Charging Infrastructure Project**

5.3.1. These are much larger than traditional free standing EVCP's such as those operated by Source London and are capable of charging an electric vehicle at powers of up to 50kW to deliver an 80% charge in 30 minutes. They are mainly installed for high mileage commercial electric fleets, predominantly taxis and private hire vehicles as well as residents and visitors who need a quick 'top-up' to complete their journey. Their locations are intended to be near the strategic road network or locations where there are taxis or employment sites.

5.3.2. No objections were received to the public consultation and traffic orders 'made' at:

- Bridge Road, Wembley
- Christchurch Avenue, NW6
- Ealing Road, Alperton
- Neasden Lane, NW2
- Station Road, NW10

5.3.3. Procurement for a concessionaire (to deliver, maintain and manage the service) for the rapid charging points has been awarded to Facility Management UK Limited. All rapid charge points were operational from 5 November 2018.

5.3.4. Brent Council is the first London borough to procure rapid chargers using the Transport for London (TfL) framework. To date, TfL have procured the rapid chargers on behalf of London boroughs.

5.3.5. Working with the concessionaire, future rapid charger locations will be identified and delivered on a demand led basis at locations agreed in partnership with the Council, but at no cost to the Council.

5.3.6. The London Council's Transport and Environment Committee (TEC) have agreed all boroughs should have a minimum of 20 rapid chargers located in each borough. As we already have 5 rapid chargers a further 15 potential sites were submitted at the end of January for further consideration on suitability. TfL have identified a further 4 sites to be progressed further.

5.3.7. The sites identified are:

- Kingsbury Road, Kingsbury
- Station Parade, Willesden Green
- Kenton Road, Kenton
- London Road, Wembley

Should they be considered suitable public consultation will be completed and procurement, using the TfL framework, of a supplier to install, maintain and deliver the rapid charging service will commence.

5.4. GULCS funded lamp column chargers

5.4.1. This charging facility is aimed at residents that do not have off street parking as it enables them to charge their vehicle overnight and close to home.

5.4.2. To date 54 requests from residents have been received for on-street charging facilities, details of these can be found in appendix E.

5.4.3. This map highlights the majority of requests are in the south of the borough as these wards tend to have less off street parking than in the north where electric vehicle owners would be able to charge whilst parked up at home.

5.4.4. Brent Council was awarded funding from London's GULCS subject to match funding and spend committed by end of December 2018. Requirements of the funding stipulate installations are to be demand led.

5.4.5. London Councils have developed a procurement framework for all London boroughs to use. We worked with Procurement and Legal colleagues to ensure the framework was suitable and could be used.

5.4.6. Using the framework a contract was awarded on 28 December 2018 to Char.gy to deliver the charge points.

5.4.7. Structural lamp column surveys were completed to ensure suitability and results enabled 85 lamp column chargers to be installed. The programme will have all lamp column charge points installed and operational by 31 March.

5.4.8. A further bid for grant funding is being made in April from the Office of Low Emission Vehicles (OLEV) On-road Charging Scheme (ORCS). As with GULCS lamp column funding the grant covers 75% of capital costs and it is intended the remaining 25% will be from Section 106 funding. Locations are currently in the process of being identified. Requirements for this grant funding are slightly less stringent than for GULCS in that it does not have to be completely demand led but also supports strategic planning to build on an existing network. If Brent Council is successful this will enable the network to be expanded further north of the A406.

5.4.9. Successful awards will be announced in May 2019.

5.5. **Innovate UK Bid**

5.5.1. Brent Council was approached by Element Energy to be a Local Authority partner on a bid to further develop and trial a new 'flush' on street charging solution by Trojan.

5.5.2. The partners are:

- Element Energy Ltd.;
- Trojan Energy Ltd.;
- UKPN;
- Birmingham City Council; and
- Brent Council

5.5.3. The Trojan system is made up of 'flush' connectors placed at the front of the footway as can be seen the photo (small lights at the kerb edge)

5.5.4. The bid was submitted on 28 August 2018 and is proposed to be delivered in two phases. Phase 1 application consists of commercial feasibility, user feasibility, urban feasibility and technical feasibility. Phase 2 is only available to successful Phase 1 applications. If successful for the Phase 2 application this would enable a trial to be designed and delivered, starting on 1 September 2019 and finishing on 28 February 2021.

5.5.5. We were informed on 5 October 2018 that our phase 1 submission was successful and a consortium agreement signed with a delivery programme agreed.

5.5.6. A resident workshop and a separate Member workshop was held 13 February and 14 February respectively. The workshops enabled comments on the product itself as well as what a quality service looks like.

5.5.7. Phase 1 finishes at the end of March 2019. The business case is currently being developed for a phase 2 application. This will be submitted to determine if funding approval is granted for delivery of a trial from 1 September 2019 to 28 February 2021.

5.6. **Promotion/Publicity**

5.6.1. A short sustainable travel film which includes electric vehicles and charging points has been produced and is being promoted via several social media platforms https://www.youtube.com/watch?v=KF6katLlcl4

5.6.2. An article in the latest Brent Magazine was published promoting cleaner and greener travel options available to our residents, see Appendix F.

5.6.3. There are plans to organise a publicity event to promote the current network of charging points, this will include a photo opportunity and press release.

5.6.4. Following this arrangements are being made to place an article in the next Brent Magazine to promote the use of electric vehicles and to inform residents/businesses of the different types of charging points, where to find these and suggestions for additional locations.

5.6.5. Across west London there are many types of electric vehicle charger types. Their varying sockets, prices, technologies and locations can be a mystery for electric vehicle drivers to unravel. WestTrans partnership (sub-regional transport), represented by the six west London boroughs, have produced a brochure containing information on how EV charging works, types of charger and speed of charging, networks available, and how each borough is implementing charging infrastructure. The brochure can be viewed using the following link:

http://www.westtrans.org/wla/wt2.nsf/pages/WT-223

5.6.6. With the increasing interest in electric vehicle charging, Transportation Planning and Highways and Infrastructure will work with our Web Team to improve the content on our website. Information about our 'electric offer' will be made available and we will investigate how requests for EVCP's can be made easier and in a 'self-serve' manner.

6. Financial Implications

There are no financial implications associated with the parking element of this report.

6.1. Source London

6.1.1. All costs relating to the supply of equipment, installation, maintenance and electricity will be met by BluePointLondon Ltd, there will be no associated costs to the Council.

6.1.2. The Council will receive annual fees associated with the provision of the EVCPs which is tiered based on the London Underground tube zones:

- Zone 2 = £1,300
- Zone 3 = £500
- Zone 4 = £300

6.1.3. These fees will compensate for the loss of income from residents parking permits and pay and display machines within CPZ's.

6.1.4. Phase one will provide an annual income of £16,500.

6.2. **Rapid Chargers**

6.2.1. The concessionaire is the owner of the charge point and will be responsible for the full cost of installation, operation and maintenance of the charging service. There will be no associated costs to the Council.

6.2.2. The Council will receive 6% of the revenue in addition to an annual site charge of £1500 per site. Site fees for 2019 will be £7,500 and to date we will receive £72.53 of income, covering November 2018 to mid-March.

6.3. **GULCS funded lamp column chargers**

6.3.1. Brent Council has received £150,000 of funding from London's GULCS towards 75% of capital costs of procuring and installing charge points for electric vehicles in lamp columns.

6.3.2. Match funding of £50,000 is required. This has been secured using £16k Section 106 and £34k Neighbourhood CIL.

6.3.3. Under the framework Brent Council will receive 10% of the turnover generated. Actual income is not known at this time.

6.4. **Innovate UK Bid**

6.4.1. For local authorities 100% of officer time can be claimed. Estimates submitted with the Phase 1 application identify Brent fees as £8,865. There are no costs to the Council in participating in this bid.

7. Legal Implications

7.1. Officers are proposing to designate parking bays in locations on the highway. Accordingly, sections 45 and 46 the Road Traffic Regulation Act 1984 (which deal with the designation of paying parking spaces on highways and charges at designated places and their regulation respectively) and the Local Authority Traffic Orders (Procedure) (England and Wales) Regulations 1986 govern the powers to make such an order and the procedure to be followed in respect of the statutory consultation.

7.2. Section 122 of the Road Traffic Regulation Act 1984 states that it is the duty of a highways authority (including Brent Council) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

7.3. The London Local Authorities and Transport for London Act 2013 is the enabling legislation for the Rapid Charging Infrastructure Project. Section 16 of the Act gives TfL and the boroughs the power to grant a third party licence / lease to construct and operate charge points in both on-street and off-street locations on their property. Furthermore, Section 16 of the Act permits TfL and

the boroughs to request payment from the charge point operators for the permission to install and operate the charge points.

7.4. Rapid charge points can be installed on-street using Permitted Development rights and a licence agreement with the charge point operator. Charge points can also be installed in car parks on public or private land with Permitted Development rights so long as they are less than 1.6m tall.

7.5. The procurement and contractual implications of three of the four projects mentioned in paragraph 1.2 of this report have already been set out in previous Cabinet reports and for ease of reference these are appended to this report. The Innovative UK project, described more fully at paragraph 5.5, is a new initiative which due to its limited value, has not previously been the subject of a report to Cabinet. Brent Council's involvement in this project is currently limited to assisting with the research phases.

8. Equality Implications

8.1. For both parking and EVCP provision the public sector duty set out in Section 149 of the Equality Act 2010 requires the Council, when exercising its public functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

8.2. Proposed changes to the highway (introduction of electric vehicle charging points) will be subject to public consultation and equality screening. If the potential for adverse equality impacts is identified through screening a full equality impact assessment will be carried out and requisite mitigation action taken.

8.3. There are no specific diversity implications arising from this report and its recommendations at this time.

9. Consultation with Ward Members and Stakeholders

9.1 A borough wide parking consultation was carried out in 2016 and the results support the decision to reduce the weight limit, see 3.1.9

9.2 The on-street residential electric vehicle charge point scheme will affect many of the borough's wards and so the Lead Member for Environment has been consulted throughout the process. The Lead Member has also been consulted throughout the borough's involvement in the Rapid Charging Infrastructure Project to date.

9.3 The Source London and Rapid Charging Infrastructure Projects require statutory consultations for the making of Traffic Management Orders at specific locations on the highway where initial feasibility studies show the locations to be viable for the installation of rapid charge points and associated infrastructure. Designated parking bays are required and are subject to consultation with local

residents and businesses. Members will also be consulted on final charge point locations before consultations are carried out and final approval is given to TfL and Source London for the commencement of preparatory works.

9.4 Should the Innovate UK Phase 2 bid be successful, consultation will be completed on the roads identifies as suitable.

Report sign off:

AMAR DAVE
Strategic Director of Regeneration and Environment