



Executive Director Housing, Regeneration & Public Realm

Report title: 2020/21 Electric Vehicle Charging Point Programme

Date: 18 March 2021

Key decision: Yes.

Class: Part 1.

Ward(s) affected: All.

Contributors:

Outline and recommendations

The purpose of this report is to gain approval to proceed with the implementation of a programme of electric vehicle charging points with dedicated bays across the borough, in line with the objectives of the Council's Low Emission Vehicle Charging strategy.

The Executive Director for Housing, Regeneration & Public Realm is recommended to:

- approve the implementation of the next phase of 34 residential electric vehicle charging points with dedicated bays
- Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
 - Finalising designs
 - Undertaking the required public/stakeholder engagement on schemes
 - Making the necessary traffic orders,
 - Implementing the necessary measures including signing/lining, and installation of EV charging points.
- Delegate to Officers the powers to enter into any appropriate licences necessary for third parties to install EV charging points.

Timeline of engagement and decision-making

The Council's Low Emission Vehicle Recharging Strategy was approved in July 2019

Residents have been invited to make requests for electric vehicle (EV) charging points via the details provided on the website page for the Council's Low Emission Vehicle Strategy. <https://lewisham.gov.uk/myservices/roads-and-transport/sustainable-transport/our-long-term-strategy-for-low-emission-vehicles>.

The Council has to date implemented 100 charging points across the borough with the appropriate engagement carried out on the detail.

Requests received until end of January 2021 were considered and reviewed by Officers when new sites were selected across the borough. By end of March 2021, letters will be sent to residents in selected streets notifying residents of the Council's proposal to install EV charging points on those streets. Responses to those letters will further been considered as part of the design process.

1. Summary

1. The purpose of this report is to gain approval to proceed with the implementation of a programme of electric vehicle charging points with dedicated bays across the borough, in line with the objectives of the Council's Low Emissions Vehicle Charging Strategy. The report seeks approval to proceed with these locations, as detailed in section 5 and 6 of this report.

2. Recommendations

- 2.1 The Executive Director for Housing, Regeneration & Environment is recommended to:
 - Approve the implementation of the next phase of 34 residential electric vehicle charging points with dedicated bays.
 - Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
 - Finalising designs
 - Undertaking the required public/stakeholder engagement on schemes
 - Making the necessary traffic orders,
 - Implementing the necessary measures including signing/lining, and installation of EV charging points.
 - Delegate to Officers the powers to enter into any appropriate licences necessary for third parties to install EV charging points.

3. Policy Context

- 3.1 Lewisham Council has developed a 'Low Emissions Vehicle Charging strategy' (LEVCS) (Background Document 1) for the Borough in direct response to the growing appetite for electric and hybrid vehicles in both the private and commercial communities. It is also in response to the strategy objectives set out in the Mayors Transport Strategy, London Plan, Lewisham Corporate Strategy, Lewisham Transport Strategy & Local Implementation Plan and Lewisham Air Quality Action Plan

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(Background Documents 2-7).

3.2 The strategy sets out a clear vision and objectives:

Vision: “To ensure that all of Lewisham’s residents, businesses and visitors are within 500m of an electric charging point by 2021, with a range of options available, that remain fit for purpose and encourage further uptake of low emission vehicles”.

Strategy objectives:

1) To support the following types of charging through provision of appropriate infrastructure in the right locations:

- a) Charging points in residential areas
- b) Charging points in town centres, workplaces and other key destinations
- c) Charging points for car club vehicles
- d) Charging points for freight and servicing
- e) Charging points for taxis

2) To make use of funding opportunities in order to provide and maintain EVCPs

3) To ensure the charging network remains fit for purpose, can cater for expansion and is adaptable to emerging technologies

4) To encourage more sustainable travel, including electric vehicles for any essential car trips, through supporting policy, initiatives and public engagement exercises, drawing on best practice from around the UK and beyond.

3.4 The strategy was developed over 2018/19, with an initial lifespan covering the period to 2022. Regular revisions are expected to be needed in the coming years due to the fast paced nature in the development of the technology involved in this emerging industry.

3.5 A key development that has emerged following engagement with stakeholders, is the requirement for all types of charging points to be installed with dedicated bays to ensure that the space adjacent to EV bays are reserved for EV users alone. It was not previously envisaged that this would necessarily be the case with residential overnight chargers if sufficient density along a street could be provided, which is unlikely to be the case in the short term.

3.6 The LEVCS is Council policy, and it is consistent with other policy. It aligns and supports the priorities of the Borough’s Corporate Strategy 2018-2022 especially priorities 1, 4 and 6 below;

- **Open Lewisham**, Lewisham is a welcoming place of safety for all, where we celebrate the diversity that strengthens us.
- **Building an inclusive local economy**, everyone can access high-quality job opportunities, with decent pay and security in our thriving and inclusive local economy.
- **Making Lewisham greener**, everyone enjoys our green spaces, and benefits from a healthy environment as we work to protect and improve our local environment.

3.7 There are further internal and external policy documents that influence or are influenced by the LEVCS. A detailed analysis of the policies can be found in chapter 1 of the LEVCS but below is an outline of the policies that the LEVCS aligns with or takes direction from.

- **The Climate Change Act 2008** – This Act saw the UK tasked with reducing

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emissions by at least 80% by 2050, with London being set a target to reduce annual emissions of CO₂ by 60% in the same time frame. The responsibility was placed on all sectors; however, the Mayor's Climate Change Mitigation and Energy Strategy (CCMES) suggested the transport sector should contribute to the wider target by making a 48% reduction in transport CO₂ emissions.

- **The Government's Clean Air strategy** – This strategy was published in January 2019, setting out plans to meet ambitious legally binding international targets to reduce emissions of the 5 most damaging air pollutants by 2020 and 2030. This strategy outlines the government's ambitions relating to reducing air pollution, making air healthier to breathe, protecting nature and boosting the economy. The strategy sets out a clear direction for future air quality policies and goals. Emissions from road transport have been in the spotlight because of their impact on local air quality, but the government is committed to cutting air pollution from all forms of transport.
- **The London Plan** – states that all new developments must provide 20% active provision of parking spaces with electric vehicle chargers with passive provision for all remaining spaces, which have the cabling prepared so that chargers can be added when demand increases in the future. Installing passive ducts and cabling greatly reduces the time, cost and disruption of installing additional bays in the future.
- **Mayors Transport Strategy (MTS)** – The MTS introduces the concept of healthy streets and suggests that streets make up 80% of the city's public space. There are 10 components of the healthy streets agenda, two of which directly relate to electric vehicles; improving air quality and reducing traffic noise. Electric vehicles would contribute to achieving both of these goals within Lewisham and across the city.

A key action within the MTS was the implementation of the Ultra Low Emission Zone (ULEZ), which came into force in 2019 and covers London's current congestion zone area for vehicles failing to meet the Euro 6 emissions standard for diesel, and Euro 4 for petrol (Euro 3 for motorcycles). An expansion in the ULEZ area ('ULEX') is programmed for October 2021 and this new area will include all parts inside the north and south circular which covers approximately 50% of Lewisham.

- **Lewisham Air Quality Action Plan (AQAP) 2016 -2021** – This AQAP has been produced as part of the council's duty to London Local Air Quality Management. It outlines the action we will take to improve air quality in the London Borough of Lewisham between 2016–2021. It includes an action to increase the number of electric vehicle charging points across the borough.
- **Lewisham Transport Strategy & Local Implementation Plan 2019-2041 (LIP3)** – The LIP sets out how the borough is going to achieve the targets set out in the MTS. Several LIP objectives and programmes focus on reducing traffic and improving air quality. It recognises that whilst the overall aim is to encourage a shift to more sustainable modes of transport, there will always be a certain proportion of trips that need to be made by motorised vehicle. The borough has a role in facilitating the transition to electric vehicles for these trips, and the LIP includes a contribution towards the implementation of electric vehicle charging points.

4. Background

- 4.1 Improving local air quality by reducing emissions from road traffic is a priority for Lewisham. In February 2019, Lewisham Council became the second London borough to declare a climate emergency and began working towards prioritising the delivery of a carbon neutral borough by 2030.
- 4.2 Providing an accessible network of electric vehicle charging points will play a vital role in

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facilitating the uptake of electric vehicles, which is a necessity to deliver air quality improvements and achieve the Mayor of London's target for a zero-emission transport network by 2050.

- 4.3 Whilst electric vehicles are likely to play a significant role in improving air quality in the medium term; they should be considered as part of the mix when moving towards healthier and more sustainable modes of transport, rather than a wholesale solution. As supported by the Lewisham Transport Strategy and LIP 2019-2041 and Lewisham's Cycling Strategy 2017 documents, enabling more people to travel actively and reducing car-dependency would have a more lasting and holistic impact on health and air quality in Lewisham.
- 4.4 Electric vehicle ownership in Lewisham is forecast to rise rapidly in the next eight years with an estimated 1,398 plus electric vehicles registered to Lewisham residents and businesses by 2025 (TfL ULEV Delivery Plan). This represents a significant rise in ownership levels in the borough from just 280 electric vehicles registered at the start of 2018.
- 4.5 Figure 1 shows the coverage achieved by the initial 100 charging point locations that were put in place by February 2020. This consisted of a mix of types of charging points as set out in the LEVCS: 3kw (overnight residential charging), 7kw (a 3-4 hour fast charge) and 50kw (rapid 30min charging).

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London Borough Of Lewisham

Electric Vehicle Charging Point Coverage

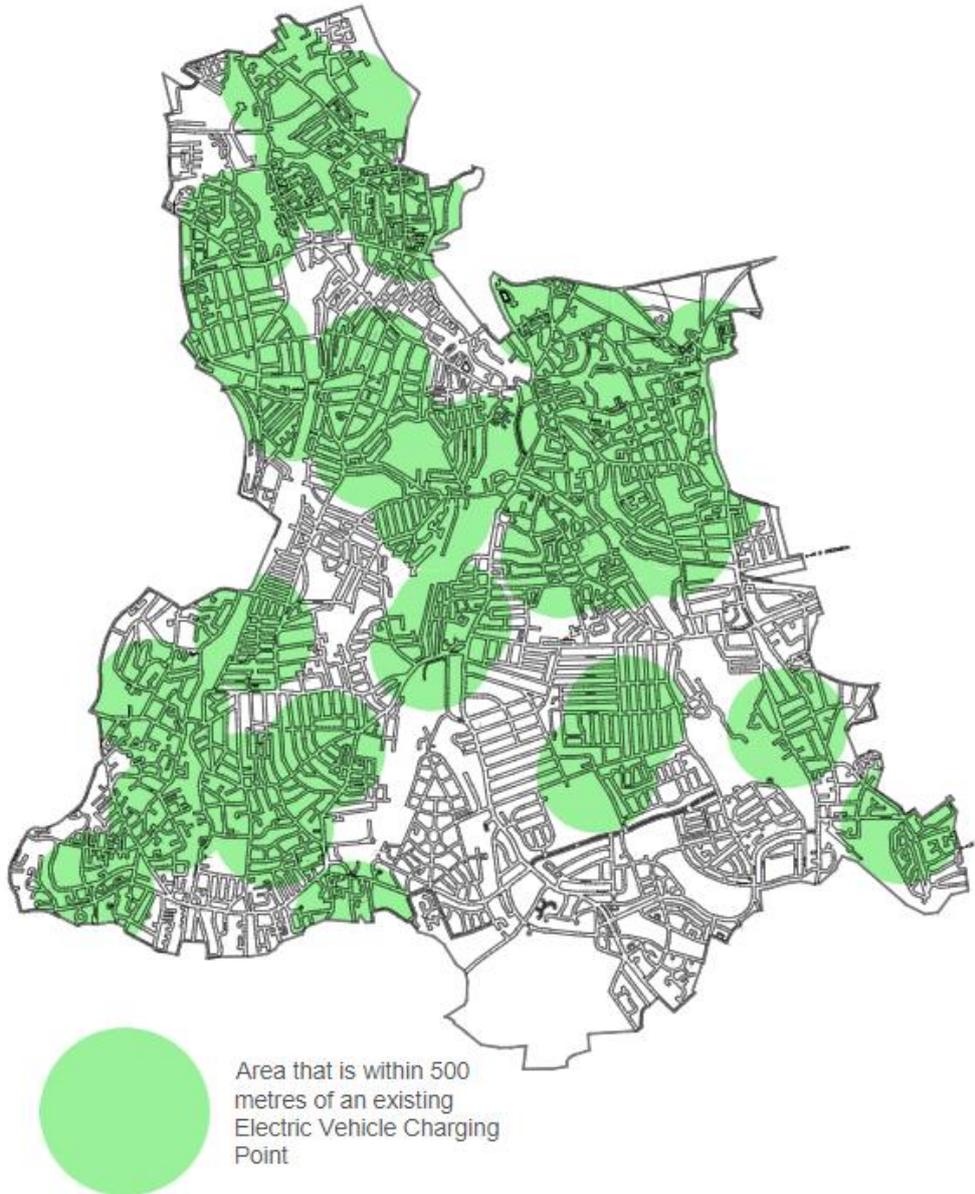


Figure 1- Coverage of Electric Vehicle Charging Points in Lewisham

5. Proposed 2020/21 Electric Vehicle Charging Point Locations

- 5.1 The map in Figure 2 shows the number of charging point locations (with multiple points per location) that are required by the end of 2021 to fulfil the strategy's 500m vision shown in section 3. There are 34 new locations required, identified by red circles, which will be filled using 3kw overnight chargers through the Go Ultra Low City Scheme (GULCS) in the short term. Future revisions to the strategy will consider how to increase the density of provision in line with demand, and the most appropriate type of charger to use. It is anticipated that the next phase of expansion will see an increase in 7kw provision.

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London Borough Of Lewisham Electric Vehicle Charging Point Coverage

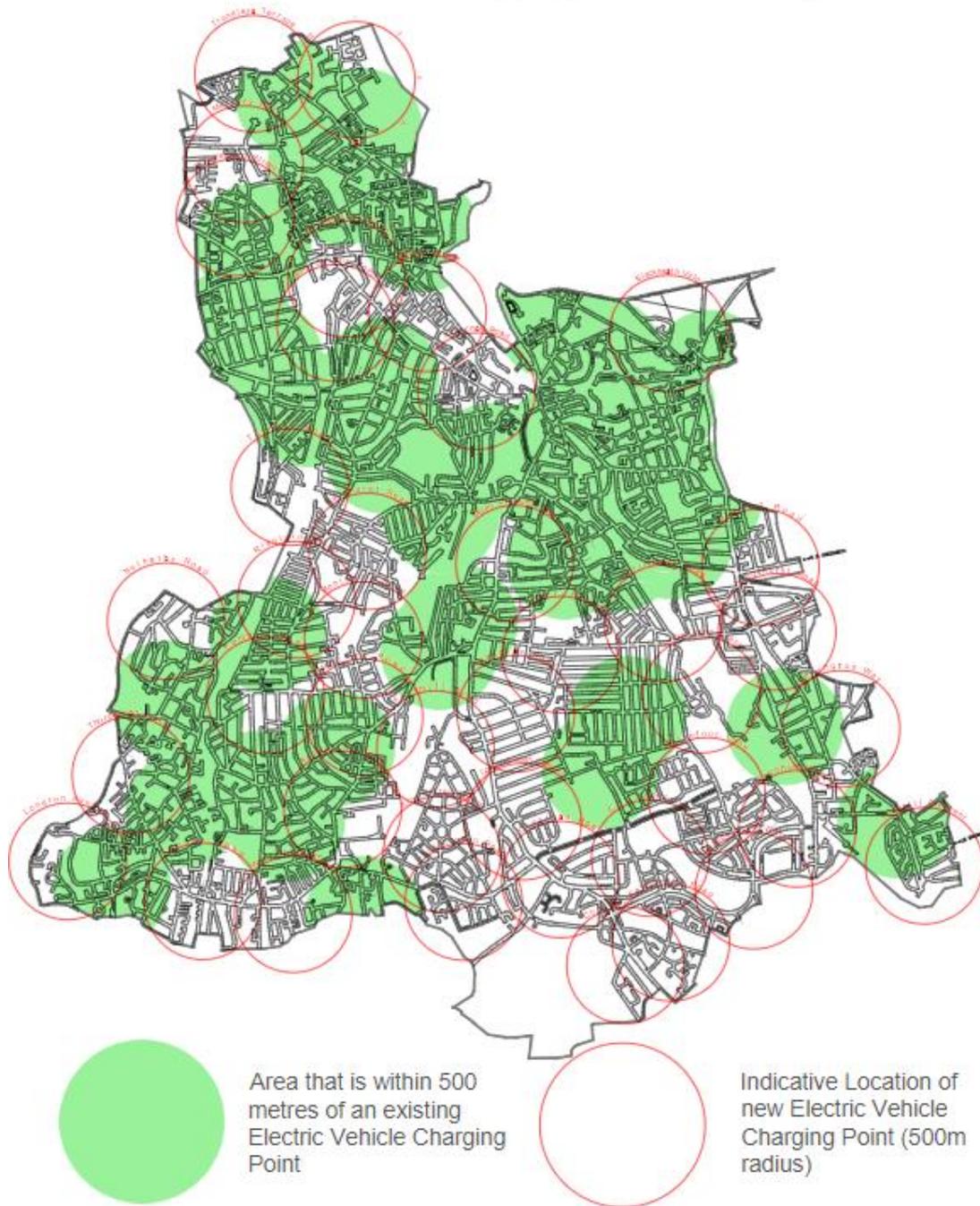


Figure 2 - Indicative locations of the next 34 residential charging points to be installed to meet the LEVCS 500m Vision by 2021

- 5.2 The proposed residential charging point locations are shown in Table 1. Numbers 1 to 34 are listed according to priority, while numbers 35 to 41 are listed as contingency locations should any issues arise with the other sites. The streets listed are each within one of the 500m radii shown on the plan in Figure 2.

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Priority Locations				Contingency Locations	
Site number	Street	Site number	Street	Site number	Street
1	Algernon Road	18	Netherby Road	35	Lushington Road
2	Admiral Street	19	Kingshurst Road	36	Watlington Grove
3	Salehurst Road	20	Bowditch	37	Selworthy Road
4	Riseldine Road	21	Upwood Road	38	Thorpewood Avenue
5	Montacute Road	22	Whitefoot Lane	39	Downham Way W
6	Kemble Road	23	Downham Way E	40	Jevington Way
7	Turnham Road	24	Fordmill Road	41	Clayhill Crescent
8	Mount Pleasant Road	25	Cumberland Place		
9	Elmer Road	26	Oldstead Road		
10	Marler Road	27	Coniston Road		
11	Blackheath Vale	28	Trundleys Terrace		
12	Shardeloes Road	29	Churchdown		
13	Wrigglesworth Street	30	King Alfred Avenue		
14	Springbank Road	31	Conisborough Crescent		
15	St Donats Road	32	Venner Road		
16	Mercury Way	33	Farmfield Road		
17	Penerley Road	34	Longton Avenue		

Table 1 – Indicative locations for new charging points. Locations relate to Figure 1 plan.

5.3 Sites were prioritised according to the process outlined in Section 6.

6. Process

6.1 Information regarding the Council's Low Emission Vehicle Strategy was made available on the Council website at <https://lewisham.gov.uk/myservices/roads-and-transport/sustainable-transport/our-long-term-strategy-for-low-emission-vehicles>.

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- 6.2 This included an email address (electricalvehicles@lewisham.gov.uk) for making suggestions for locations where charge points could usefully be installed. Over 250 emailed suggestions were received between August 2020, following installation of the first phase of residential charge points (phase 1) and the end of January 2021 for individual households (i.e. more than one request for a household was considered as a single request).
- 6.3 Locations for new charge points were selected and prioritised according to a number of criteria including:
- Number of requests received (one recorded per household);
 - Proximity to existing EV charging points;
 - Location relative to the upcoming expansion of the TfL Ultra Low Emission Zone (ULEX), with locations wholly or partially within the ULEX area receiving higher priority than those outside of it.
- 6.4 Residents on the streets including the location of a proposed residential charging point will be informally consulted by a letter, alongside the TMO process mentioned below including a plan of the proposed site location.
- 6.5 It is further proposed that the electric vehicle charging points be supported by dedicated parking bays. These would consist of bay markings on the ground with the text 'Electric Vehicles Only' or similar text as permitted by the Traffic Signs Regulations and General Directions 2016 (TSRGD 2016) for this type of bay.
- 6.6 These parking bays would restrict parking only to electric vehicles that are plugged in and charging. They are installed using a Traffic Management Order (TMO) advertised and made under powers granted by the provisions of Section 6 the Road Traffic Regulation Act 1984 (RTRA) following procedures as set out in Section 8 of this report.
- 6.7 Charging points may be installed independently and parking bays installed at a later date, if necessary.
- 6.8 Formal sign-off of any appropriate licences necessary for third parties to install EV charging points will be required, including any existing charging points.
- 6.9 Future prioritisation for charging points should continue to follow this model in the short term (the next 1-2 years). In the longer term, this process should be reviewed as the number of EVs increases. The impact of wider adoption of EVs should also be considered as part of future CPZ programmes, including a decision how EV charging points function either as part of resident parking bays or if dedicated EV bays remain an option.

7. Financial implications

- 7.1 This report is seeking approval for the implementation of the next phase of 34 residential electric vehicle charging points with dedicated bays as part of the Council's Low Emissions Vehicle Charging strategy.
- 7.2 The project will cost up to £222k. Lewisham has successfully secured £120k GULCS funding for 2020/21 which requires at least 25% of match funding. Up to £102k match funding will be taken from the borough's 2020/21 LIP allocation. The funding must be used to fund residential charging infrastructure, such as the 3kw satellite bollard option identified in the strategy. No additional council resources are required to fund this project.

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8. Legal implications

- 8.1 The London Local Authorities and Transport for London Act 2013 provides that the Council as a London authority may provide and operate charging apparatus for electrically powered motor vehicles, or may grant a person permission to provide and operate such apparatus, in any public off-street car park under their management or control or on any highway for which they are responsible as highway authority. If granting permission for someone else to provide the apparatus the Council can grant it upon such conditions as they think fit, including conditions requiring the payment to the authority of such reasonable charges as they may determine.
- 8.2 The Road Traffic Regulation Act 1984 (RTRA) sets out the legal framework for traffic management orders. These will be required to install dedicated parking bays for Electric Vehicle Charging Points as outlined in Section 6 of this report.
- 8.3 Section 122 of the Act imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) 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'.
- 8.4 The matters set out in S122(2) are:-
- a) the desirability of securing and maintaining reasonable access to premises;
 - b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
 - d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - e) any other matters appearing to the local authority to be relevant.
- 8.5 The procedures for making permanent traffic management orders and the form that they should take are set out within the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. These requirements included a requirement for a period of Statutory Consultation of no less than 21 days, during which objections to the proposals may be made by the public. These objections must be addressed and formally resolved or over-ruled before the TMO can be advertised as made and parking restrictions (such as dedicated Electric Vehicle bays) installed.
- 8.6 The Department for Transport published advice on 21st April 2020 at: <https://www.gov.uk/government/publications/traffic-orders-advertising-during-coronavirus-covid-19> . This advice suggests ways in which authorities can continue to make traffic orders, whilst complying with the intention of the legislation for making those orders. Certain requirements are difficult for local authorities to implement due to current restrictions under the circumstances of the Covid-19 emergency. Specifically, these are:
- the publishing of order adverts in local newspapers - newspapers may have moved to online publication only or closed
 - the posting of site notices on streets and concerns about the risks to staff

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- making traffic orders available for public inspection at an authority's offices which may be closed
- 8.7 The Traffic Management Act 2004 (TMA) is the primary legislation for the management of parking in England. It reinforces the legal duty under the RTRA to ensure the expeditious movement of traffic. Part 6 of the TMA affects parking and is accompanied by statutory and operational guidance documents. Councils are legally obliged to 'have regard to' the former, while the latter sets out the principles underlying good parking management and recommends how this can be achieved.
- 8.8 The main principles advocated in the TMA statutory guidance are:
1. managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty
 2. improving road safety
 3. improving the local environment
 4. improving the quality and accessibility of public transport
 5. meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car
 6. managing and reconciling the competing demands for kerb space.
- 8.10 Town and Country Planning (General Permitted Development) (England) Order 2015 ("GPDO") provides the Council with a permitted development right for *the erection or construction and the maintenance, improvement or other alteration of amongst other things electric vehicle charging points and any associated infrastructure. Where it is not the Council that is providing the charging point, the person providing the charging point will need to ensure that either the necessary planning permission is obtained or that complies with the conditions for providing charging points in off-street parking areas set out in Class D and E of Part 2 of Schedule 2 of the GPDO*
- 8.11 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.12 In summary, the Council must, in the exercise of its function, have due regard to the need to:
- a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
 - b) advance equality of opportunity between people who share a protected characteristic and those who do not;
 - c) Foster good relations between people who share a protected characteristic and persons who do not share it.
- 8.13 The duty continues to be a "have regard duty", and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.
- 8.14 The Equality and Human Rights Commission has issued Technical Guidance on the

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Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:

<https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>.

- 8.15 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:
1. The essential guide to the public sector equality duty
 2. Meeting the equality duty in policy and decision-making
 3. Engagement and the equality duty
 4. Equality objectives and the equality duty
 5. Equality information and the equality duty
- 8.16 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>.

9. Equalities implications

- 9.1 The Council's Comprehensive Equality Scheme for 2016-20 provides an overarching framework and focus for the Council's work on equalities and helps ensure compliance with the Equality Act 2010.
- 9.2 An Equalities Analysis Assessment (Supporting document 5) has been developed alongside the LIP to ensure that any potential adverse impacts were fully considered and, where necessary, appropriate changes made. The overall findings of the assessment were that the proposals within the LIP on balance do not discriminate or have significant adverse impacts on any of the protected characteristics. This includes the provision of Electric Vehicle Charging Points.
- 9.3 Table 2 provides an overall assessment of the current proposals as a whole. The analysis that follows then considers in more detail the protected characteristics where it is considered that there is an impact, and the reasons for this.

Protected Characteristic	Overall Assessed Impact of Proposals
Age	Minor positive

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Protected Characteristic	Overall Assessed Impact of Proposals
Disability	Neutral
Gender reassignment	N/A
Marriage and civil partnership	N/A
Pregnancy and Maternity	Minor positive
Race	Minor positive
Religion or Belief	N/A
Sex	N/A
Sexual Orientation	N/A

Table 2 – Overall assessment of proposals

- 9.4 New Electric Vehicles remain relatively expensive to purchase, meaning that they may be less accessible to those on lower incomes. However, a number of grants are available to help reduce the cost of ownership and the Mayor of London has plans as part of the ULEZ supporting measures to make grants available to those on lower incomes. The second hand EV market has now matured with EVs becoming a viable option, this policy aims to support those adopting these vehicles in Lewisham.
- 9.5 The provision of charging points across the borough is expected to encourage take-up of EVs as they become more financially viable and widely available. This is expected to lead to improvements in air quality, with those groups listed as receiving a minor positive impact in Table 2 expected to benefit more from this intervention as they are more susceptible to the negative impacts of poor air quality.
- 9.6 The infrastructure to be provided for electric vehicle charging will be located to ensure that the charge points do not become an obstruction and that minimum footway widths will be maintained so that accessibility is maintained.

10. Climate change and environmental implications

- 10.1 There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. The delivery of further charging points will help enable residents, businesses and visitors to the borough to gradually transition to electric vehicle ownership/use. This should result in improvements to air quality.
- 10.2 The installation of further EV charging points will assist the borough to meet its carbon neutral target, develop the growth of quieter, less polluting neighbourhoods and help to improve air quality.

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11. Crime and disorder implications

11.1 There are no specific crime and disorder implications resulting from these measures.

12. Health and wellbeing implications

12.1 The charging points, will not interfere with any Convention rights. Article 1 of Protocol 1, the right to peaceful enjoyment of one's property, might be triggered. However, this is not an absolute right and so may be balanced against the benefits brought about by the expansion of the EV charging point network. Officers are of the opinion that the benefits of the network would outweigh interference of this right.

13. Background papers

1. Low Emission Vehicle Charging Strategy 2019-2022
<https://lewisham.gov.uk/myservices/roads-and-transport/sustainable-transport/our-long-term-strategy-for-low-emission-vehicles>
2. Mayors Transport Strategy (MTS)
<https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy>
3. London Plan
<https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/draft-new-london-plan/>
4. Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)
<https://lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/local-implementation-plan>
5. Lewisham Local Implementation Plan - Equalities Analysis Assessment
<http://councilmeetings.lewisham.gov.uk/documents/s62495/Equalities%20Impact%20Assessment.pdf>
6. Corporate Strategy 2018-2022
<http://councilmeetings.lewisham.gov.uk/documents/s61022/Draft%20Corporate%20Strategy%202018-2022.pdf>
7. Lewisham Air Quality Action Plan (2016-2021)
<https://www.lewisham.gov.uk/myservices/environment/air-pollution/Documents/LewishamAirQualityActionPlanDec2016.pdf>
8. Traffic orders: advertising during coronavirus (COVID-19) (DfT April 2020)
<https://www.gov.uk/government/publications/traffic-orders-advertising-during-coronavirus-covid-19>

14. Glossary

The table below includes a glossary of terms, abbreviations and acronyms used in this report

Term	Definition
COVID-19	Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus
DfT	Department for Transport

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Term	Definition
EHRC	Equality and Human Rights Commission
EAA	An Equalities Analysis Assessment (EAA) is undertaken when making changes to the way a service is being delivered to ensure that the Council is meeting its obligations in relation to the Equality Act 2010 and the Council's equality objectives
Equality Act 2010	The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society.
EV	Electric Vehicle - a vehicle which can be wholly or partially propelled by electrical motive power derived from an electrical storage battery and can be charged from a mains electrical source external to the vehicle.
GULCS	Go Ultra Low City Scheme - a programme by the Office for Low Emission Vehicles within the Department for Transport. It aims to provide funding to local authorities in the UK that encourages thousands of people to consider switching to an electric car.
Highways Act 1980	An Act of the Parliament of the United Kingdom dealing with the management and operation of the road network in England and Wales
LEVCS	Low Emission Vehicle Charging Strategy 2019-2022 published by Lewisham Council in July 2019.
RTRA 1984	The Road Traffic Regulation Act 1984 is an Act of Parliament in the United Kingdom, which provides powers to regulate or restrict traffic on UK roads, in the interest of safety
TfL	Transport for London
TLRN	Transport for London Road Network – a network of roads for which Transport for London is the Highway Authority
TMA	The Traffic Management Act 2004 (TMA) is an act of parliament that was introduced to tackle congestion and disruption on the road network. The TMA places a duty on local authorities to make sure traffic moves freely and quickly on their roads and the roads of nearby authorities
TMO	A Traffic Management Order (TMO) is a legal order made by a Local Authority which manages the behaviour of all road users and which is consulted on prior to restriction being made live

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Term	Definition
ULEX	An expansion in the ULEZ area programmed for October 2021 to include all roads in London inside the north and south circular, which covers approximately 50% of Lewisham
ULEZ	The TfL Ultra-Low Emission Zone within the same area of central London as the Congestion Charge, which operates 24 hours a day, 7 days a week, every day of the year, except Christmas Day (25 December). Most vehicles, including cars and vans, need to meet the ULEZ emissions standards or their drivers must pay a daily charge to drive within the zone
Zero carbon	Achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon removal or simply eliminating carbon emissions altogether

15. Report author and contact

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16. I approve the recommendations in this report

Signed:



Kevin Sheehan

Executive Director for Housing, Regeneration and Public Realm

19th March 2021

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