

Electric Vehicle Charge Point Installation Programme - FAQs

Why is Redbridge Council installing Electric Vehicle Charge Points?

The Council is looking to install more electric vehicle charge points (EVCPs) to allow residents, visitors, and businesses to charge their electric vehicles (EVs) across the borough.

With more electric vehicles purchased, the demand to charge across the borough is increasing and the Council needs to meet that demand, as well as giving motorists the confidence to switch to electric vehicles.

As part of its draft “Electric Vehicle Charging Strategy”, the London Borough of Redbridge has carried out a demand analysis and identified gaps in electric vehicle charge point provision.

Electric vehicle charge point installation will address locations where gaps in provision have been identified, to ensure that every resident is within a 5-minute walk of a charge point by 2026 and within a 3-minute walk of a charge point by 2030.

What are the grant programmes and where does the funding come from?

UBER: The Council has received funding from UBER and Believ (the Charge Point Operator), to install and operate up to 174 fast chargers (7-22 kWh) in a programme to be completed in 2024/25. The total funding provided will equate up to £1.131m.

On-street Residential Chargepoint Scheme (ORCS): Redbridge Council received £0.558m ORCS funding from the Office for Zero Emission Vehicles (OZEV) and £0.170m match funding from Ubitricity (the Charge Point Operator) to install 310 EV Charge Points in a programme to be completed in 2024/25.

These two grant programmes will enable electric vehicle chargepoints to be installed at zero cost to the Council.

The Council continues to explore opportunities for further funding for electric vehicle charge point installation.

What types of chargers are the Council installing on-street?

UBER: UBER has provided grant funding to Redbridge Council for up to 174 “fast” chargers with up to 22 kWh charging capacity across 87 locations. These chargers will have dedicated parking bays solely for electric vehicle charging purposes.

On-street Residential Chargepoint Scheme (ORCS): OZEV has provided grant funding to Redbridge Council for up to 310 electric vehicle charge points. These are “slow” chargers (up to 7kWh) and are attached to existing lamp columns or on kerbside bollards located near to lamp columns. These chargers do not have dedicated parking bays, meaning that existing parking restrictions will apply, and EV and non-EV vehicles can both park there.

What about pressure on residential parking?

New cars and vans powered wholly by petrol and diesel will not be sold in the UK after 2035. This will increase the requirement for on-street electric vehicle charging.

Currently the Council has a mix of parking restrictions in place across the borough, including for electric vehicle charge points. Some parking bays are dedicated solely for the use of EVs whereas others can be used by both EV and non-EVs in line with

local parking restrictions. Where possible, EV only bays have been situated away from property frontages.

In taking a mixed approach to the parking restrictions for electric vehicle charge points the Council aims to minimise additional parking pressure, whilst also meeting the growing demand for electric vehicle charge points. It will assess electric vehicle charge point usage to determine whether more EV dedicated bays are needed at electric vehicle charge points.

Why did you choose this location?

Electric vehicle charge points locations have been identified in response to driver requests; where gaps have been identified through our “Electric Vehicle Charging Strategy” mapping; and are also determined by the suitability of the on-street space. Each location has been reviewed and found suitable for the installation of electric vehicle charge points to meet current and future demand by;

- Highways Engineers
- Street Lighting Engineers
- Parking Design Team

Electric vehicle charging bays are not required at this location. Why do we need them here?

According to the Transport for London (TfL) “Travel Demand Survey”, an estimated 67% of Redbridge households have access to off-street parking and there are 29,453 vehicles in Redbridge parked on-street. Redbridge is predicted to have approximately 131,000 electric cars, 4,800 electric taxis and private hire vehicles, and 10,000 electric vans by 2035.

These on-street electric vehicle charge points are being provided for residents, visitors and businesses that do not have access to off-street parking. They therefore require to be able to charge their vehicles at the kerbside close to their properties.

New cars and vans powered wholly by petrol and diesel will not be sold in the UK after 2035, so increasing the requirement for on-street electric vehicle charging. As greater numbers of EVs are purchased and used across the borough, the requirements for parking spaces with charging will be met, offering the opportunity to park and charge vehicles.

For the UBER project does that mean these chargers are only for UBER vehicles?

No, the electric vehicle charge points that are funded by UBER can be used by residents, visitors, businesses, and Uber drivers on a first come first served basis.

Does that mean motorists will just wait here?

It is expected that the electric vehicle charge points will be used by Redbridge residents seeking to charge their vehicles close to their homes. As the number of charge points increases across the Borough, drivers will not need to drive to a different area to charge their vehicle.

How can I request additional electric vehicle charge point locations?

The Council welcomes suggestions for alternative locations for future installations. Please email evcp@redbridge.gov.uk with your requests and suggestions of locations for the installation of future electric vehicle charge points.

When will the chargers be installed?

The Council is looking to install these charge points in tranches.

The first tranches of UBER EVCPs will be installed in early 2024 and will continue until all 87 locations are completed.

However, due to a change in the technical standards for the installation of electric vehicle charge points following completion of the tender process, there is now a delay to the ORCS installation programme. The charge point supplier is reviewing its installation programme in light of these changes. Further information on installation timescales will be provided when known.

We anticipate further rounds of installations as other funding becomes available.

Will the new EV charging points lead to increased traffic on our roads?

The Council has not experienced nor received any resident feedback to suggest that there has been an increase in traffic for the charge points installed in the Borough to date.

In the future, it does not expect there to be an increase in traffic on roads where charge points are installed, because when the number of charge points increases across the Borough, drivers will not need to drive to a different area to charge their vehicles.

How long can EV drivers park in EV only bays? Do they have to be charging their vehicle in order to park there?

Generally, drivers do not have a maximum stay time limit, but must have their vehicle connected to a charge point and be charging.

In the case of EV charging points that are near stations, the maximum stay is four hours with a no return time suitable to the specific location.

Where there is an existing Controlled Parking Zone (CPZ) in force, only those CPZ or visitor permit holders will be eligible to use the bays.

What do you do where residents oppose the installation of the EVCP?

As part of the public consultation process, the Council notifies residents in closest proximity to the charge point locations and puts up the relevant statutory notices on nearby street furniture.

It then considers each objection/concern raised by residents, along with other technical considerations e.g. EVCP coverage, future demand profiles and requests in the area to determine its final decision on installation.