

# **Residential chargepoint demand assessment for Bromley Council**

Local Government Support Programme

August 2021



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# 1. Executive Summary

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This report identifies areas of potential demand for public residential electric vehicle (EV) chargepoints in the London Borough of Bromley. This analysis has been undertaken as part of the Local Government Support Programme, which is funded by the Department for Transport.

This report aims to support Bromley Council in the expansion of their existing public charging network by identifying priority streets and car park sites for additional chargepoint installations. Energy Saving Trust has developed a unique data layer to identify streets and neighbourhoods where residents are more reliant on on-street parking, and therefore public charging provision. Installations may be eligible for financial support through the **On-Street Residential Chargepoint Scheme (ORCS)**.

As of July 2021, there were 76 public chargepoints in Bromley, according to the National Chargepoint Registry. Streets within a six-minute walk from an existing 7 kW or slower chargepoint (approximately 3% of streets) have been excluded from this analysis.

Of the remaining streets, it is estimated that **nearly two in five residential streets (1,109 streets) are made up of more than 70% terraced properties or flats** and are therefore a priority for public charging provision. **197 of these streets are also within a six-minute walk of a location requested by a resident for charging infrastructure and in areas with the least access to public transport** (PTAL scores of 0-4), leading to their classification as high priority areas.

Further assessment removed nine high priority streets due to parking restrictions. When giving precedence to resident requests received only from those *without* off-street parking, **133 high priority streets** remain. As agreed with the council, vehicle ownership and network capacity were not used as factors to prioritise locations.

ORCS funding can also be used to support chargepoint installations in council-owned car parks. **Nine council-owned car parks, out of the 33 assessed, have been identified as priority sites to consider installing public chargepoints** as they are within a six-minute walk of at least one high priority street. Some car parks would require adjustments to their opening and charging hours to be eligible for ORCS funding, and none have existing chargepoints.

The locations identified within this report will need to be refined by the council based on local knowledge, site surveys, resident feedback, and discussions with the Distribution Network Operator and chargepoint operators. Energy Saving Trust is able to provide results of the analysis in either geospatial or database format to allow further exploration.

Further support is available through the Local Government Support Programme. When preparing for an ORCS application, authorities are advised to get in touch as early as possible with the dedicated ORCS team at Energy Saving Trust via: [onstreetchargepoints@est.org.uk](mailto:onstreetchargepoints@est.org.uk).

## 2. Introduction

Local authorities have a crucial role to play in developing an electric vehicle (EV) charging network that is affordable, reliable, and accessible for existing and prospective EV drivers. While EVs are most conveniently and economically charged at home, residents without access to a home chargepoint will be reliant on convenient access to public charging to enable their transition to EVs.

As of 1<sup>st</sup> July 2021, there were 80 public charging devices in the London Borough of Bromley<sup>1</sup> (Bromley, hereafter). This report has been developed to support Bromley Council to expand their existing public chargepoint network, alongside the council's plans to secure funding from the **On-Street Residential Chargepoint Scheme (ORCS)**.

The ORCS grant provides financial support to local authorities installing public chargepoints on-street or in local authority-owned car parks. Funding from ORCS can cover up to 75% of capital costs of procurement and installation of residential chargepoints, up to a maximum of £13,000 per chargepoint. Where funding over £7,500 is requested, evidence of high connection costs must be provided. **Table 1** outlines criteria that locations should aim to meet to receive funding from the ORCS grant.

**Table 1** – Summary of criteria for suitable locations for the ORCS grant.

Location criteria	Evidence to provide in your application
Chargepoints will be located in residential areas	<ul style="list-style-type: none"> <li>provide evidence of properties <i>without</i> off-street parking near the proposed chargepoints.</li> <li>demonstrate that residents will be the primary chargepoint users and will be given priority access as needed, if the proposed location is not entirely residential</li> </ul>
Proposed location(s) must lack off-street parking	
Location(s) will meet current or anticipated future demand	<ul style="list-style-type: none"> <li>highlight any resident requests for chargepoints.</li> <li>provide evidence of current or future EV ownership.</li> </ul>
Chargepoints will be accessible to local residents	<ul style="list-style-type: none"> <li>include details of any parking restrictions for all proposed sites.</li> </ul>
Chargepoints should be available for use 24/7	<ul style="list-style-type: none"> <li>ensure any car park sites meet the <a href="#">car park criteria</a> (outlined in the Appendix, p.24).</li> </ul>

<sup>1</sup> Data taken from Department for Transport, *Electric vehicle charging device statistics: July 2021*. Available from [gov.uk](http://gov.uk). Original data sourced from EV charging point platform [Zap-Map](#).

This report sets out to provide evidence that may support the justification of proposed chargepoint sites as part of an ORCS application. Further details on the [ORCS application process and eligibility criteria](#) are available via the Energy Saving Trust website.

## 2.1. Scope of this report

Energy Saving Trust undertook a desk-based exercise to identify potential locations, either on-street or in public car parks, suitable for the installation of residential chargepoints in Bromley. The suitability of locations for installing chargepoints has been assessed using multiple indicators, including:

- proximity to **existing chargepoints**,
- likelihood that residents **rely on on-street parking**,
- proximity to **resident requests**,
- and **accessibility of public transport**.

These factors have been considered following conversations with Bromley Council and are relevant for demonstrating the eligibility of a location for the ORCS grant.

Results are presented in this report using maps to allow hotspots to be visually identified. Full details of locations and data considered as part of this study are also available in either a geospatial or database format.

The results of this report indicate potential demand for chargepoints based on the likelihood that nearby residents will rely on public charging infrastructure in the future, primarily due to the nature of the housing stock and parking on each street. Many other factors will influence the likelihood and rate of EV adoption by residents, and the Energy Saving Trust is unable to guarantee utilisation of chargepoints in these locations. It is suggested that a combination of local knowledge, site surveys, resident feedback, and discussions with the relevant Distribution Network Operator (DNO) and chargepoint operators are used to further refine the list of priority streets and car parks identified within this report.

## 3. Methodology

The suitability of locations for the installation of public residential chargepoints has been assessed using five factors, presented in **Figure 1**.



**Figure 1** – Factors used to assess the suitability of installing public residential chargepoints.

The following sections provide an explanation of the data and techniques used to assess streets based on these factors.

### 3.1. Existing infrastructure

As of 1<sup>st</sup> July 2021, there were 80 public chargepoints in Bromley according to data provided by the electric vehicle and chargepoint platform [Zap-Map](#) for the Department for Transport<sup>2</sup>. There are currently 24 charging devices per 100,000 people in Bromley, which falls below the average for outer London boroughs of 51 devices per 100,000<sup>2</sup>.

Data from the **National Chargepoint Registry (NCR)** was reviewed to establish the locations of existing public chargepoints<sup>3</sup>. The NCR is an open database of publicly available chargepoints for EVs in the UK, managed by the Department for Transport. The NCR only lists chargepoints that are accessible to the public without the requirement to be a customer or patron of a particular business or landowner. Not all public chargepoints are listed on the NCR, and Energy Saving Trust is unable to verify the coverage or accuracy of the sites listed on the database. As of 2<sup>nd</sup> July 2021, there were 76 public chargepoints in Bromley listed on the NCR. 42 of these chargepoints were classified as being located either on-street or in a public car park, and 85% have a 22 kW or lower power rating.

**Table 2** provides a comparison of the number of chargepoints by power rating listed on the NCR and according to Department for Transport statistics. Chargepoints on the NCR with multiple connectors were classified according to the fastest charging available at that site.

<sup>2</sup> *Electric vehicle charging device statistics: July 2021* available from [gov.uk](#).

<sup>3</sup> National Chargepoint Registry database available from [gov.uk](#). Accessed 02 July 2021.

**Table 2** – Number of public chargepoints in Bromley by power rating listed on the NCR and Department for Transport statistics (July 2021).

Source	Total devices	Slow (3.7kW)	Fast (7kW)	Fast (11-22kW)	Rapid (>43kW)
National Chargepoint Registry (July 2021)	76	4 (5%)	50 (66%)	11 (14%)	11 (14%)
Department for Transport EV charging device statistics (July 2021)	80	N/a	N/a	N/a	16 (20%)

Each street in Bromley has been categorised according to the number of chargepoints within a six-minute walk listed on the NCR database<sup>4</sup>. A six-minute walk is considered a suitable maximum distance that residents will comfortably walk to charge their vehicle. Chargepoints with a power rating between 3 and 7kW are typically suitable for overnight residential charging. Streets or neighbourhoods that are not currently served by a public residential chargepoint (7kW or lower) may be a priority for future installations to ensure an even coverage across the borough.

The suitability of council-owned car parks for the installation of public chargepoints has also been assessed. Details of 33 public car parks in Bromley were provided by the council, eight of which are known to have EV charging facilities.

As well as determining where there are gaps in the existing network, understanding utilisation of existing chargepoints is important to gauge whether the network is meeting current charging demand and how it will perform in the future. An area may have a high number of chargepoints, but if these are often fully utilised, additional chargepoints may still be required to meet demand. The results of this report should ideally be considered alongside utilisation data available to the council to determine whether existing chargepoint locations require reinforcement.

### 3.2. On-street parking demand

Suitable locations for the ORCS grant must demonstrate a lack of off-street residential parking nearby. The English Housing Survey (EHS) is a national survey of people's housing circumstances and the condition and energy efficiency of housing in England. Data from the 2018 EHS<sup>5</sup> reveals that terraced properties and flats are more likely to rely on on-street parking provision, as shown

<sup>4</sup> Isochrone analysis in QGIS has been used to identify the number of chargepoints within a six-minute walk of each street.

<sup>5</sup> Parking provision by dwelling type retrieved from [gov.uk](https://www.gov.uk): data table DA2201. Accessed June 2021.

in **Table 3**. It is worth noting, the EHS does not specify the proportion of households that use council-owned or private car parks.

**Table 3** – Parking provision by property type, summarised from English Housing Survey (2018)<sup>3</sup>.

Property type	No parking provision (%)	Off-street parking provision (%)	On-street parking provision (%)
Terraced	1.5	49.5	48.9
Semi-detached	0.4	85.2	14.4
Detached	*	98.5	1.5
Flats (average, unweighted)	6.3	31.3	62.4

\*Sample size too small for reliable estimate.

While these figures refer to a national average, access to off-street parking varies significantly across England. According to the Mayor’s London EV Infrastructure Delivery Plan, an estimated **24% of all London households have a car but don’t have access to off-street parking**. In the borough of Bromley, this falls to less than 15%<sup>6</sup>.

The number of properties by type on each street in Bromley has been aggregated from the Energy Saving Trust **Home Analytics database**, which provides detailed insights into the UK housing stock. This data has been used to estimate the percentage of properties on each street that are either terraced or flats. Only streets with at least one residential property have been included within the subsequent analysis.

Streets with a high proportion of terraced houses or flats are more likely to have a higher demand for charging infrastructure on-street or in public car parks. The proportion of properties on each street has been used to compare between streets to account for differences in street length. Streets have been categorised according to their Unique Street Reference Number (USRN), as assigned by Ordnance Survey.

**Table 4** summarises the number and percentage of streets (with at least one residential property) across Bromley with varying proportions of terraced houses or flats. **More than 70% of the properties are terraced houses or flats on nearly two in five (38%) residential streets in Bromley**. In this report, streets with more than 70% properties that are terraced houses or flats are expected to have higher demand for charging infrastructure on-street or in public car parks.

<sup>6</sup> The Mayor’s Electric Vehicle Infrastructure Taskforce, [London Electric Vehicle Infrastructure Delivery Plan](#), June 2019.

**Table 4** – Summary of the number of streets with different proportions of flat and terraced properties in Bromley.

Percentage of properties on the street that are terraced or flats	Number (%) of streets
0-25%	1,396 (45%)
25-50%	278 (9%)
50-60%	107 (3%)
60-70%	118 (4%)
70-80%	129 (4%)
80-90%	182 (6%)
90-100%	865 (28%)
<b>Total</b>	<b>3,075 (100%)</b>

### 3.3. Resident requests

Requests from residents can be used as evidence of demand and may help local authorities to identify suitable chargepoint locations. Locations of 55 resident requests received via an online form were provided by the council on 5<sup>th</sup> August 2021. All streets in Bromley have been categorised according to the number of resident requests within a six-minute walk. As above, six minutes is taken to be a suitable maximum distance that residents will comfortably walk to charge their vehicle.

In 2021, the online form was updated to include an option for residents to indicate whether they have off-street parking or not. 25 requests were received from those that **do not** have access to off-street parking, while seven residents said they **did** have somewhere to park off-street. 23 requests were received prior to the updated form, and therefore their parking situation is unknown.

Streets within a six-minute walk of a request from a resident without off-street parking have been highlighted later in the report (see **Figure 6** in the Results section), as the council may wish to give precedence to these locations.

Local authorities are advised to also consider installations in locations that have not received a resident request. For numerous reasons, only a minority of residents typically respond to the opportunity to suggest a location. Similarly, while locations suggested by residents may indicate demand for charging, there is no guarantee that residents will use chargepoints once installed.

### 3.4. Access to public transport

For shorter, everyday journeys, a successful sustainable travel network should offer people an affordable, accessible alternative to individual car ownership. Areas with excellent public transport access within the borough may be a lower priority for EV chargepoint installations.

The **Public Transport Access Level (PTAL) measure** assesses locations across London based on how close they are to public transport and how frequent the services are<sup>7</sup>. PTAL scores range from 0 (very poor access to public transport) to 6b (excellent access to public transport). A location will have a higher PTAL if:

- it is a short walking distance to the nearest stations or stops,
- waiting times at the nearest stations or stops are short,
- more services pass at the nearest stations or stops,
- there are major rail stations nearby,
- any combination of the above.

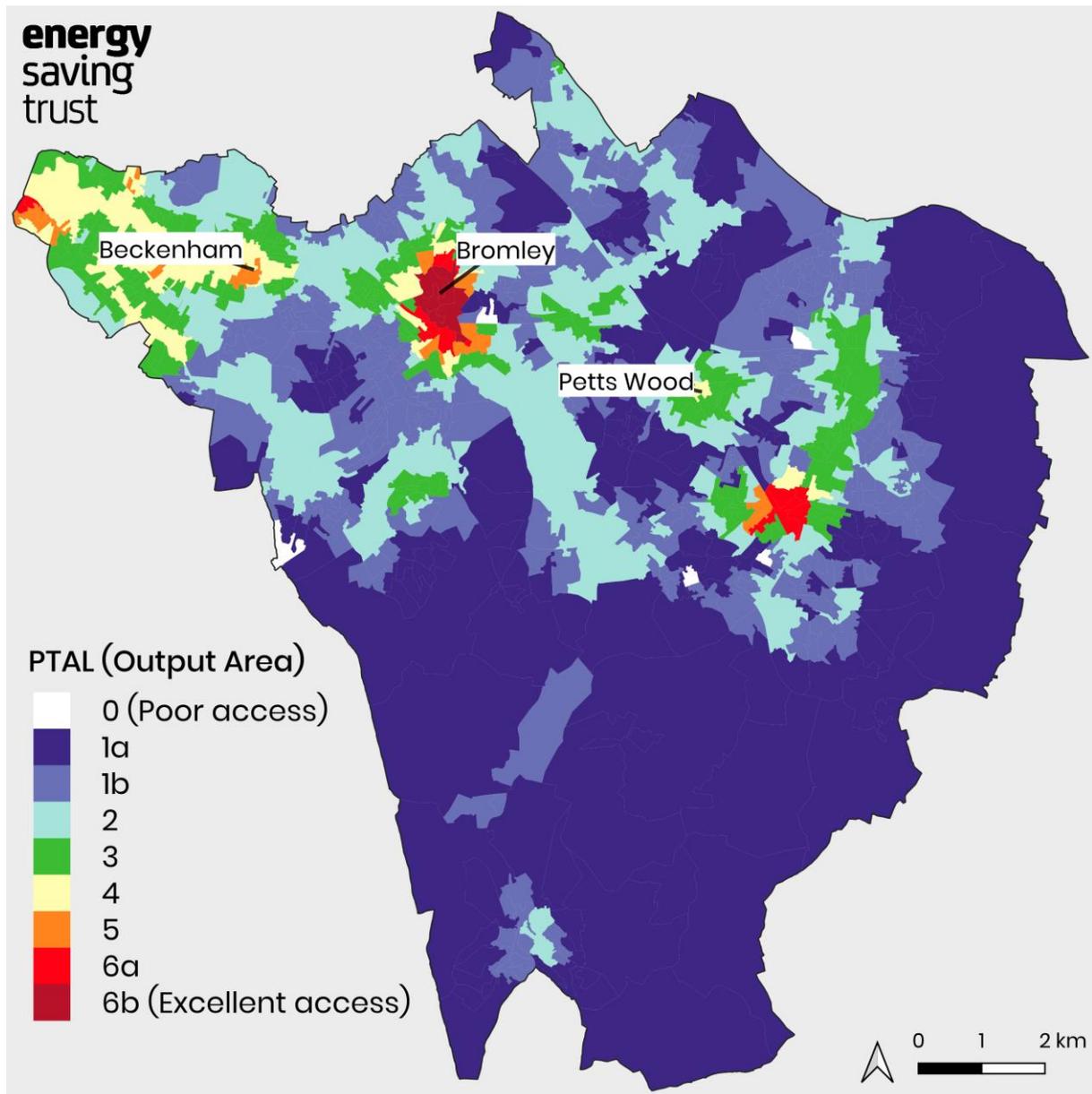
As part of this study, PTAL scores for Output Areas (OAs)<sup>8</sup> across Bromley have been retrieved from the [London Datastore](#). These scores are presented in **Figure 2**, which indicates that OAs in the south of the borough typically have poorer access to public transport. Town centres have the highest levels of public transport accessibility, with Bromley town centre rated as having excellent access to public transport.

In the context of this study, residents living in areas with poorer access to public transport are viewed as more likely to have a higher reliance on private car ownership. PTAL scores between 0 and 4 have been taken to represent poorer access to public transport. Streets in these areas are therefore viewed as a priority for the installation of public residential charging.

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<sup>7</sup> Further information on the PTAL measure is available via TfL's report, [Assessing transport connectivity in London](#).

<sup>8</sup> Output Areas (OAs) are designed to have consistent population sizes to improve the reporting of small area statistics from the UK Census. OAs are the lowest geographical level at which census estimates are provided.



**Figure 2** – The PTAL measure for 2011 Output Areas across the London Borough of Bromley. PTAL scores were retrieved from the London Datastore, accessed 10<sup>th</sup> August 2021. Colour key has been chosen to reflect standardised PTAL colours.

### 3.5. Parking restrictions

Information on parking restricted zones across the borough was provided by the council. The following zones have been identified as unsuitable for the installation of public charging infrastructure:

- No Loading,
- No Stopping,

- No Waiting,
- School Keep Clear.

Data on parking restrictions has also been used to identify 475 disabled parking bays in the borough. The locations of parking bays indicate streets, or sections of streets, that may be suitable for the installation of dedicated public chargepoints to support blue badge holders.

The ORCS grant can also be used to install chargepoints in council-owned car parks, provided they are open for residents 24 hours, 7 days a week and, at a minimum, free overnight between 6pm–8am. Where a maximum length of stay is in place, this must be at least four hours to ensure residents have access to a substantial charge. Information on opening hours, fees and existing charging infrastructure for 33 council-owned car parks in Bromley was provided by the council, and supplemented using information available on the [Bromley Council website](#).

## 3.6. Additional factors not considered

### Vehicle ownership

Areas with higher vehicle and EV ownership are likely to have a higher demand for charging infrastructure. Licensed vehicle statistics per postcode district are provided by the Department for Transport (DfT), including the total licensed vehicle and EV stock. There is no guarantee that vehicles registered in a postcode district will be owned and operated by a resident in that area. This is particularly true where there is a high presence of company-owned or fleet vehicles. Following discussions with the council, it was decided that vehicle statistics at the postcode district level did not provide enough detail to justify inclusion of this data within this analysis.

### Network capacity

When installing new chargepoints, grid connection costs can be highly variable depending on the nature of the connection required. Bromley is covered by the UK Power Network's (UKPN) London licence area. While UKPN provide data on the available electrical network capacity for local substations<sup>9</sup>, this does not provide enough detail to determine the suitability of locations for the installation of small-scale slow to fast chargepoints on-street or in car parks. To avoid excluding any potentially feasible locations due to the capacity available at the nearest substation, network capacity data has not been included within the analysis of this study.

Local authorities are advised to engage as early as possible with the relevant DNOs to understand

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<sup>9</sup> Available to view online via the UKPN EV Layer, [here](#).

which areas have the necessary capacity for chargepoints to be installed<sup>10</sup>. It is also advised that authorities are prepared with alternative locations as expensive connection costs may result in some sites becoming unfeasible. If chargepoints are to be retrofitted into lampposts, a new supply connection is not required. When delivering lamppost charging, network capacity should not be considered as a constraint or factor influencing site selection.

### 3.7. Selection method

#### On-street installations

There are 3,075 streets in Bromley with at least one residential property. Streets further than a six-minute walk of an existing 3-7 kW chargepoint were considered an initial priority for installing public residential chargepoints<sup>11</sup>. This removed just 3% of streets from consideration. The remaining 2,982 streets formed a baseline for the subsequent analysis. Low, medium, or high priority streets have been identified using the criteria outlined in **Table 5**. Across Bromley, a total of 1,109 streets met the necessary criteria to be considered either low, medium, or high priority.

**Table 5** – Selection criteria used to identify low, medium, and high priority streets for the installation of public residential chargepoints.

Selection criteria	Low priority	Medium priority	High priority
On-street demand: more than 70% of the properties are either flats or terraced houses.	✓	✓	✓
Resident requests: within a six-minute walk of a resident request.		✓	✓
Access to public transport: in an area with a lower PTAL score (0-4).			✓
<b>Total number of streets</b>	<b>883</b>	<b>29</b>	<b>197</b>

<sup>10</sup> Further advice from UKPN on installing slow to fast chargepoints on the public highway is available [here](#).

<sup>11</sup> Isochrone analysis in QGIS has been used to identify which streets are within a six-minute walk from a 3-7 kW chargepoint. Only chargepoints with a rated output of 7 kW or below were included as these charging speeds are typically suitable for overnight residential charging.

## **Installations in council-owned car parks**

To be suitable for ORCS funding, car park sites must be situated in or close to residential areas that lack off-street parking. Suitability of car parks for public residential chargepoints have been assessed based on the presence of at least one high priority street (outlined above) within a six-minute walk. This does **not** guarantee that there will be sufficient on-street parking demand to satisfy ORCS requirements. When preparing an application, evidence of residents nearby who lack off-street parking should be verified using a combination of local knowledge, site visits and satellite imagery.

**Nine public car parks have been identified as potential sites to consider installing additional public chargepoints.** Each car park has also been evaluated with respect to the minimum accessibility requirements, as set out by the Office for Zero Emission Vehicles (OZEV). Full details of the [car park criteria](#) for the ORCS grant are outlined in the Appendix, p.24.

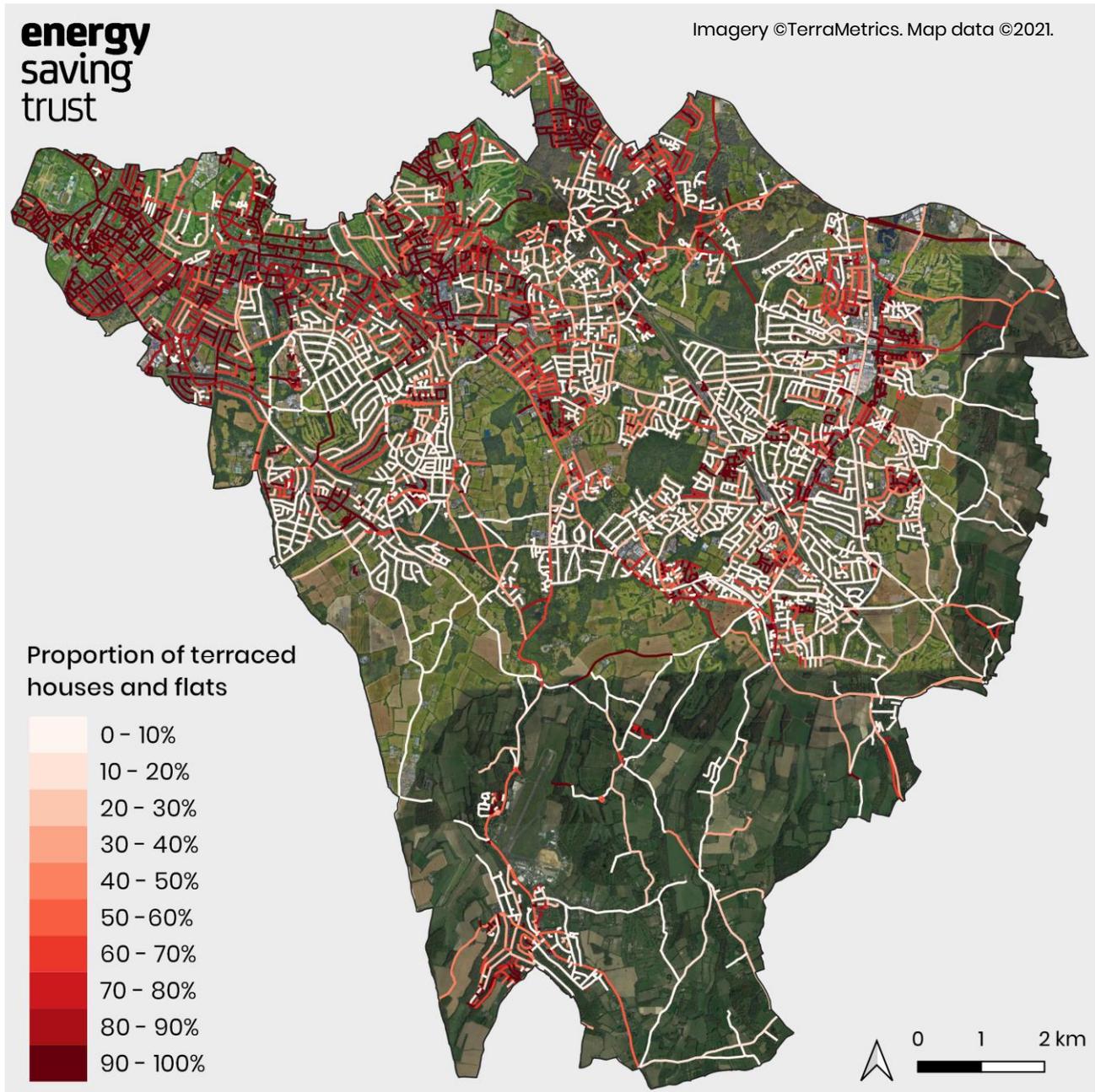
## 4. Results

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Results in the sections below are presented using maps to help identify spatial trends. Each of the layers presented in **Figure 3** to **Figure 7** are available in geospatial or database format to allow a deeper exploration of the results.

### 4.1. On-street parking demand

**Figure 3** shows the proportion of terraced houses and flats on each street in Bromley. Streets in deep red are expected to have a higher demand for public charging provision. **Nearly two in five residential streets (1,176 streets) in Bromley have more than 70% terraced properties or flats.**



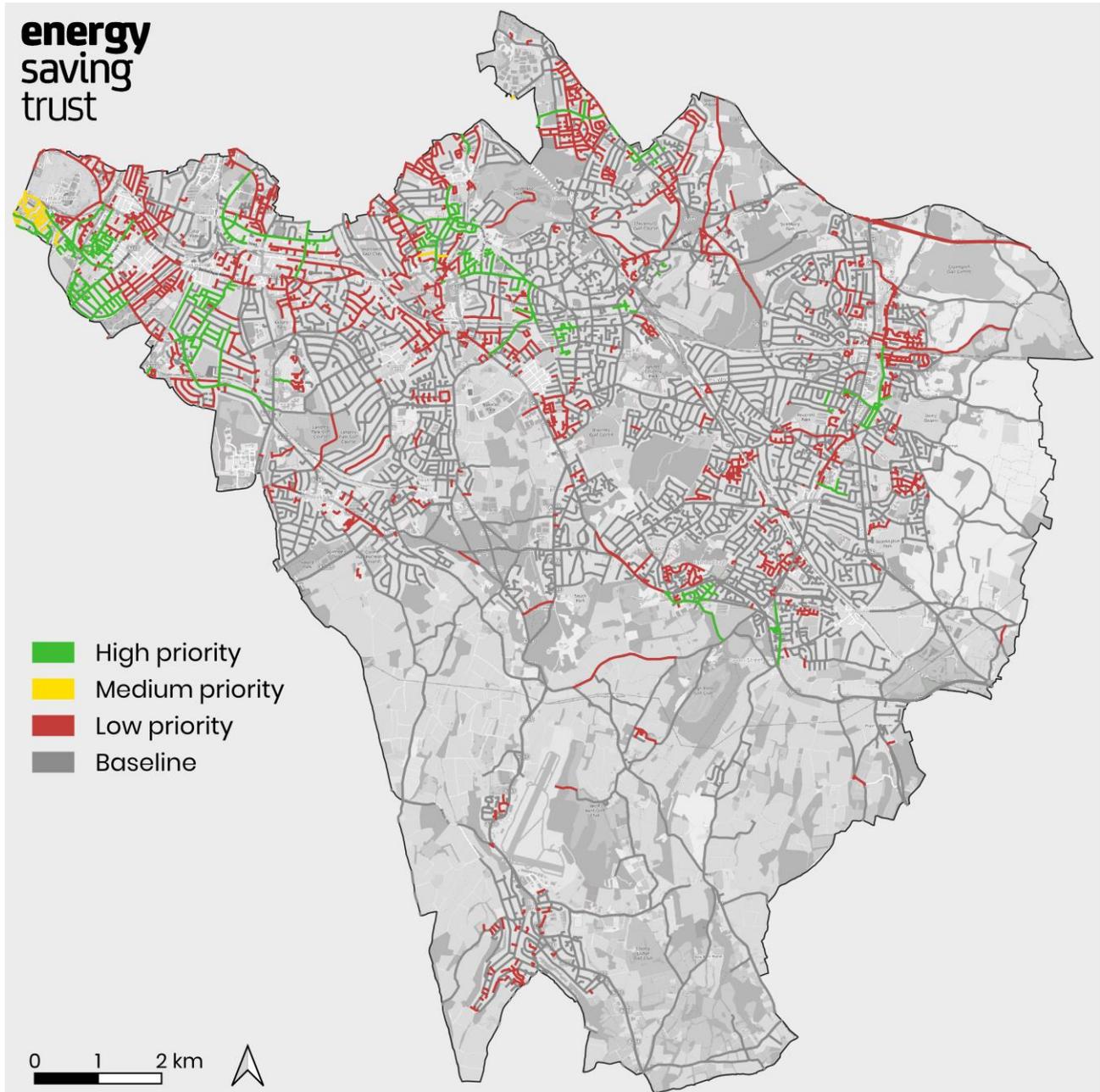
**Figure 3** – Map showing the proportion of terraced houses and flats per street in Bromley, based on EST Home Analytics data (2021).

Energy Saving Trust has made street-level household data available in shapefile format to allow Bromley Council to explore this in more detail.

## 4.2. Priority on-street installation streets

Using the methodology outlined in Section 3.7, **Figure 4** shows the high, medium, and low priority

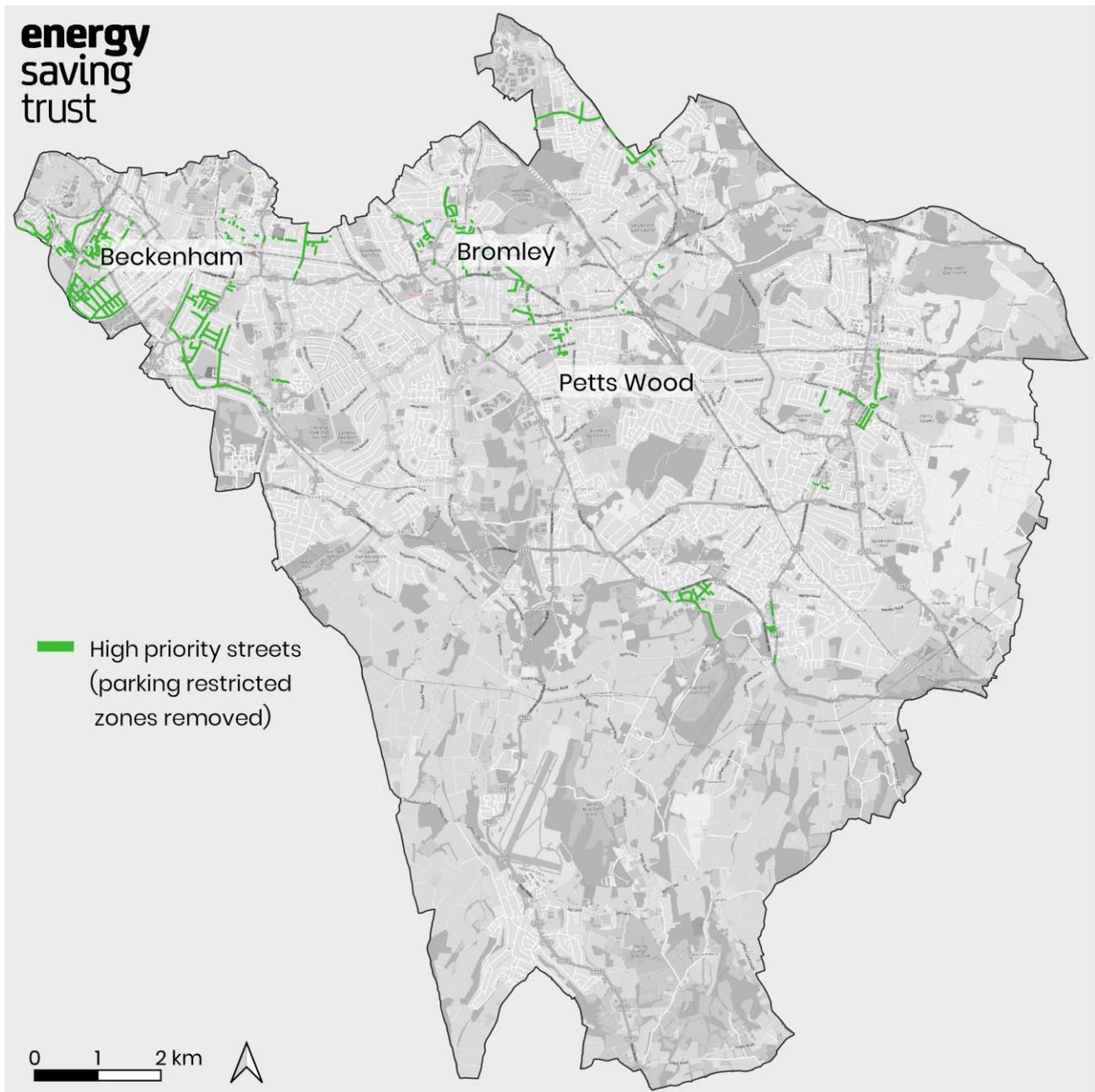
streets identified for the installation of public residential chargepoints.



**Figure 4** – High (197), medium (29) and low (883) priority streets for the installation of public residential chargepoints in Bromley. All priority streets have more than 70% terraced properties or flats. Medium priority streets are within a 6-minute walk of a resident request. High priority streets are near a resident request and are least accessible by public transport.

The majority of high and medium priority streets are located in the north of the borough. Most requests from residents were received in this area, despite poorer access to public transport typically concentrated in the south of the borough (see **Figure 2**).

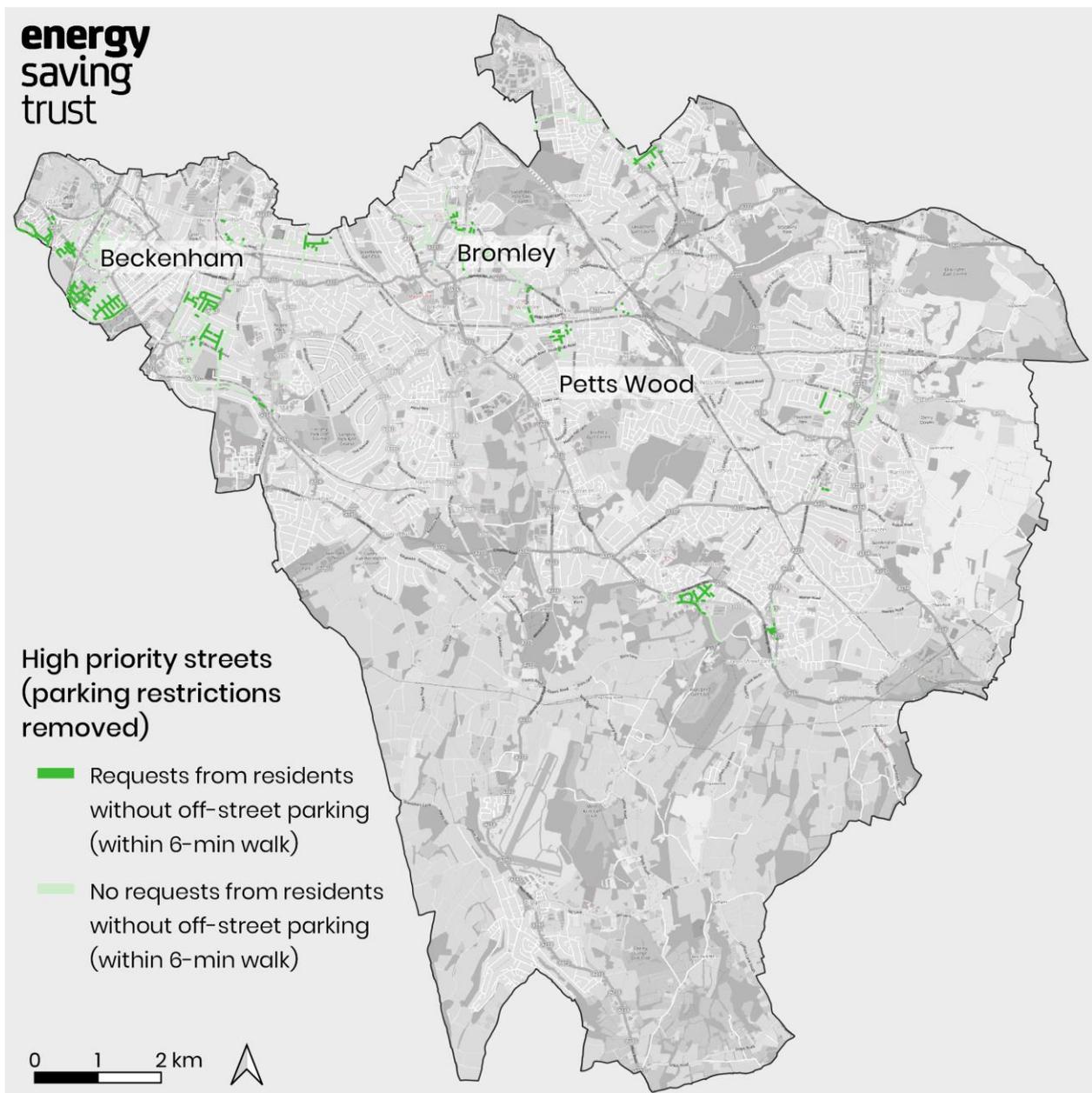
**Figure 5** presents high priority streets with parking restricted areas removed, to refine locations that can practically accommodate charging infrastructure on the public highway. Nine high priority streets were removed due to parking restrictions, leaving 189 high priority streets in the map below.



**Figure 5** – High priority streets (189) with parking restricted zones removed.

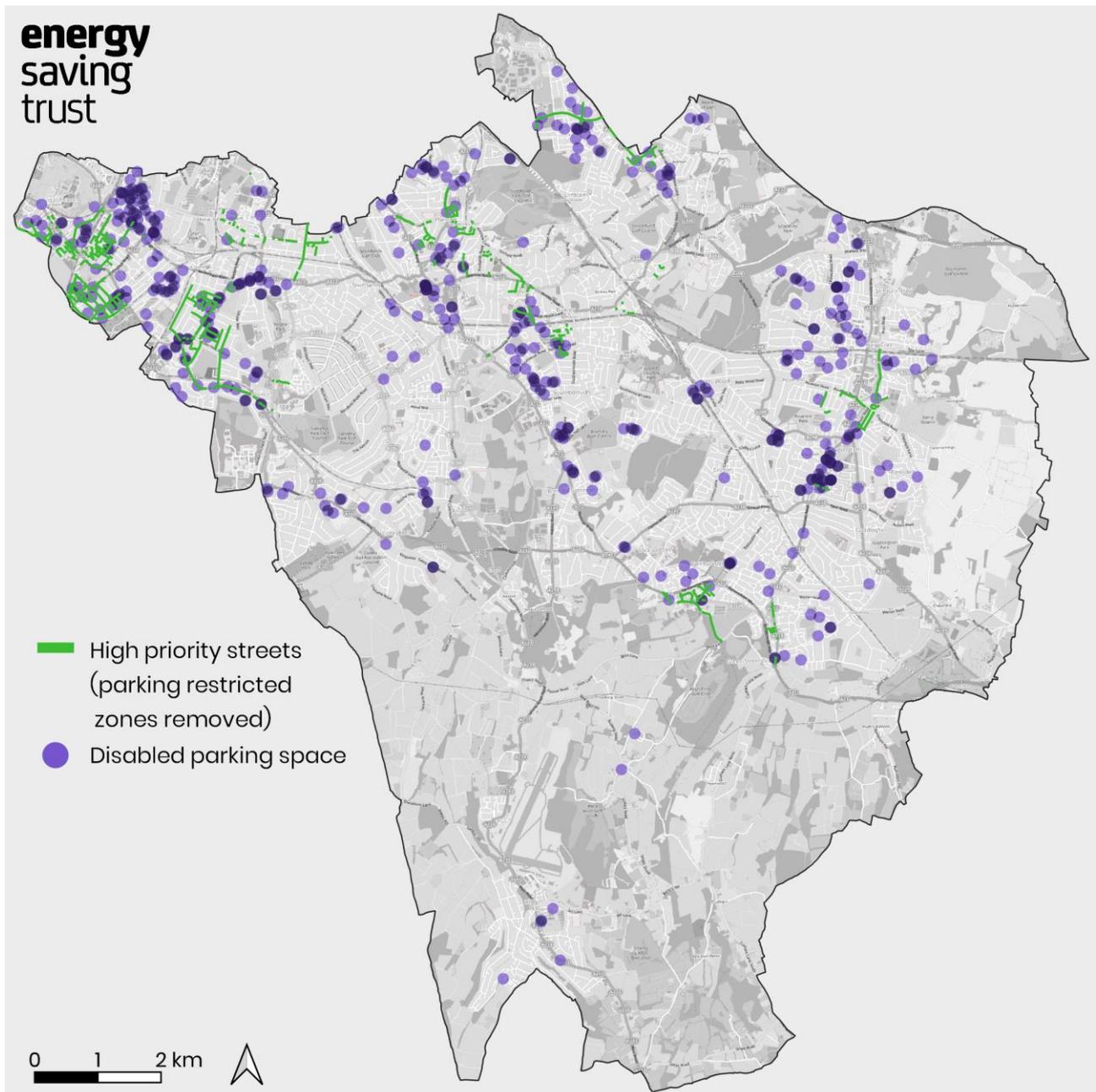
**Additional considerations**

The council may wish to further prioritise streets that are close to the 25 requests from residents that stated they **do not** have access to off-street parking. **Figure 6** shows high priority streets (with parking restricted zones removed) categorised by whether they are within a six-minute walk of requests from residents that stated they do not have access to off-street parking. Across the borough, 133 streets were within a six-minute walk of residents known to lack off-street parking.



**Figure 6** – High priority streets (with parking restricted zones removed) categorised by whether they are within a six-minute walk of requests from residents that stated they do not have access to off-street parking.

Ensuring fair and equal access to chargepoints is important for developing a public charging network that suits the needs of all residents. **Figure 7** compares high priority streets (with parking restricted zones removed) against the locations of 475 existing disabled parking bays across the borough. This may help to identify locations that are suitable for providing dedicated public EV infrastructure to support blue badge holders.



**Figure 7** – High priority streets with parking restricted zones removed alongside locations of existing disabled parking bays.

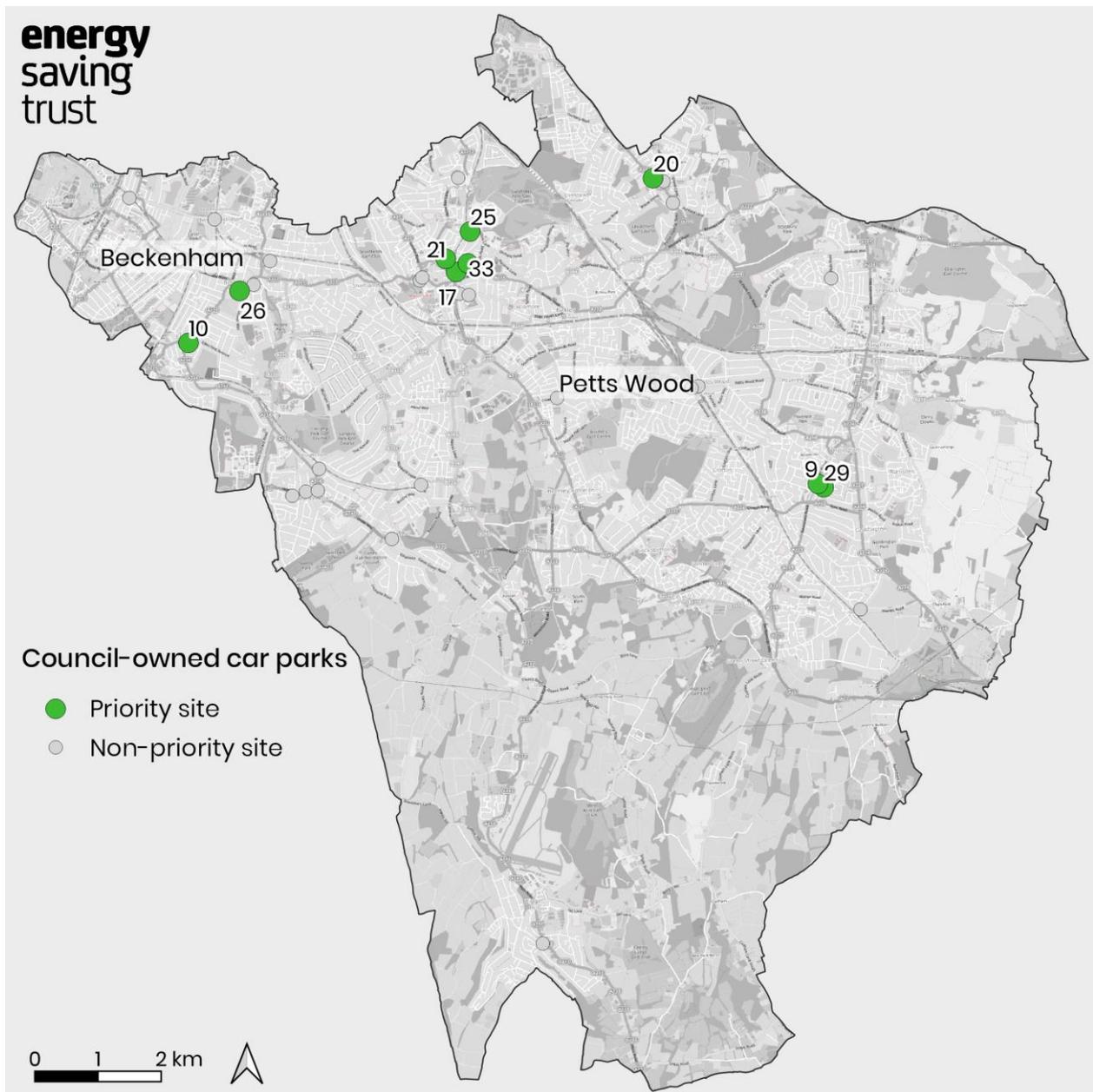
### 4.3. Priority car park sites

Across Bromley, **nine public car parks have been identified as potential sites for additional public chargepoints** due to the presence of high priority streets (shown in **Figure 5**) within a six-minute walk. **Table 6** provides a ranked list of these car parks according to the number of high priority streets within a six-minute walk from the site, from highest to lowest. Details of non-priority car parks are presented in **Table 7** in the Appendix.

**Table 6** – Summary of nine priority car parks identified in Bromley.

Map ID	Car park name	Area	Number of high priority streets within 6 min	Length of high priority streets (m) within 6 min	Accessible 24/7?	Charges between 6pm and 8am	Maximum stay?	Spaces available	Existing EV charging
25	Sundridge Park Village	Sundridge Park	8	431	Yes	No	N/a	77	No
10	Dunbar Avenue	Beckenham	6	825	Yes	Yes	No	35	No
26	Village Way	Beckenham	3	108	Yes	Yes	No	278	No
20	Red Hill	Chislehurst	3	27	Yes	Yes	4h	34	No
17	Palace Grove	Bromley	2	115	Weekend only	Yes	4h	97	No
33	Wharton Road	Bromley	2	115	Permits only 12-2pm	No	N/a	16	No
21	Station Road	Bromley North	1	68	Yes	Yes	No	83	No
9	Homefield Rise	Orpington	1	29	Blue Badge holders only 12am-6.30pm	No	N/a	15	No
29	Bromley College Orpington Campus	Orpington	1	29	Saturday only	Yes	No	83	No

Four car parks would require adjustments to their opening hours to ensure residents are able to access EV charging 24 hours a day, 7 days a week. Six car parks currently charge residents for use between the hours of 6pm and 8am. However, in most cases only a small adjustment to the hours in which charges apply would be necessary to ensure these sites are eligible for the ORCS grant. None of the car parks were found to have a maximum stay less than four hours. Maximum stay information was not available for three sites (shown as N/a). None of the priority car parks identified have existing EV chargepoints. The locations of the priority car parks are shown in **Figure 8**. The map IDs in **Table 6** correspond to the numbers shown in **Figure 8**.



**Figure 8** – Priority council-owned car parks (in green) identified as suitable for the installation of public residential chargepoints. Numbers correspond with the map IDs in **Table 6**.

## 5. Further support

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The [Local Government Support Programme](#) offers a range of support to help authorities develop an effective public chargepoint network. This includes procurement support, impartial advice on strategy documents and an assessment of existing chargepoint utilisation. For more information, please contact Regional Account Manager, Richard Drew ([richard.drew@est.org.uk](mailto:richard.drew@est.org.uk)).

Energy Saving Trust also administers the On-street Residential Chargepoint Scheme on behalf of the Office for Zero Emission Vehicles (OZEV). Energy Saving Trust provide free advice to help authorities prepare an eligible and successful application. More information can be found on the Energy Saving Trust website, including an [information pack](#) and [model application form](#). Whether you are considering an application or have started preparing one, you are advised to get in touch with the ORCS team as early as possible. **Contact the team** at [onstreetchargepoints@est.org.uk](mailto:onstreetchargepoints@est.org.uk).

## 6. Appendix

**Table 7** – Summary of 24 non-priority car parks in Bromley.

ID	Car park name	Area	Number of high priority streets within 6 min	Length of high priority streets (m) within 6 min	Spaces available	Open to public	Existing EV charging	Cost per hour (£)
1	Lennard Road	Beckenham	0	0	111	7 Days	2	0.5
2	Penge East Station	Penge	0	0	56	7 Days	2	0.5
3	Spa Leisure Centre	Beckenham	0	0	154	7 Days	2	1.2
4	St Georges Road	Beckenham	0	0	138	7 Days	2	0.7
5	Station Approach	Hayes	0	0	127	7 Days	2	0.7
6	Civic Centre	Bromley	0	0	491	7 days	2	1.3
7	The Hill	Bromley	0	0	752	7 days	2	1.3
8	Burnt Ash Lane	Grove Park	0	0	104	7 days	4	0
11	Fairfield Road	Beckenham	0	0	98	7 days	No	0.7
12	Memorial Hall	Petts Wood	0	0	50	7 Days	No	0.6
13	Hornbrook House	Chislehurst	0	0	65	7 Days	No	0.6
14	Lebanon Gardens	Biggin Hill	0	0	28	7 Days	No	0.4
15	Queensway	Petts Wood	0	0	48	7 Days	No	0.6
16	Mitre Close	Bromley	0	0	25	7 Days	No	1.3
18	St Blaise	Chislehurst	0	0	120	Saturday & Sunday only	No	1.1
19	Ravenswood Avenue	West Wickham	0	0	153	7 Days	No	0.7
22	Station Road	West Wickham	0	0	67	7 Days	No	0.7
23	West Wickham High Street	West Wickham	0	0	119	7 Days	No	0.7
24	West Wickham Leisure Centre	West Wickham	0	0	64	7 Days	No	1.2
27	Chelsfield Car Park	Chelsfield	0	0	70	7 days	No	N/a

28	Chislehurst High Street	Chislehurst	0	0	140	7 days	No	0.6
30	Cotmandene Crescent	St Paul's Cray	0	0	62	7 days	No	0
31	Crown Lane	Bromley	0	0	24	7 days	No	0
32	Coney Hall	Coney Hall	0	0	27	7 days	No	0.5

## Car park criteria for ORCS grant

If a local authority chooses to install in a car park, they must ensure that the following criteria are met and evidenced in the application:

- an explanation as to why you are not installing in residential streets,
- car parks must be **owned by the local authority** and situated in/close to residential areas that lack off-street parking,
- car parks must be accessible on a 24/7 basis,
- at a minimum, local residents must be able to access the car parks for **free overnight**, between 6pm-8am,
- each chargepoint must have its own **dedicated EV bay** enforced by a Traffic Regulation Order,
- where a '**maximum stay**' time is set for EV bays during daytime hours in a car park, this must be **at least four hours** to ensure residents have access to a substantial charge.