

Details of locations of electrical vehicles charging points

The Electric Vehicle Charging Point Delivery Plan was adopted by the Cabinet in September 2017 by setting a minimum target of installing 150 charging points by 2025. The charging points would provide a range of options targeting different markets. These are:

- Mid-range free standing bollard style chargers
- Residual slow charge units on street lamp posts
- Rapid charging points (similar to a petrol pump)

1) Mid-range charge points

Tower Hamlets Council have signed an agreement with the 'Source London' network to enable Blue Point to invest and pay for the initial installation costs in new mid-range charging points (3 to 4 hours to full charge) in the borough as part of the first tranche of implementation at the 39 sites listed, below:

Location	No. of points	Impact on current kerbside use / parking revenue
Tredegar Square	3	3 resident bays converted to EV bays – additional income from annual fee
Mile End Service Road	3	3 shared use (permit & pay & display) bays – converted to EV bays - annual fee compensates for lost income
St. Mark's Gate	3	3 permit holder bays converted to EV bays - additional income from annual fee
Wapping High Street by Hermitage Park	2	2 shared use (permit & pay & display) bays converted to EV bays – annual fee compensates for lost income
Turner Street	2	2 pay & display bays converted to EV bays- annual fee compensates for lost income
Wapping Wall	2	2 resident bays converted to EV bays– additional income from annual fee
Cable St	1	1 residents bay converted to EV bay – additional income from annual fee
Patriot Square	3	3 permit holder bays converted to EV bays - additional income from annual fee
Pomell Way	2	2 residents bays converted to EV bays – additional income from annual fee
Eric St	2	2 permit holder bays converted to EV bays - additional income from annual fee
Swanfield Street – attached map being corrected to show 3 bays rather than 2	3	3 business bays converted to EV bays - additional income from annual fee
Millharbour	4	Remove DYL to convert to EV bays - additional income from annual fee
Newby Place	3	1 coach bay converted to 3 EV bays – additional income from annual fee
East Arbour St	3	2 resident permit bays & 1 motorcycle bay converted to EV bays & relocate motorcycle bay to the East Side – additional income from annual fee
Shoulder of Mutton Alley	3	3 shared use bays (permit holders & pay & display bays) converted to EV bays – annual fee compensates for lost income

Each charging point requires a designated parking bay for the protected use of Electric Vehicles (EVs). As this would require a regulatory change to existing parking restrictions,

statutory consultation is required and will be undertaken by our Parking Service in the near future. Any formal objections received during the 28 day consultation period will have to be considered and any valid objections will need to be resolved before a designated EV parking bay can be installed. Any valid unresolvable objections will require consideration and decision by the Lead Member for Environment.

Work is currently ongoing in relation to the installation of 2) residual slow and 3) rapid charging points

2) Residual slow charging points (up to 8 hours to full charge):

This programme is dependent on funding from the Go Ultra Low City Scheme (GULCS) led by London Councils, TfL and GLA, as well as the procurement of a GULCS framework contract as a means of delivering the programme. However due to delays in procuring this contract the Council's own Term Street Lighting Contract will be used as the delivery mechanism for this programme until the GULCS framework is in place. The agreement to secure GULCS funding has been signed off. The funding for 2017/18 equates to approximately 6 free standing bollard style charging points or 16 lamp post charging points. A public consultation regarding the installation of this type of charging point was undertaken and ended on the 22nd December 2017 with 178 responses received. These sites do not require designated parking bays and are installed in a cluster of 3 in sites of interest and are available to drivers with appropriate Tower Hamlets parking permits. A advantage of this approach is that it is relatively quick to install. The disadvantage is that other drivers with non EVs may occupy spaces adjacent to charging points blocking access to them for EV users, including outside the normal operational hours of a controlled parking zone (CPZ), hence the reason for providing this type of charging point in clusters in a given area. The first lamp post charging points of this type were installed at the following locations:

- Hereford Street
- Wood Close
- Bacon Street
- Warner Place
- Wapping Wall

The next batch of lap post charging points are due to be installed in June 2018 at the following locations:

- Arbour Square
- Warner Place x2
- Wapping Wall
- Monza Street

3) Rapid charge points (30 minutes to full charge):

Our Legal Team are currently working on the license agreements to enable TfL to deliver rapid charge points at preferred location at no cost to the Council. There is likely to be a small annual payment to the Council for use of this highway space. TfL have installed their first charging point site of this type at Burdett Road near Portia Way and are only seeking to install 6 points of this type per annum, with focus on proximity to the main road network and locations attracting taxis, thus the locations have been selected to be as remote from residential property as much as possible. The sites currently being assess by TfL are:

- Maplin Street taxi rank extension (by Mile End Tube Station)
- Spindrifft Avenue DLR access road
- Orchard Place (below Leamouth/crossing flyover) as a hub site
- Wick Lane (southern stub-end opposite Duoro Street)

- Wapping High Street near Hermitage Park
- Rothbury Road north of Wansbeck junction