

The Royal Borough of Kensington and Chelsea electric vehicle charging strategy

The Royal Borough of Kensington and Chelsea is determined to support electric vehicle owners and to encourage more residents to change from internal combustion engine cars to electric vehicles. We want our residents to be confident that they will be able to charge them quickly and conveniently. As most of our residents do not have off-street parking facilities, and therefore cannot install their own electric vehicle chargers, we must provide charging points on-street.

We believe that the charging network should be varied and include different types of charging infrastructure operating at different speeds (residential 3kW, trip-destination 7-22kW, and rapid charging 50kW) to provide for a range of needs.

Currently we have 41 Source London charging points. Two more will be operational by the end of November and we plan to install a further 41 in Spring 2020. These are a mix of 7kw and 22kw. We also have over 200 lamp column chargers and will continue to install more in response to requests from residents and to fill any gaps in the network. In addition, we are working with TfL to install three rapid chargers in early 2020, with at least one more to follow soon after.

At present, 87 per cent of all residential properties in the borough are within 200 metres of a charging point and we expect to achieve practically 100 per cent in early 2020, with a future ambition of bringing this down to 100 metres. The figure published by Department for Transport showed that at the start of October, there were 104 charging devices available to the public, for every 100,000 residents. By the end of 2019, we expect this number to be c. 177 charging points for every 100,000 residents and will continue to improve on this in future years.

We have registered our interest in bidding for a second tranche of Go Ultra Low City Scheme funding to continue in 2020. We have also set aside LIP funds to continue with lamp column installations in the meantime.

Both lamp column and Source London charging points are primarily aimed at residential use. Expansion of the programme will take account of residents' requests, usage data, data on electric vehicle parking permits and gaps in the network.

We are aware that number of electric vehicles on our streets is increasing rapidly, and the forecast for London is expected to reach between 145,000 and 335,000 vehicles by 2025.

The Mayor of London's Electric Vehicle Infrastructure Delivery Plan estimates that by 2020 London will need between 230 and 400 rapid, and 4,800 and 8,000 residential slow to fast chargers, assuming a higher emphasis on residential charging. The latest DVLA figures show that roughly 4.5 per cent of the 25,549 plug-in cars and light goods vehicles registered in London, are registered in Kensington and Chelsea. Using this percentage, it would mean that the borough would need 10 – 18 rapid chargers and 216 – 360 slow to fast chargers. We are confident that we will meet the target for slow to fast chargers but may find it challenging to find locations for quite so many rapid chargers in a borough so small and densely populated that parking space is at a premium.

Currently there are 632 fully electric vehicles with Royal Borough parking permits. Our permit tariff system is based on emissions so electric vehicles are in the lowest charging band and next year we are looking at introducing a new electric vehicle band to reduce costs to electric vehicle owners further. We are also reviewing how we charge for visitor parking and expect that in 2020 we will

encourage electric vehicle uptake further by charging less for electric vehicles to park in pay and display parking.