



Haverling

L O N D O N B O R O U G H

HIGHWAYS ADVISORY COMMITTEE AGENDA

6.00 pm
Pls Note Start Time

Tuesday
8 March 2022

Town Hall, Main Road,
Romford

Members 8: Quorum 4

COUNCILLORS:

Conservative Group
(4)

Christine Vickery (Vice-Chair)
John Crowder
Sally Miller BCAC
Michael White

Residents' Group
(1)

Paul Middleton

Upminster & Cranham
Residents' Group (1)

Christopher Wilkins

Independent Residents'
Group
(1)

David Durant

North Haverling Residents
Group (1)

Brian Eagling (Chairman)

For information about the meeting please contact:

Taiwo Adeoye - 01708 433079
taiwo.adeoye@onesource.co.uk

Protocol for members of the public wishing to report on meetings of the London Borough of Havering

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

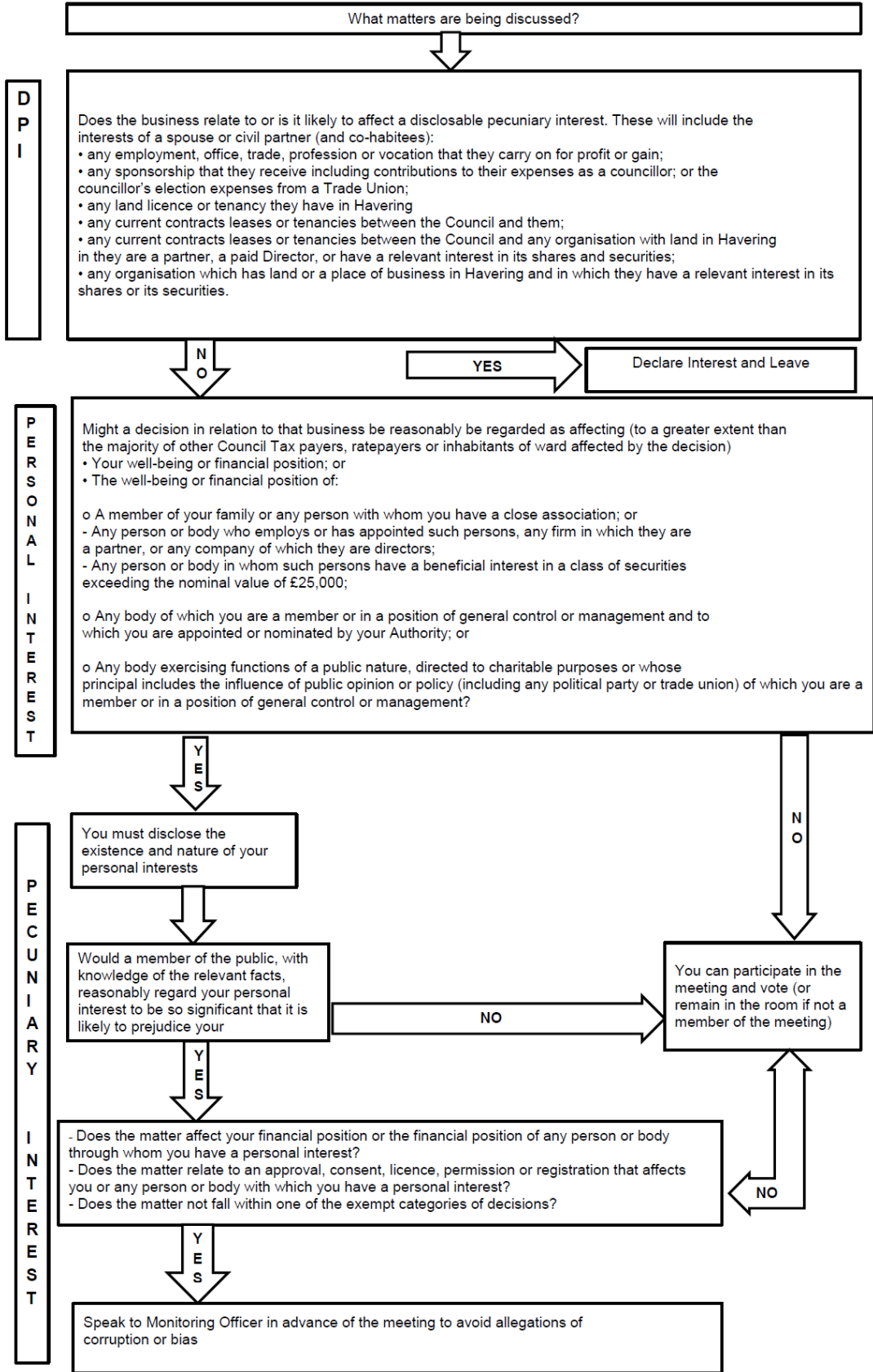
- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

The Chairman will also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 2015. Those Staff undertaking design work are appropriately trained, experienced and qualified to do so and can demonstrate competence under the Regulations. They also have specific legal duties associated with their work.

For the purposes of the Regulations, a Designer can include an organisation or individual that prepares or modifies a design for any part of a construction project, including the design of temporary works, or arranges or instructs someone else to do it.

While the Committee is of course free to make suggestions for Staff to review, it should not make design decisions as this would mean that the Committee takes on part or all of the Designer's responsibilities under the Regulations.

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

Members are invited to disclose any interest in any of the items on the agenda at this point of the meeting.

Members may still disclose any interest in an item at any time prior to the consideration of the matter.

4 MINUTES (Pages 1 - 4)

To approve as a correct record the minutes of the meeting of the Committee held on 8 February 2022, and to authorise the Chairman to sign them.

5 ELECTRIC VEHICLES CHARGING POINT PROGRAMME - APPROVAL TO PROCEED TO FORMAL CONSULTATION (Pages 5 - 30)

Report attached

Zena Smith
Democratic and Election Services Manager

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Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
8 February 2022 (6.00 - 6.45 pm)**

Present:

COUNCILLORS

Conservative Group	Christine Vickery (Vice-Chair), John Crowder and +Timothy Ryan
Residents' Group	Paul Middleton
Upminster & Cranham Havering Residents' Group	Christopher Wilkins
Independent Residents Group	David Durant
North Havering Residents Group	Brian Eagling (Chairman)

Apologies were received for the absence of Councillors Sally Miller and Michael White.

+Councillor Tim Ryan substituted for Councillor Michael White.

All decisions were taken with no votes against.

The Chairman reminded Members of the action to be taken in an emergency.

28 DISCLOSURE OF INTERESTS

There were no disclosures of interest.

29 MINUTES

The minutes of the meeting held on 11 January 2022 were agreed as a correct record and signed by the Chairman.

30 **ST HELENS COURT PARKING AND HOUSING ENFORCEMENT
SCHEME OBJECTIONS**

The report before the Committee sought agreement following on from approval to commence with the formal advertising of scheme 'H1' Controlled Parking Zone (CPZ) for both resident permit holders only and shared use paid for parking / resident permit holders only bays, which would be operational on Monday to Saturday between 08:00 hours and 18:30 hours, on housing land in St Helens Court Rainham.

The Committee considered the report and following a debate **RESOLVED** to recommend to the Cabinet Members for Environment and Housing in consultation with the Leader of the Council that:

1. Agreed the recommendations made to overrule the objections received during the statutory consultation on the introduction of a residents parking scheme on housing land in St Helens Court Rainham.
2. Commence with the implementation of a residents parking scheme which would see the introduction of 'H1' Controlled Parking Zone (CPZ) for 'for both resident permit holders only and shared use paid for parking / resident permit holders only bays operational on Monday to Saturday between 08:00 hours and 18:30 hours, on housing land in St Helens Court Rainham; as detailed on the plan in appendix A.
3. Noted that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs was £0.022m and this would be met from the cost code C30010.
4. Noted that due to budget constraints Housing officers have confirmed the proposed installation of a pay & display machine with a cashless payment option at the cost of £3,500 would not be a viable option. This would mean that if approved:
 - I. Highways would need to make provision for a machine to be installed on Housing land from their Highways Improvement Programme (HIP) budget; and
 - II. Highways would retain the revenue made from this machine up to the value of £3,500 and thereafter all revenue from this machine will be split with housing. However, this would also mean that Highways would be responsible for any maintenance costs.

If agreed the land will remain as Housing land, with a traffic management order in place for enforcement purposes. The responsibility of maintenance would be shared between

Housing and Parking which would be detailed in a Service Level Agreement (SLA).

if agreed implementation of the scheme would not be progressed until the SLA between the Housing Authority and Highways Authority has been agreed.

The Committee also proposed that a review of the scheme be carried after 6 months of implementation.

31 **STANLEY CLOSE, ROMFORD - PERMIT PARKING MEASURES IMPLEMENTATION REQUEST**

The report before the Committee detailed the outcome of a consultation on parking in Stanley Close.

The Committee considered the report and **RESOLVED** to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council to:

1. agree that the proposals to introduce a residents permit parking area 'Permit Parking Past this point' (operational Monday to Friday 8am to 10am inclusive) in Stanley Close (as shown on the plan in Appendix A of the report) proceeds to full implementation.
2. that Members note that the estimated cost of implementation of the proposals was £0.002m and this would be met by the A26910 Scheme Budget.

32 **GRASS VERGES - RECOMMENDATIONS**

The report before the Committee outlined proposals to convert a limited number of existing grass verges into parking space. The report outlined the costs for the implementation of the grass verge conversion to parking space with indicative costs for a much larger scheme provided, along with options for future consideration.

The Committee considered the report and following a debate **RESOLVED** to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council that:

1. officers reduce the scale of the project to progress with the informal consultation with residents at four sites in Harold Wood Ward and one site in Hacton Ward as part of a trial; as detailed in Appendices A and B of the report.

2. if after undertaking informal consultations the majority of residents were in support, the trial schemes progress to full implementation.

It was noted that the estimated cost of the trial scheme implementations was £0.630m.

Chairman

HIGHWAYS ADVISORY COMMITTEE

8 MARCH 2022

Subject Heading:	Electric Vehicles Charging Point Programme - Approval to proceed to formal consultation
CMT Lead:	Councillor Osman Dervish
Report Author and contact details:	Martin Day Senior Transport Planner martin.day@havering.gov.uk 01703 432869
Policy context:	Havering Local Development Framework 2008 Havering Air Quality Action Plan 2018 - 2023 Mayor's Transport Strategy 2018 Havering Local Plan 2021 Havering Climate Change Action 2021
Financial Summary	The cost of the units and installation of the EVCPs is to be met by the Government grant under the On-Street Residential Charge Point Scheme (ORCS) (75%) and the remainder from the selected Charge Point Operator (25%) following a procurement process managed by the Strategic Procurement Unit (SPU).

The subject matter of this report deals with the following Council Objectives

Communities making Havering	<input checked="" type="checkbox"/>
Places making Havering	<input checked="" type="checkbox"/>
Opportunities making Havering	<input checked="" type="checkbox"/>
Connections making Havering	<input checked="" type="checkbox"/>

SUMMARY

1. The Council wishes to provide electric vehicle charge points in its car parks for residents and visitors. The Government have offered grants to Councils under its On Street Residential Scheme (ORCS). A funding offer was made recently by the Government body the Office for Zero Emission Vehicles to the Council, and was accepted.
2. As part of the process, a statutory consultation on the installations will be required.

RECOMMENDATIONS

3. That the Highways Advisory Committee having considered this report and the representations made, recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that:
 - The proposals to install 68 Electric Vehicle Charging Points across the following 12 parking locations:

Car Park/on street parking location	Number of Charge Points
Balgores Square	2 charge points
Billet Lane	6 charge points
Cherry Tree Lane	6 charge points
Dorrington Gardens	6 charge points
Fentiman Way	6 charge points
Keswick Avenue	6 charge points
Oldchurch Road	6 charge points
Town Hall (Front)	6 charge points
Woodhall Crescent	2 charge points
Hilldene Avenue	8 charge points
Station & Tadworth Parades	8 charge points
Slaney Road	6 charge points

as detailed in this report and proceed to formal advertisement and consultation.

- If at the close of the formal consultation period, no objections are received to the proposals, considered on a site by site basis, then those sites proceed to full implementation. In the case of any site receiving objections an objection report, for those sites, will be submitted seeking an approved way forward.
- In locations where no objections are received officers progress with the implementation of the works and amendments to the traffic orders accordingly.
- Members note that the scheme will be funded through the Office of Zero Emissions Vehicles (OZEV) who are funding 75% of the total cost (£176,000) with the remaining 25% (£59,000) being funded through the appointed Charge Point Operator.

Background

4. There has been a significant expansion in media coverage about Electric Vehicles (EVs) in recent years. That is often linked to commentary about poor air quality and the adverse impact of this on health, particularly for children and older people or those with respiratory problems. Electric Vehicles have the potential to offer great benefits to residents, businesses, and visitors, in terms of health, the environment, and reduced running costs over the lifetime of a vehicle.
5. In terms of health impact, more people in London are harmed by air pollution attributed to road transport than by road collisions and incidents. Airborne Particulate Matter (PM) reduces average life expectancy across the whole of the UK by up to 8 months. The health effects of air pollution in the UK costs the economy between £9 and £21 billion per annum.

Policy Context

6. The Government recently announced that it would not be possible to buy a new internal combustion engine (ICE) vehicle from 2030. This measure is part of wider Government plans for the UK to become carbon neutral by 2050.
7. The Mayor's Transport Strategy (2018) (MTS) aims for all taxis and Private Hire Vehicles to be zero emission capable by 2033, and for all buses to be zero emission by 2037, and all new road vehicles driven in London to be zero emission by 2040.
8. The London Plan requires all new developments with parking provision to include 20% of the spaces with Electric Vehicle Charging Points ready to use, with passive provision for all remaining spaces.
9. Havering's Local Plan (Policy 24 parking standards and design) states that developments will need to include the minimum required electric vehicle charging points at the time of the application in line with the London Plan.
10. The Council adopted a Climate Change Action Plan in November 2021 setting out how Havering will look to achieve becoming a carbon neutral borough by 2040 or sooner.
11. The Havering Air Quality Action Plan 2018-2023 has an 'action' to investigate the feasibility of Electric Vehicle Charging Points on the public highway and in residential areas.

Electric Vehicle Infrastructure in Havering

12. The Government wish to support a switch from ICE vehicle ownership and usage across the country to electric vehicles or hybrid vehicles. As part of that policy the Government would like to improve and expand the infrastructure needed to charge vehicles in the public domain, and that means more publicly available electric vehicle charge points (EVCPs).
13. A significant increase in the number of electric vehicles owned nationally and by residents in the coming years will require greater numbers of publicly available chargers.
14. Havering has no Council owned EVCPs at the present time and very low numbers of EVCPs provided even by other bodies compared to the vast majority of London Boroughs. There are pockets of charge points at various housing developments, Centre of

Engineering and Manufacturing Excellence (CEME), some garages, and supermarkets, but none of these are Council owned.

15. Car ownership figures in the Borough are the third highest in London so it's reasonable (and modelled by Transport for London) to anticipate that the number of EVs in the Borough will also be high in the coming months and years as residents switch their vehicle type.
16. Electric Vehicle ownership in Havering currently comprises between five and six hundred vehicles. This is comparable to other outer London boroughs but lower than in inner and central London where journeys tend to be shorter and public transport more accessible.
17. Transport for London (TfL) has modelled scenarios of predicted uptake of Electric Vehicles. Ownership in Havering is forecast to rise rapidly in the next five years with an estimated 2,800 plug-in vehicles registered to Havering residents and businesses by 2025.
18. Currently, there are more than 400,000 Electric Vehicles registered in the UK. The Government and private sector have supported the installation of more than 22,500 individual charging points (which is now numerically more than individual petrol pumps).
19. The Council's consultation hub invites residents to comment on a number of matters concerning Electric Vehicles and charging point infrastructure. To date over 300 responses have been received and reflects a growing call for EVCPs in the Borough.

Funding Opportunities

20. The Government have allocated £20m to support the installation of electric vehicle charge points, through the Office of Zero Emission Vehicles (OZEV), until the end of FY2022/23.
21. Councils can bid for funding through the On-Street Residential Charge Scheme (ORCS) for charge points that will allow those that cannot charge at home (and visitors to the Borough) to charge an electric vehicle. The ORCS scheme is the most appropriate opportunity to deliver charge points in those settings using central Government funds.

Funding Application

22. The primary criteria for charge points in Council owned car parks is that they should be accessible 24 hours a day by residents and visitors. They are also required to be within a five to ten minute walk of residential areas with relatively low home charging capability.
23. All of the 26 Council owned car parks have been closely assessed against the scheme criteria and nine meet the criteria. In addition a further 3 on-street parking locations meet the criteria.
24. In total 68 bays across the twelve parking locations have been approved by OZEV, which equates to under 10% of the total parking bays across these locations:

Car Park/on street parking location	Number of Charge Points
Balgores Square	2 charge points
Billet Lane	6 charge points
Cherry Tree Lane	6 charge points
Dorrington Gardens	6 charge points
Fentiman Way	6 charge points
Keswick Avenue	6 charge points
Oldchurch Road	6 charge points
Town Hall (Front)	6 charge points
Woodhall Crescent	6 charge points

Hilldene Avenue	8 charge points
Station & Tadworth Parades	8 charge points
Slaney Road	6 charge points

25. The intention is to procure double socket charging units so one charge unit can charge two EVs at the same time, though of course two parking bays would be required. Further details on the car park locations can be found in Appendix A of this report which includes an extract of the funding application for each parking location.
26. The chargers will be 7kw, which are the most cost effective and suitable for overnight charging. The spending guide from OZEV shows a maximum of £7.5k per charger, inclusive of all costs, including connection, up to a maximum of £13k in exceptional circumstances, and justified in the application.

Funding Allocation

27. A funding application was prepared to a total value of £235k. The value of the application was broken down as £176k from OZEV and the remaining £59k to be secured from a charge point operator that will be selected through a procurement exercise, overseen by the Council's Strategic Procurement Unit (SPU). This would cover the cost of the EVCP infrastructure and installation and ongoing maintenance for the entire period of the contract of the Charge Points themselves by the Charge Point Operator (CPO).
28. Following submission of the funding application, Havering has been awarded £176,390 from OZEV.
29. A Non Key Executive Decision by an Officer was approved by Havering's Chief Operating Officer to confirm acceptance of the offer from OZEV 75% of the OZEV funding has been awarded following Havering's acceptance of the offer and the remaining 25% of the award on completion of the works later in 2022.

Procurement Process

30. A full procurement process has since begun using a framework agreement advised by the Council's Strategic Procurement Unit.
31. The Strategic Procurement Unit has advised to run a mini-competition to award a call-off contract through the Kent County Council (KCC) Framework. The framework that will be used is Lot 1 Electrical Vehicle Charging Points & Associated Services, which is the suitable framework for the value of this project, as there are only 11 suppliers within this framework, which will provide value for money for this project.
32. The evaluation criteria for the contract will be a ratio of 70% (Quality): 30% (Price) of the available overall score. The invitation to tender was issued in early February and at the time of writing this report tender submissions are due to be evaluated. An indicative timeframe for the Procurement process is set out in the table below.

Milestone	Estimated Target Date
Non-Key Decision Approved (Grant Approved)	18 th January 2022
GRG 1 Approval	26 th January 2022
Issue of Tender (30 days)	3 rd February 2022
Tender submission deadline	7 th March 2022
Corporate Forward Plan Entry (I-Decision)	8 th March 2022
Tender Evaluation Period End	28 th March 2022
Formal Consultation begins	1 st April

GRG2 Submission	4 th April 2022
GRG 2 Approval	20 th April 2022
K-ED Circulated to B/P and revised	4 th April 2022 (28 days before decision to be made)
Deadline for Theme Board Report	22 nd April 2022
Theme Board Review	23 rd April 2022 (10 days)
Formal Consultation ends	21 st April
Theme Board Decision and Key ED signed	4 th May 2022
Call- In Complete	11 th May 2022 (Midnight)
Award letters sent out Contract Award	12 th May 2022
Contract start	16 th May 2022

Consultation

33. Members in wards where EVCPs are proposed have been consulted on the proposed locations. Comments received on the proposals can be found in Appendix B together with a summary of the response that went back to each enquiry.
34. Consultation will include the publication of a Section 17 Notice in the vicinity of each car park space proposed to be converted into an Electric Vehicle Charging Bay, with the associated infrastructure. The Notice will provide details of the proposals and will specify the consultation period during which representations regarding the proposal may be made to the London Borough of Havering. The consultation period will be 21 days.
35. In addition, a Traffic Management Order (TMO) will be formally advertised in the local newspaper publication for a period of 21 days.
36. If following the formal consultation process there have been no objections to the proposals, it is recommended that Officers progress the scheme to implementation following completion of the procurement process.

Electric Vehicle Charging Point Operation

37. As part of the installation process, bays where charging points will be located will be marked dedicated '*EV charging only*' parking bays. These will be clearly marked with lines and indicated with signage.
38. Local residents (and visitors to the borough) will be able to access the car parks listed in this application for free overnight (but paying for the power used), between 6pm – 8am at all 12 sites. This will ensure that residents will have full unrestricted overnight use of the charge points. To ensure that EVCP bays are available for people to use, and the length of stay controlled, it is recommended that bays are booked on the RingGo parking app. It would not be possible to use coinage and a parking ticket machine for these purposes.
39. All the EV bays will be exempt from parking charges with a maximum stay of 4 hours during daytime hours. A no return within 2 hours (between the hours of 8am and 6pm) restriction would also be in place to ensure availability for others.

Next Steps

40. Subject to Members of the Highways Advisory Committee agreeing to the recommendations of this report and subsequent approval by the Lead Member, Officers will progress the scheme to formal consultation.
41. Should formal objections be received, an Objections Report will be prepared and presented to the Committee for the sites that received objections.
42. If no formal objections are received, once the procurement process has been completed the scheme will be progressed to implementation.

IMPLICATIONS AND RISKS

Financial implications and risks

43. This report is requesting that HAC recommend to the Cabinet Member that formal consultation be progressed on the proposals and that should no objections be received, that the scheme progress to implementation.
44. The ORCS application provides for 75% (£176,000) of the total project value from OZEV, for the remaining 25% (£59,000) it is permissible to negotiate with the charge point operator so no Council funds will be required.
45. There is usually a profit share or similar arrangement negotiated as part of the procurement process.
46. Any agreement with the charge point operator will be checked by the Legal team following the procurement process overseen by the Strategic Procurement Unit (SPU).
47. The Council does not hold occupancy data for the car parks. Officers have calculated the average occupancy for each car park based upon financial earnings from the last full year before the onset of the Covid-19 pandemic.
48. These calculations have revealed that, out of the 12 different locations selected for charging point installation, the highest occupied car park was occupied at an average of 21.3% of the time. The least occupied car park was Cherry Tree Lane at an average of 1.8% of the time.
49. While these calculations do not consider peak and non-peak times, they do reveal that if car visits were distributed equally throughout the year, that the majority of each car park would not be occupied. As such, officers believe that the installation of electric vehicle charging

points (in total less than 10% of bays across the 12 sites), in the numbers contained within the report, would have no financial effect on the parking income of each location.

50. In time the charge points will themselves provide a low level income stream, subject to negotiation with the charge point operator chosen through the procurement process. That revenue will increase as EV ownership inevitably increases.

Alternative Options Considered and rejected

51. These resident consultations are a statutory requirement so must be undertaken and therefore are the only options available to the Council.

Legal implications and risks

52. Implementation of the proposals in this Report will be subject to the outcome of the statutory consultation process as set out in the relevant legislation.

London Local Authorities and Transport for London Act 2013

53. Section 16 of the London Local Authorities and Transport for London Act 2013 sets out the Council's power, as a London local authority, to provide and operate charging apparatus for electrically charged vehicles in any public off-street car park under the management and control of the traffic authority (S.16(1)(a)) or on any highway for which they are responsible as highway authority (S.16 (1 (b))).

54. In exercise of the Council's power under Section 16, the Council has a statutory duty to publish a notice under Section 17 (2) of the 2013 Act. Section 17 (3) states that the London authority shall publish a notice by affixing it in a conspicuous position at or near the place to which the proposal relates, Section 17 (4) stipulates the notice shall:

(a) give details of the proposal; and

(b) shall specify a period (being not less than 28 days after the publication of the notice) during which representations regarding the proposal may be made to the London authority or authorised person.

55. Section 17 (5) states that where a London local authority has published a notice they shall not exercise the power or grant permission for the charging apparatus until they have taken into consideration all representations made within the specified period.

56. Section 18 sets out a duty to consult or obtain consent any authority other than themselves who are a local planning authority.

57. A Traffic Management Order (TMO) will be formally advertised in the local newspaper publication for a period of 21 days.

58. The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Section 6 of Part 1 RTRA 1984. Schedule 1 of the RTRA 1984 lists those matters as to which Orders can be made under Section 6. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

59. Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 are complied with.

60. Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides that, as far as is material, to secure the expeditious,

convenient and safe movement of vehicular and other traffic (including pedestrians). This statutory duty must be balanced with any concerns received over the implementation of the proposals.

61. In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

Human Resources implications and risks

62. There are no Human Resource Implications as a result of this decision.

Equalities implications and risks

63. Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

- (i) The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) Foster good relations between those who have protected characteristics and those who do not.

64. Note: 'Protected characteristics' are age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.


57. The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

Appendix A – EV Charger Car Park Location Plans

1. Balgores Square	Romford
2. Billet Lane	Hornchurch
3. Cherry Tree Lane	South Hornchurch
4. Dorrington Gardens	Hornchurch
5. Fentimen Way	Hornchurch
6. Hilldene Avenue	Harold Hill
7. Keswick Avenue	Hornchurch
8. Main Road	Romford
9. Oldchurch Rise	Romford
10. Slaney Road	Romford
11. Station & Tadworth Parade	South Hornchurch (Elm Park)
12. Woodhall Crescent	Hornchurch

Key

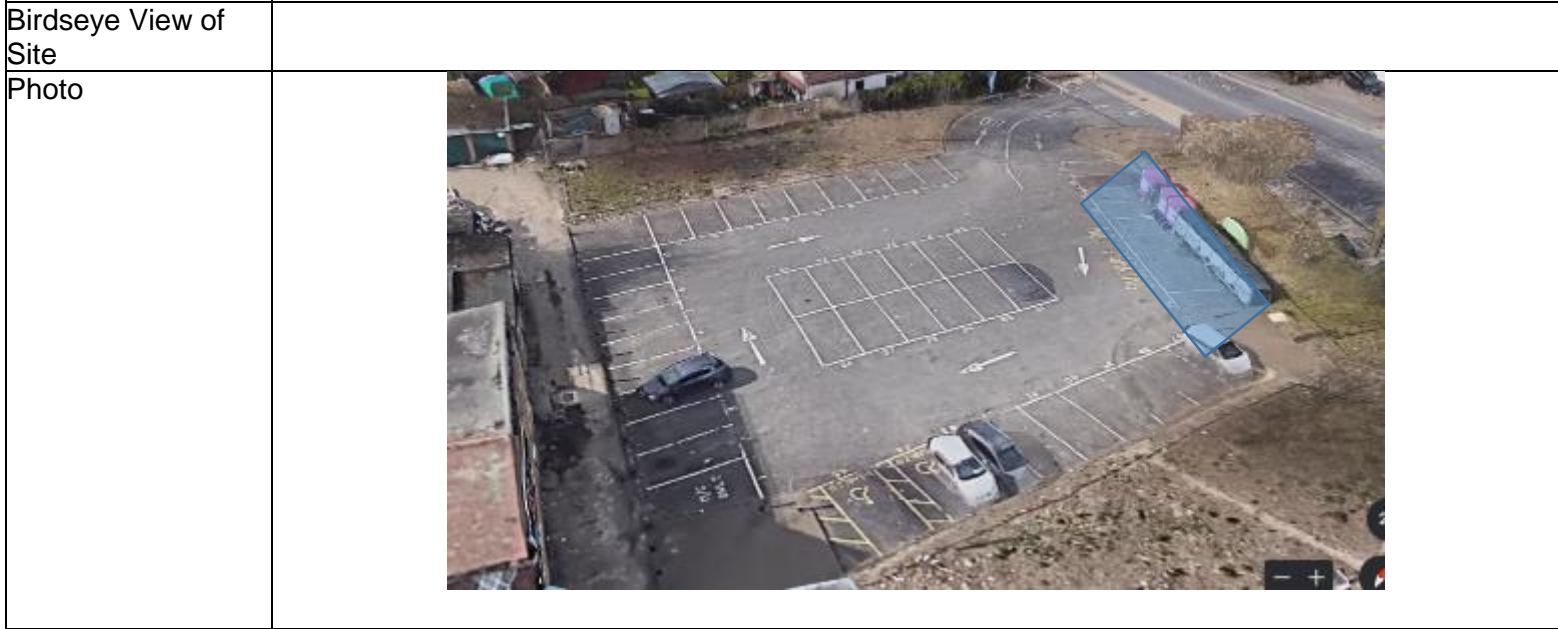
 Electric Vehicle Charging Point location

Site No.	1
Address	Balgores Square car park, RM2 6AT
No. points	1 point, 2 sockets
Google Maps link	https://goo.gl/maps/ciilLf8994vUnWv7
No. Households within 500 metres	1641 households, of which 451 are flats.
Area description and reason for location	Local authority owned Pay and Display car park near to Gidea Park railway station. The station and car park are in a dense residential area. Residents would benefit from its proximity to housing and being able to charge their vehicle either when commuting into London via the local train station and / or overnight for local residents.
Other considerations (e.g. parking restrictions)	EV-Only bays will be installed with no need to pay parking whilst charging and will be accessible 24/7. The council will re-line the bays where chargepoints are located, making them bigger, to allow for extra room getting in and out the vehicle. Increasing the sizes of the bays should make them more accessible for disabled residents.
Birdseye View of Site	


Site No.	2
Address	Billet Lane Car Park, RM11 1XL
No. points	3 points, 6 sockets
Google Maps link	https://goo.gl/maps/b6SrNpqGNHuB6QJb9
No. Households within 500 metres	1590 households, of which 635 are flats.
Area description and reason for location	Local authority owned Pay and Display car park near the Queen's Theatre and Hornchurch Library and situated in the centre of a residential area. The car park is located within a five minute walk of multiple blocks of flats and residents would benefit from its proximity to the aforementioned facilities.
Other considerations (e.g. parking restrictions)	EV-Only bays will be installed with no need to pay parking whilst charging and will be accessible 24/7. The council will re-line the bays where chargepoints are located, making them bigger, to allow for extra room getting in and out the vehicle. Increasing the sizes of the bays should make them more accessible for disabled residents.



Site No.	3
Address	Cherry Tree Lane Car Park, A125, RM13 7AB
No. points	3 points, 6 sockets
Google Maps link	https://goo.gl/maps/BTQwHDSLmK28YEQ8
No. Households within 500 metres	1689 households, of which 273 are flats.
Area description and reason for location	Local authority owned Pay and Display car park near situated in a dense residential area. Numerous blocks of flats, with no off-street or private parking are located just down the road. The site can also cater for residents using South Hornchurch Library and the multiple schools in the area.
Other considerations (e.g. parking restrictions)	EV-Only bays will be installed with no need to pay parking whilst charging and will be accessible 24/7. The council will re-line the bays where chargepoints are located, making them bigger, to allow for extra room getting in and out the vehicle. Increasing the sizes of the bays should make them more accessible for disabled residents.



Site No.	4
Address	Dorrington Gardens car park, RM12 4HX
No. points	3 points, 6 sockets
Google Maps link	https://goo.gl/maps/wntcXXKVbVRyiGp6A
No. Households within 500 metres	1912 households, of which 954

Area description and reason for location	Local authority owned Pay and Display car park in a dense residential area, but also only a short walk from local businesses. Multiple flats, with no off-street or private parking, are located within a short walk.
Other considerations (e.g. parking restrictions)	EV-Only bays will be installed with no need to pay parking whilst charging and will be accessible 24/7. The council will re-line the bays where chargepoints are located, making them bigger, to allow for extra room getting in and out the vehicle. Increasing the sizes of the bays should make them more accessible for disabled residents.
Birdseye View of Site	

Site No.	5
Address	Fentiman Way Car Park, RM11 1QX
No. points	3 points, 6 sockets
Google Maps link	https://goo.gl/maps/iTaNB2E9wouZWxb56
No. Households within 500 metres	1947 households, of which 974 are flats.
Area description and reason for location	Local authority owned Pay and Display car park immediately adjacent to multiple blocks of flats, with no off-street or private parking, a large local school and a local medical centre. The site can also cater for residents using the local High Street. The site also caters to a resident requests for a charge point in this area.
Other considerations (e.g. parking restrictions)	EV-Only bays will be installed with no need to pay parking whilst charging and will be accessible 24/7. The council will re-line the bays where chargepoints are located, making them bigger, to allow for extra room getting in and out the vehicle. Increasing the sizes of the bays should make them more accessible for disabled residents.

Birdseye View of Site





Site No.	6
Address	Keswick Avenue Car Park, RM11 1XP
No. points	3 points, 6 sockets
Google Maps link	https://goo.gl/maps/UHMkbD1erwgLGJiEA
No. Households within 500 metres	1904 households, of which 995 are flats.
Area description and reason for location	Local authority owned Pay and Display car park within no more than a 10-minute walk for most local residents, including multiple blocks of flats. The site can also cater for residents using local businesses.
Other considerations (e.g. parking restrictions)	EV-Only bays will be installed with no need to pay parking whilst charging and will be accessible 24/7. The council will re-line the bays where chargepoints are located, making them bigger, to allow for extra room getting in and out the vehicle. Increasing the sizes of the bays should make them more accessible for disabled residents.

Birdseye View of Site

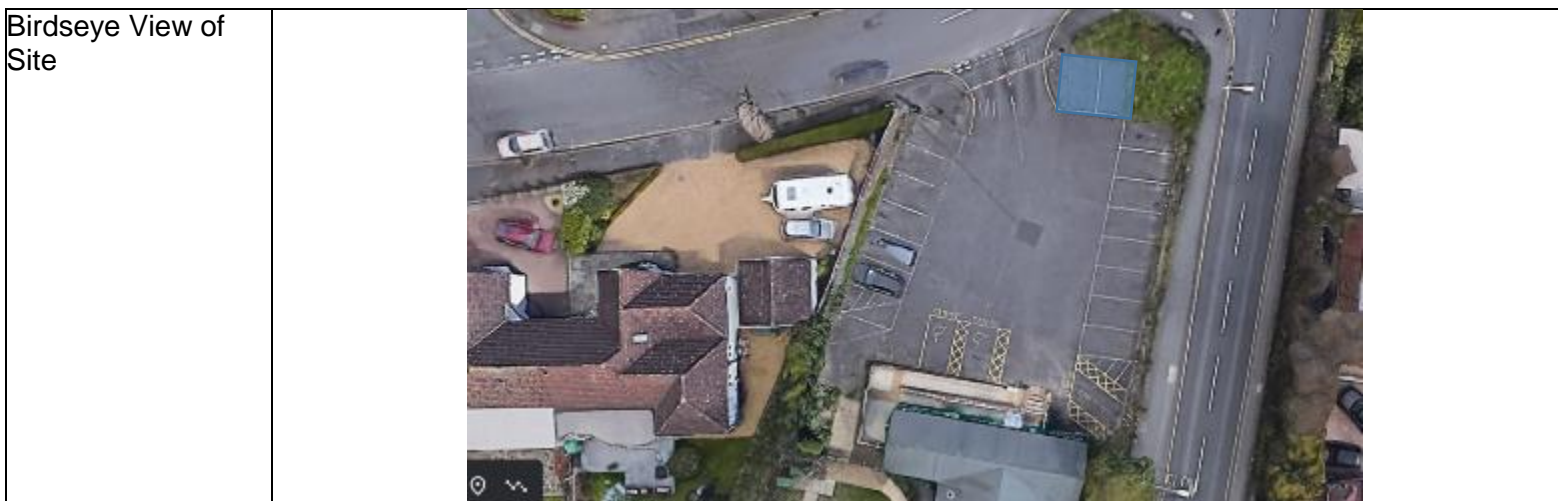


Site No.	7
Address	Old Church Rise car park, RM7 0BB
No. points	3 points, 6 sockets
Google Maps link	https://goo.gl/maps/THokhCXzWRXLVqsf9
No. Households within 500 metres	

	2485 households, of which 1966 are flats.
Area description and reason for location	Local authority owned Pay and Display car park located immediately adjacent to numerous blocks of flats in a high-density area.
Other considerations (e.g. parking restrictions)	EV-Only bays will be installed with no need to pay parking whilst charging and will be accessible 24/7. The council will re-line the bays where chargepoints are located, making them bigger, to allow for extra room getting in and out the vehicle. Increasing the sizes of the bays should make them more accessible for disabled residents.
Birdseye View of Site	 <p>An aerial photograph showing a large, paved car park area with many parked cars. The car park is situated between a large, grey-roofed building and a green field. To the right, there is a road with a roundabout. The image is framed by a white border, suggesting it is a screenshot from a digital map or planning application interface.</p>

Site No.	8
Address	Havering Town Hall car park, Main Road, RM1 3BB
No. points	3 points, 6 sockets
Google Maps link	https://goo.gl/maps/JJWs5dzk3qgJ63Ls5
No. Households within 500 metres	2092 households, of which 1307 are flats.
Area description and reason for location	Local authority owned Pay and Display car park near the town hall with houses many council staff. The site is also located in Romford town centre, with many local businesses, public facilities and flats being within only a short walk from the car park. Residential housing is also only short walk away.
Other considerations (e.g. parking restrictions)	EV-Only bays will be installed with no need to pay parking whilst charging and will be accessible 24/7. The council will re-line the bays where chargepoints are located, making them bigger, to allow for extra room getting in and out the vehicle. Increasing the sizes of the bays should make them more accessible for disabled residents
Birdseye View of Site	



Site No.	9
Address	Woodhall Crescent car park, RM11 3NN
No. points	1 point, 2 sockets
Google Maps link	https://goo.gl/maps/eCf4h1AvEsawvK9bA
No. Households within 500 metres	1482 households, of which 234 are flats.
Area description and reason for location	Local authority owned Pay and Display car park in a residential area, but also only a short walk for Havering Colleges Sixth Form Centre. A small local high-street is also immediately adjacent to the site.
Other considerations (e.g. parking restrictions)	EV-Only bays will be installed with no need to pay parking whilst charging and will be accessible 24/7. The council will re-line the bays where chargepoints are located, making them bigger, to allow for extra room getting in and out the vehicle. Increasing the sizes of the bays should make them more accessible for disabled residents.



Site No.	10
Address	Hilldene Avenue Shopping Centre, RM3 7FF
No. points	4 points, 8 sockets (2 groups of 4 sockets)
Google Maps link	https://goo.gl/maps/nJ4NAE5R4QWvFk7C7
No. Households within 500 metres	2740 households, of which 962 are flats.
Area description and reason for location	Local authority owned pay and display car park near at Hilldene Avenue shopping Centre. There are numerous local businesses that line the carpark while flats occupy the floors above. This is a dense residential area with many residents not having access to off-street/private parking.
Other considerations (e.g. parking restrictions)	EV-Only bays will be installed with no need to pay parking whilst charging and will be accessible 24/7. The council will re-line the bays where chargepoints are located, making them bigger, to allow for extra room getting in and out the vehicle. Increasing the sizes of the bays should make them more accessible for disabled residents.



Site No.	11
Address	Tadworth Parade, RM12 5AS and Station Parade, RM12 5AA
No. points	4 points, 8 sockets (2 groups of 4 sockets)
Google Maps link	https://goo.gl/maps/NVV9Goo4dBgdc3NL8
No. Households within 500 metres	2406 households, of which 356 are flats.
Area description and reason for location	Local authority owned pay & display car parks with local businesses surrounding the car parks with flats occupying the floors above the businesses. Other blocks of flats are located in the area and most local residents reside within a 10 minute walk of the site.

Other considerations (e.g. parking restrictions)	EV-Only bays will be installed with no need to pay parking whilst charging and will be accessible 24/7. The council will re-line the bays where chargepoints are located, making them bigger, to allow for extra room getting in and out the vehicle. Increasing the sizes of the bays should make them more accessible for disabled residents.
Birdseye View of Site	
Site No.	12
Address	Slaney Road Car park, RM1 3GN
No. points	3 points, 6 sockets
Google Maps link	https://goo.gl/maps/8dSy1JLF4EfYUBjL6
No. Households within 500 metres	2741 households, of which 2185 are flats.
Area description and reason for location	Local authority owned Pay and Display car park surrounded by multiple high-rise flats and close to Romford town centre. The site could also cater for residents shopping/working in the local businesses.
Other considerations (e.g. parking restrictions)	EV-Only bays will be installed with no need to pay parking whilst charging and will be accessible 24/7. The council will re-line the bays where chargepoints are located, making them bigger, to allow for extra room getting in and out the vehicle. Increasing the sizes of the bays should make them more accessible for disabled residents.
Birdseye View of Site	

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Ward Councillor Consultation Results

Ward Councillor Comments	Officer Response
<p>Cllr Middleton - St Andrews:</p> <p>Can you confirm what type and capacity of the charger will be installed at these locations please? There are currently several different standards used for charging vehicles, what connectivity will these offer?</p> <p>Will these be the 7.5KWH charges that give around 35 miles travel distance per hour of charging or will there be an option of the Rapid Charging points that allow for a much higher throughput in charge.</p>	<p>Response:</p> <p>They will be 7kwh chargers, the Government ORCS funding scheme is aimed primarily at overnight charging. Rapid chargers were not an option under this scheme but may be in future grant opportunities from Government.</p>
<p>Will these charging points be free to use or will they be tied to a supplier (i.e. PodPoint)? If they are tied to a supplier, which supplier has been chosen and how were they chosen.</p>	<p>There is a procurement process underway currently managed by the Specialist Procurement Unit at the Council.</p>
<p>How will the council discourage people who are not charging their vehicle from parking in these spots? Will the CEOs be issuing PCNs for parking while not charging?</p>	<p>Parking costs will be waived in the EVCP bays whilst charging between 6pm and 8am and for up to four hours maximum at all other times. Enforcement will apply to non EVs parked in the EV charging bays.</p>
<p>Will the person charging the vehicle require to pay for parking at the same time as they charge the vehicle? If not, what how long after the</p>	<p>Whilst charging during the times and periods proposed, there will not be a cost to park as well as charge an EV.</p>

<p>charge has completed will the vehicle owner be allowed to park for free?</p>	
<p>Cllr O’Sullivan - St Andrews:</p> <p>The first being the proposed location of the charging points. These are prime parking bays which are used very heavily by our older and more infirmed residents because they are nearer to the shopping areas in Hornchurch.</p> <p>In addition, it is noticeable that charging points around the borough particularly in supermarkets are currently under used therefore taking up valuable parking spaces. I would suggest it would be more practical to have the bays at the rear of the cark parks rather than the prime locations.</p>	<p>The specific bays at all 12 sites were chosen based primarily on the proximity to an electrical supply. The ORCS funding scheme put a maximum cost per charge point so some bays would be simply too expensive to convert under the scheme. All new EVCP bays will have widened areas to allow disabled drivers to charge their vehicles.</p> <p>It is anticipated that all age groups will use the EVCP bays to charge their vehicles, especially as more and more people own or use an EV.</p>
<p>What will the charging policy be for residents using the charging bays? Will charging your vehicle be free if not what will the proposed tariff be? Furthermore, will an electric car owner be able to park in these bays even if they do not charge their vehicles?</p>	<p>All users will be charged to use the chargers, much like refuelling a petrol or diesel vehicle, though it is likely to cost much less. Only EV users charging their vehicle will be allowed to use the EV bays, they are not there to be used purely to park a vehicle. The tariff will be known after the procurement process.</p>
<p>Why were Councillor’s Middleton, Mylod and I not consulted on this proposal prior to receiving your email? It could have reduced the number of questions we all have and saved valuable time.</p>	<p>The Council only received confirmation of funding for the project recently, which is why consultation with Members in the affected Wards was taking place now, before going to Highways Advisory Committee (HAC) and then the wider consultation with residents.</p>

<p>Cllr Michael Deon Burton – South Hornchurch</p> <p>Please, if you might provide myself with the number of powered carriages/vehicles designated to the South Hornchurch Ward location?</p>	<p>Officers don't hold details of the number of EVs owned by Ward unfortunately but local people will have the opportunity to charge an EV at the Cherry Tree Lane car park if they cannot do so at home.</p>
<p>Cllr Carole Beth – Gooshays:</p> <p>Just one thought the e/v charging points will all be situated in parking bays that have to be paid for, will vehicles being recharged be classed as exempt from parking charges, cos if not what will be the point of putting them were you have suggested.</p>	<p>It will be free to park in the EVCP bays whilst charging an EV only, there will be a cost to the user to charge the vehicle in the same way you would pay to put petrol or diesel in a vehicle, though it will be considerably cheaper to do so. An agreed percentage of the revenue for the use of a charger unit will be allocated to the Council.</p>
<p>Cllr Judith Holt – Romford Town:</p> <p>I was speaking to some residents in Artesian Close, Hornchurch, about this today and they were wondering if an electric charge point could be installed there?</p>	<p>Officers can include that location onto the list for future considerations.</p>
<p>Councillor Robert Benham - Brooklands:</p> <p>Thank you for your email.</p>	

<p>I am very much in favour of installing electric charging points and it is something that our residents are asking for more frequently.</p> <p>With regards to the site location. As I understand the Queen's hospital have submitted a planning application for an additional multi-storey car park, which may make this council car park in Oldchurch Rise somewhat surplus to requirement in the future. Therefore, how easily could the charging points be moved to a different location later down the line?</p> <p>Furthermore, there is a small parcel of land to the east of the car park, which could be used to extend the current car park to provide additional parking. Hence copying Nicolina Cooper into this email.</p>	<p>The chargers are planned to be installed in sockets both to enable them to be replaced easily should they get damaged or should technology improvements become available in the future.</p> <p>This will also enable them to be re-used /re-located should that be required however the underground infrastructure (cabling/ducting etc.) would not be able to be re-used.</p>
<p>Councillor Roger Ramsey – Emerson Park:</p> <p>Thank you for this information.</p> <p>I have no comments about the proposal.</p>	<p>Noted</p>
<p>Councillor Ray Morgon – Hacton:</p> <p>Thank you for your e-mail.</p>	<p>Noted</p>

<p>As this part of Hacton Ward will be moving into Elm Park Ward shortly, it is probably more appropriate for the Elm Park Ward Councillors to make any comment.</p> <p>(The email was copied to the Elm Park Ward Councillors by Councillor Morgon).</p>	
<p>Councillor Nisha Patel – Romford Town:</p> <p>Thank you for the update</p>	<p>Noted</p>
<p>Councillor Joshua Chapman – Romford Town:</p> <p>Many thanks.</p>	<p>Noted</p>

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