



### **Communities and Neighbourhoods Scrutiny Board (4)**

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**Time and Date**

10.00 am on Thursday, 31 March, 2022

**Place**

Diamond Rooms 1 and 2 - Council House

Please note that in line with current Government and City Council guidelines in relation to Covid, there will be reduced public access to the meeting to manage numbers attending safely. If you wish to attend in person, please contact the Governance Services Officers indicated at the end of the agenda.

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**Public Business**

1. **Apologies and Substitutions**
2. **Declaration of Interest**
3. **Minutes** (Pages 3 - 10)
  - a) To agree the Minutes of the previous meeting held on 3 March 2022
  - b) Matters arising
4. **Electric Vehicle Charging** (Pages 11 - 44)

Briefing Note and presentation of the Director of Transportation and Highways
5. **Work Programme and Outstanding Issues 2021-2022** (Pages 45 - 48)

Report of the Director of Law and Governance
6. **Any other items of public business which the Chair decides to take as matters of urgency because of the special circumstances involved**

**Private Business**

Nil

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Julie Newman, Director of Law and Governance, Council House, Coventry

Wednesday, 23 March 2022

Note: The person to contact about the agenda and documents for this meeting is Suzanne Bennett, Governance Services Email: [suzanne.bennett@coventry.gov.uk](mailto:suzanne.bennett@coventry.gov.uk)

Membership: Councillors R Auluck, R Bailey, L Bigham (Chair), M Heaven, A Hopkins, J Mutton, S Nazir, R Thay and S Walsh

By invitation Councillor J O'Boyle, Cabinet Member for Jobs, Regeneration and Climate Change

### **Public Access**

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<https://www.coventry.gov.uk/publicAttendanceMeetings>

**Suzanne Bennett, Governance Services**  
**Email: [suzanne.bennett@coventry.gov.uk](mailto:suzanne.bennett@coventry.gov.uk)**

**Coventry City Council**  
**Minutes of the Meeting of Communities and Neighbourhoods Scrutiny Board (4)**  
**held at 10.00 am on Thursday, 3 March 2022**

Present:

Members: Councillor L Bigham (Chair)  
Councillor R Auluck  
Councillor R Bailey  
Councillor A Hopkins  
Councillor T Jandu (substitute for Councillor M Heaven)  
Councillor J Mutton  
Councillor S Nazir

Other Members: Councillors P Heatherton (Cabinet Member for City Services)  
Councillor P Akhtar (Chair of the Domestic Abuse Partnership)

Employees:

Adult Services J Crawshaw  
Health and Wellbeing R Chapman, J Ross  
Law and Governance V Castree,,G Holmes, M Rose, A West  
Streetscene and A Walster (Director), C Hickin, M McHugh  
Regulatory Services

Invited: L Winterborn – Valley House  
C Pike – Valley House

Apologies: Councillor G Lloyd, R Thay, S Walsh and D Welsh

## **Public Business**

### **23. Ukraine**

The Board held a minute silence in respect of the current crisis in Ukraine.

### **24. Declarations of Interest**

There were no disclosable pecuniary interests.

### **25. Minutes**

The Minutes of the Meeting held on 15<sup>th</sup> December, 2021 were agreed as a true record.

There were no matters arising.

### **26. Safe Housing and Accommodation for Vulnerable Women**

The Scrutiny Board considered a Briefing Note, together with a presentation at the meeting, which provided an update on the City's response to the Domestic Abuse Act 2021 and work on an operational basis around housing and victims of

domestic abuse. Councillor P Akhtar was invited to attend in his role as the Chair of the Domestic Abuse Partnership and officers were joined by commissioned service providers from Valley House.

Preventing harm from Domestic Abuse was a priority within Coventry and a key measure within the One Coventry Corporate Plan. Coventry's Domestic Abuse Strategy 2018 – 2025 outlined the city's approach to addressing domestic abuse, including honour-based abuse and forced marriage. The Domestic Abuse Act 2021 received Royal Assent on 29 April 2021. The Act provided for the first time a statutory definition of domestic abuse and delivered a number of significant changes to improve the protection of victims within the community and the criminal justice system. The Act had implications for the local authority, including the requirement of a new statutory board, implementation of a statutory definition of domestic abuse, a duty to produce regular needs assessments and strategies, delivery of specific minimum types of support for victims within safe accommodation, the prioritisation of domestic abuse victims within homelessness applications and a requirement to annually report to the Secretary of State.

The COVID pandemic had a significant impact on domestic abuse victimisation. Control measures put in place to limit infection had also reduced the time and space for victims to seek help, had been used as a tool for further abusive behaviours and placed a number of additional pressures on families and individuals. Other measures such as legislation to protect people from being evicted from their homes under the Coronavirus Act 2020 and changes to court proceedings, which had lengthened the wait for civil and criminal hearings, had meant that different parts of the local system had experienced differing trends of victimisation and demand. Overall, levels of reported domestic abuse continued to increase since the first lockdown in March 2020, with police reporting a further 22% increase in reported domestic abuse. Commissioned services and Children's Services all reflect higher levels of demand and an increase in the level of case complexity and risk.

The report and presentation provided further detail on:

- Key aspects of the Act and the impact on the local authority
- Types of Safe Accommodation
- Provision and support for victims
- Prioritisation of victims within homelessness applications
- Funding
- Risks
- Data
- Next steps
- Impact on the service users and case studies

The Scrutiny Board asked questions and received responses on a number of issues, including:-

- Developing training for perpetrators
- Working with schools
- Support for reducing language barriers
- Staff training

**RESOLVED that the Communities and Neighbourhoods Scrutiny Board (4) note the update and thank all those involved.**

**27. Recommendations from the Fly-tipping Task and Finish Group**

Further to minute 3/21 the Scrutiny Board considered a Briefing Note of their Fly-tipping Task and Finish Group which provided information and recommendations which if agreed by the Board could be considered by the appropriate Cabinet Member.

At their meeting on 8th July, following a meeting on Fly-Tipping in Coventry, the Board agreed to establish a task and finish group to:

- Explore with officers the reasons why fly-tipping occurs
- Determine what further measures can be taken to improve the situation

The task and finish group met between September 2021 and December 2021, covering issues of Domestic Waste, Commercial Waste, Enforcement & Landownership, and Community & Education. At each meeting Members were provided with information about specific issues and challenges associated with, and causing fly-tipping across the city, and then considered possible solutions to those issues. Officers from Environmental Services, Waste & Fleet Management, ICT & Digital contributed to the presentations and discussions with Members.

Members were provided with a RAG rating for each of the suggested solutions on cost, ease of implementation and impact, to enable them to agree which recommendations they wanted to identify for the Cabinet Members. Some potential solutions were discarded by the task and finish groups as they were considered to be difficult to implement, or would have a minimal impact on fly-tipping.

The Task and Finish Group also identified recommendations for items for the scrutiny board's work programme as well as suggesting that all Members be briefed on the enforcement process to increase understanding of a complex legal process.

Members were briefed on the enforcement powers and limitations to the powers held by Council officers and supported taking a zero-tolerance approach by using all of the powers available, backed up by publicity campaigns to send a clear message that fly-tipping was not acceptable. Members were shown examples of name and shame campaigns run by other local authorities. The task and finish group agreed that information about the use of enforcement would be useful for all Members and recommended an all-members seminar on the subject.

The main source of fly-tipping in the city was from domestic waste. In 2020-21 Household Waste accounted for 93% of all fly-tipping incidents. This included black bags not put in wheelie bins which was referred to as side waste. Side waste accounted for 28% of all fly-tipping. These bags were not collected as part of the refuse collection service. If these bags were taken as part of the refuse collection, it would have a significant positive impact on fly-tipping. The areas in the city where there were higher levels of fly-tipping were also those areas which

were more densely populated, had higher levels of disadvantage and lower levels of car ownership. Over half of the fly-tipping incidents in 2020-21 were reported in Foleshill and Hillfields (data was appended to the report). Maintaining a subsidised bulky waste collection and reviewing the pricing structure was supported to try and reduce the incidence of domestic waste being fly-tipped.

Members discussed how the lack of knowledge about the correct way to dispose of waste contributed to fly-tipping and agreed that on-going education was needed, especially in areas where there was a high turn-over of residents, and agreed that there should be a permanent waste education team to support this process, as well as those community groups who litter pick in their local areas. The education programme would back up and support the zero-tolerance approach of enforcement by publicising the consequences and prosecutions arising from fly-tipping.

Members heard that currently there wasn't a fully up to date, accurate mapping of landownership across the city, which was essential to be able to get fly-tipping cleared. Members also discussed how it could be made easier to report fly-tipping for members of the public, and that information about missed bin collections was not routinely shared with other services in the Council. Members agreed that accurate and up to date information was essential for officers, partners and residents to be able to address the issues.

The task and finish group heard that issues with waste management in Homes in Multiple Occupation (HiMO's) and private rented accommodation were covered as part of the licensing schemes and could be monitored and enforced through that process. The task and finish group suggested that this could be subject to further scrutiny by adding it as an item to the Communities and Neighbourhood Scrutiny Board (4) work programme.

Where commercial businesses were not disposing of, or storing their waste appropriately, the task and finish group were informed of the various powers the Council had, through planning, street enforcement as well as the education and information for businesses from the commercial waste team. The task and finish group agreed that these powers should be used to their fullest extent. Where the activities of external organisations contributed to fly-tipping, such as clothes banks or discarded shopping trollies, Members supported action to reduce fly-tipping in this aspect.

The highest levels of fly-tipping were in areas of the city which had the highest levels of disadvantage and health inequalities. Improving the environment of the most disadvantaged neighbourhoods would, help improve residents' sense of well-being as well as reducing the direct health impacts of unclean streets and open spaces. The recommendations seek to provide communities with low car ownership easier access to legally dispose of their waste. The recommendations proposed by the task and finish group would contribute to the Marmot Principles by creating and developing healthy and sustainable places and communities.

The Board were recommended to make the following recommendations to the appropriate Cabinet Member:

#### Enforcement

- 1) All fly-tipping incidents with evidence should be investigated with officers using the full force of their powers to prosecute.
- 2) Coventry City Council CCTV footage to be reviewed in a timely fashion to proactively identify fly-tippers. Where appropriate, publicise these incidents via social media to identify and deter.
- 3) Run a campaign which outlines the consequences and fines for fly-tipping.
- 4) Council Departments that deal with waste should be 'formally' consulted by the Planning Department on waste storage in new commercial or residential planning and licensing applications for change of use or new builds, and appropriate robust conditions be inserted in any permissions and be robustly enforced.

#### Domestic Waste

- 5) Side waste deposited next to wheelie bins to be collected by the refuse collection crews. This is more efficient than street cleansing crews having to re-visit these same streets to remove this waste at a later date.
- 6) Consider areas of the city with high density populations and introduce more regular bin collections or, additional collections at certain times of the year, potentially instead of a brown waste collection.
- 7) The 'Bringing the tip to you' model is used in more disadvantaged areas with low car ownership once or twice a year. To use this as an opportunity to engage with communities about ways to dispose of their waste correctly throughout the remainder of the year.
- 8) The Bulky Waste Collection Service is subsidised on a longer-term basis and the minimum charge for 5 items for a bulky waste collection be reduced to a lower number so that the scheme is more flexible and practical for users.
- 9) Publicise more widely that the removal of refrigeration equipment can be done through the bulky waste contract and that due to the environmental disposal requirements, scrap merchants will no longer take refrigeration equipment from the roadside.
- 10) Write to Coventry's MPs to ask that they raise in Parliament that legislation around the sale of second-hand refrigeration products is aligned to new sales with regards to the disposal of old equipment.
- 11) Consider increasing the funding for Street Pride to provide more frequent street cleansing with suitable equipment, particularly in hotspot areas of the city. Seek reassurance that street cleansing is coordinated so that it takes place after a waste collection round.
- 12) Look at reducing the wait for a replacement wheelie bin to discourage fly-tipping.
- 13) Ensure all areas of the city are assessed to enable better use of plastic bag collections in streets where there is no suitable storage for wheelie bins, or there are logistical reasons which make moving the bins difficult i.e., steep gardens with steps.
- 14) A trial is undertaken at the tip, whereby one or two weekdays are allocated for drop-in visits only, to see if this has an impact and reduces levels of fly-tipping the city. Proof of residency in the city would still be required to enter the tip.

#### Communication, Education and Technology

- 15) Support the development of or purchase a fully-fledged App with underlying accurate mapping software, which can be used to report not only fly-tipping but other issues including over-flowing public litter bins. Any new system should link with other information systems across the council to enable

- relevant teams, elected members and the wider public to have real time access to information on missed bin collections.
- 16) Support the work of the GIS Development Group who are developing up to date and accurate GIS mapping data which will remove the ambiguities around land ownership and its maintenance.
  - 17) Refresh the stickers applied to wheelie bins detailing how to report missed bin collections, what to put in each bin to reduce incidents of bin contamination and promote assisted collections.
  - 18) Use new technology to better organise and promote the 'assisted bin lift' for residents who are physically unable to move their wheelie bins to the curb side.
  - 19) Permanent funding is identified to create a sustainable waste education service which can:
    - a) Continuously deliver waste disposal advice in those streets in the city where waste problems occur, particularly where there are new or transient communities
    - b) Provide greater recognition and support for voluntary and community litter picking groups,
    - c) Deliver responsible citizen waste/litter education in schools
  - 20) Prohibit the depositing of charity clothes banks on public land.
  - 21) That the Street Enforcement Team write to businesses to remind them that they need to have a commercial waste contract (legal duty of care).
  - 22) Officers complete a 'due diligence' check on businesses and the major waste collection contractors operating in the city to ensure that they are appropriately recycling waste.
  - 23) Coventry should adopt a zero tolerance of commercial waste bins being stored permanently on streets.
  - 24) Promote Coventry City Council's flexible commercial waste collection contracts so that they help businesses to deal with the seasonal changes.
  - 25) Recommend to supermarkets that the £1 charge for shopping trolleys be reintroduced to encourage their return, and greater publicity of the supermarket trolley app 'trolley wise' where a company will call and collect the trolley on behalf of the supermarkets.

The Board were also recommended to request:

- 26) Housing Enforcement report back to the Board on how effective the new HMO licensing conditions have been in reducing waste issues from HMOs and shared houses.
- 27) Details of the enforcement process be shared with all Elected Members via a seminar outlining the fly-tipping prosecution process and how this is managed within the legal enforcement framework.
- 28) To receive an update from the GIS Development Group in six months.

The Chair thanked everyone involved in supporting the Task and Finish Group. The Cabinet Member for City Services agreed to look in detail at the Boards Recommendations and report back on which could be achieved.

The Board asked questions and received responses on a number of issues, including: -

- Timescales for consideration and actions

- Report back on progress for each recommendation

The Board praised the

- support from staff at the drop-off sites
- support within communities to help others access sites and dispose of rubbish
- all volunteers including 'Coventry Clean-up' for collecting litter

The Board were keen to see 'quick win' actions completed as soon as possible.

**RESOLVED that the Communities and Neighbourhoods Scrutiny Board (4):-**

- 1) Note the briefing and thank all those involved in the Task and Finish Group**
- 2) Approve the recommendations of the Task and Finish Group as set out above and request that they be referred to the appropriate Cabinet Members**
- 3) Request the following:**
  - a. A report back on progress**
  - b. Thanks to be conveyed to officers and staff involved in the temporary drop off sites for their assistance to residents.**
  - c. Thanks to be conveyed to the 'Coventry Cleanup' group and residents in the community who have supported neighbours**

**28. Work Programme 2021/2022**

The Scrutiny Board noted the Work Programme for 2021/22 including the additional item for consideration on electric vehicle charging which would include on street charging as well as buses and taxis.

**29. Any other items of public business which the Chair decides to take as matters of urgency because of the special circumstances involved**

There were no other items of urgent public business.

(Meeting closed at 11.40 am)

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Coventry City Council

## Briefing note

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**To: Communities and Neighbourhoods Scrutiny Board (4)**

**Date: 31<sup>st</sup> March 2022**

**Subject: Electric Vehicle Charging**

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### **1 Purpose of the Note**

1.1 The purpose of this note is to brief Communities and Neighbourhoods Scrutiny Board (4) on:

- The Council's on-street electric vehicle charging point programme, including progress to date, future plans and usage.
- The All Electric Bus City project being delivered in partnership with Transport for West Midlands and bus companies.
- Progress with the electrification of the taxi fleet operating within the city, and;
- Progress with the delivery of the Council's e-fleet programme.

### **2 Recommendations**

2.1 The Communities and Neighbourhoods Scrutiny Board (4) are recommended to:

- 1) Consider the information provided in the briefing note
- 2) Identify any recommendations and comments for the appropriate Cabinet Member.

### **3 Policy Background**

- 3.1 In June 2021, Government published *Decarbonising Transport: A Better, Greener Britain* which set out Government's plans to decarbonise the transport system across all modes of transport. Coventry was featured within the document as a case study, with Very Light Rail, All Electric Bus City and the Council's work to promote the use of electric vehicles all being prominently featured.
- 3.2 The Government had already announced the phasing out of new petrol and diesel car sales from 2030, and the implementation plan for *Decarbonising Transport* sets further targets for phasing out diesel powered commercial vehicles, trains and other modes of transport. As well as promoting walking and cycling for local journeys, the *Decarbonising Transport* strategy focuses very much upon how local transport authorities can support residents and businesses in the transition from petrol and diesel transport to zero emission transport, especially electric powered vehicles. This report sets out the progress to date in Coventry with this transition.
- 3.3 Coventry was declared an Air Quality Management Area in 2009 because of high levels of Nitrogen Oxide (NO<sub>2</sub>) and more recently the Government's 'UK Plan for Tackling Roadside Nitrogen Oxide Concentrations' document issued in July 2017 identified Coventry as a city where NO<sub>2</sub> exceedance is expected to continue beyond 2020. In May 2021, the Government issued a Ministerial Direction instructing the City Council to implement a Local Air Quality Action Plan to reduce NO<sub>2</sub> levels below the legal limit. Supporting the increased take-up of zero emission vehicles is a key element of this Action Plan.

- 3.4 Coventry's Local Plan includes policies to promote the uptake of electric vehicles. These are Policy AC1 (Accessible Transport Network) and Policy EM6 (Air Quality).
- 3.5 The Government's has published their Making the Connection: the plug-in vehicle infrastructure strategy, a clear vision for infrastructure helping address for those interested in plug-in vehicle infrastructure.

#### **4 On-street Electric Vehicle Charge Point Programme**

- 4.1 The Office for Zero Emission Vehicles (OZEV) is a cross Government, industry endorsed team established to promote the uptake of zero emission vehicles (ZEV). OZEV has the remit to dispense funding for the 'on street residential chargepoint scheme' (ORCS) to local authorities, supporting the roll-out of EV charge point networks across England.
- 4.2 The purpose of the scheme is to increase the availability of on-street chargepoints in residential streets where off-street parking is not available, thereby ensuring that on-street parking is not a barrier to realising the benefits of owning a plug-in EV. Within Coventry, just over 46% of households have no access to off-street parking, meaning that many residents will have no private parking area where they could easily charge an electric vehicle.
- 4.3 The ORCS programme has been running since 2018. Although many local transport authorities were initially reluctant to participate in the programme, the City Council saw the potential and between 2018 and 2020 submitted four successful ORCS bids to OZEV, securing a total of £1,424,520 in grant funding which has delivered 403 charging points across the city. These first four phases were delivered in partnership with Char.gy, a charge point company who supplied, installed and maintain the charge points under Contract to the City Council. 75% of the installation costs were funded through the grant secured from OZEV, with the remaining 25% being met by Char.gy. There is also a revenue-sharing agreement, whereby the City Council will receive a share of the income from the charge points once Char.gy have recovered their initial investment.
- 4.4 In 2021 the Council submitted a fifth ORCS bid to OZEV and in December 2021 the Council was awarded £706,820 by OZEV. As the initial contract with Char.gy had reached its limit, a procurement exercise was undertaken which was won by Connected Kerb. Therefore, the fifth phase of the ORCS programme has commenced delivery, on the same basis as the first four phases. Operating systems are specified within both contracts to ensure interoperability of the charge points, so that the end user will see no difference between using a Char.gy or a Connected Kerb charge point.
- 4.5 This fifth phase of the ORCS programme includes 155 on-street EV charge points of which 50 are single-socket chargers and 105 are double socket chargers, leading to an expansion in charging point capacity for 260 vehicles. Work on the installation of these charge points started in January 2022 and they will be fully operational in July 2022.
- 4.6 As a result of these successful bids, Coventry now has more EV charge points than any other English city outside London. In 2020 Coventry was named the best town in the UK for electric cars, as it had a ratio of one charging point to every 2.3 plug-in car owners. Should further rounds of ORCS funding become available, the Council will be in a strong position to submit further bids as the new contract with Connected Kerb makes provision for up to 300 EV charge points over and above those currently being installed.
- 4.7 In addition to the ORCS programme, the City Council has worked with charge point operators on two other programmes within the city. The first, funded using OZEV grant funding, saw 39 rapid charge points installed to support the transition of the city's taxi fleet to electric vehicles. These were installed at locations that were identified as being of greatest convenience to taxis requiring top-up charging during the day, with the majority being within the city centre. Currently, 26 electric taxis are operating within the city, many of which were purchased following driver participation in the "try before you buy" programme funded through the Air Quality Early Measures programme which ran from 2018 to 2020.

- 4.8 The Council also entered into a 10-year agreement with EO Charging in 2019, branded the Plug in Coventry scheme ([www.plugin.coventry.org](http://www.plugin.coventry.org)). The rationale was to make it easier for businesses to install charge points at their premises for fleet vehicles and also to encourage more EV take-up amongst their respective employees, particularly those who commute by car to work. OZEV provides financial support for organisations to have charge points installed at their premises. The 'Workplace Charging Scheme' provides a £350 voucher towards each charge point a business decides to install, up to a maximum of 40 chargers per organisation. EO Charging manage the full bid process and subsequent installation of charge points on behalf of participating businesses. The Council helps to publicise the scheme, but no direct costs are incurred by the Council in doing so. To date, over 20 businesses have participated in the programme.
- 4.9 The Council has taken advantage of the 'Workplace Charging Scheme' and has installed 18 charge points in Salt Lane car park with a further 16 chargers being installed at new multistorey station car park.
- 4.10 The EO agreement also includes maintaining a website with information for businesses on charge point installation, issues, and funding ([www.plugincoventry.org](http://www.plugincoventry.org)).
- 4.11 In summary, currently there are four separate Charge Point Operators (See Table 1) operating within the city as part of the City Council's EV charging point programme. There are also other providers in the city (including BP Pulse and Genie Point), which have installed charge points on a totally commercial basis, on private property.

**Table 1 – Coventry Charge Point Operators**

Operator	No. of Charge Points	No. still to be installed	Location of charge points	Length of contract	Type of chargers
Siemens/ESB	39	0	Across the city	10 +5 Starting 2020	Rapid (50kW)
Char.gy	373	0	Residential areas	5+1+1+1 Starting 2020	Slow (3 -5kW) fast (7kW) semi-rapid (11kW-22kW)
Connected Kerb Ltd	30*	400	Residential	10+3+2 Starting 2022	Fast (7kW)
EO	34	Unlimited**	Salt Lane Car park and Station Car Park	10 Starting 2019	Fast (7kW)

\*These chargers were installed using Smart Cities funding. Connected Kerb has recently been awarded a second contract and will be installing a further 400 chargers

\*\*The contract with EO includes car park charge points and an unlimited number of chargers at workplaces which are funded directly by businesses in the city. EO installs the charge points and applies for Government grants on behalf of participating businesses.

- 4.12 The contract with Char.gy and Connected Kerb [Charge Point Operators] has a price cap of 16.2 pence per kW hour built into the contract for the EV charge points, funded by OZEV through the ORCS programme. The cap operates for the first two years after the charge points are operational, after which the charge point operator can increase the cost in line with the other charge point operators in the West Midlands.

- 4.13 The charge point operator has to demonstrate to The Council the price increase is indeed in line with other charge point operators operating in the West Midlands. The onerous is on the charge point operator to ensure that their users are notified about the price increase in advance of the price increase.
- 4.14 While charge points in the city centre and on the arterial routes are mainly rapid with speeds of up to 50kw per hour, in residential areas charging speeds are slower, ranging between 3.5kw to 23kw. This reflects the differing needs of EV users with taxis and others in the city centre requiring fast charging and residential chargers being used mainly overnight and as a result fast charging isn't a major requirement in the residential areas. This provides a good balance of provision aimed at meeting the needs of all users in a balanced way.

**Table 2 – Charge Point Classifications**

Charge point classification	Charging speed
Rapid DC/AC	43kW to 50kW
Semi-rapid AC	11kW to 23kW
Fast AC	Between 7kW
Slow AC	Between 3.5kW to 5kW

- 4.15 The plan in Appendix A shows the distribution of EV charge points across the city. Whilst EV ownership within the city currently stands at around 1,600 vehicles, the trend is exponentially increasing and demand for additional EV charge points can be expected to increase further in the next few years. The Council is beginning to receive requests from residents for charge points to be installed near their homes, including requests from parts of the city that previously demonstrated reluctance to be part of the programme.
- 4.16 At present, relatively few problems are being encountered whereby residents effect their own charging arrangements, but this can be expected to increase in future years. The Council will therefore need to develop and adopt a policy of how to deal with instances whereby informal charging results in, for example, trailing cables across the footway, which could clearly result in a trip hazard. In such circumstances, liability would rest with the person causing the obstruction (in a similar manner to someone washing their vehicle on-street leaving a hosepipe trailing across the footway), but it is an issue that will need further consideration.

## **5 All Electric Bus City**

- 5.1 The initial phase of investment in electric buses within the city resulted from a successful bid submitted by the Council, in partnership with National Express, to OZEV's Ultra-Low Emission Bus (ULEB) scheme. This secured £2.37 million, supported by £237,000 from the West Midlands Combined Authority and investment by National Express, to procure 10 electric buses, supporting charge point infrastructure at the Coventry Bus Depot, and the installation of solar panels on the bus depot roof to generate clean electricity on-site, and battery storage on site to store that electricity.
- 5.2 These buses were launched in August 2020 and currently operate primarily on the number 9 service, linking the University Hospital with the city centre and Finham, passing along Walsgrave Road, one of the routes within the city identified as having nitrogen dioxide levels at risk of exceeding legal limits set by Government.
- 5.3 Over a 9-month period, the 10 electric buses covered over 660,000 miles saving over 986 tonnes of CO<sub>2</sub>.
- 5.4 The Department for Transport (DfT) launched the All Electric Bus Town fund in February 2020, with £50 million in grant funding made available to allow one town or city within England to make the transition to a bus network operated fully by electric powered buses.

- 5.5 The West Midlands Combined Authority (WMCA), as the strategic transport authority, submitted an Expression of Interest, which was developed by Coventry City Council in partnership with Warwickshire County Council, Transport for West Midlands and incumbent Coventry and Warwickshire bus operators. Coventry was shortlisted, and subsequently submitted a formal bid to the DfT. This was successful, subject to the acceptance of the business case.
- 5.6 The FBC was approved by the WMCA board on 19th March 2021 and the grant funding of £50 million was passported from the DfT to the WMCA, as the strategic transport authority for the Coventry area, on 31st March 2021,
- 5.7 This programme means that the remainder of the bus fleet (around 297 vehicles) operating within Coventry will be fully electric by the end of 2025. Procurement of the new buses has commenced, with 130 double decker electric buses ordered by National Express in January 2022 as first phase of the delivery programme. 50 double decker electric buses from the 130 are due to be operational from August 2022.
- 5.8 To facilitate the electrification of buses, it is necessary to provide additional land in the vicinity of the Coventry bus depot and the Pool Meadow bus station to accommodate an electric bus charging facility. A Cabinet Member report was submitted on 5th July 2021 and approval was given to close off where Cox St car park and the site re-purposed as a bus charging facility as it is ideally located for this initiative.
- 5.9 Approval was also given to close off the public highway in Ford Street which serves as a public vehicular access to Cox Street car park. This is to facilitate seamless integration and access to the electric bus charging infrastructure

## **6 E-Fleet**

- 6.1 In 2019, the Council secured around £2.26 million in grant funding from Highways England with £380k match funded by Coventry City Council to invest in 70 electric vehicles for the Council's own fleet. These vehicles are predominantly electric vans (60%) with 30% as cars and 10% taxis (6 Hackney Carriages and 3 private hire cars) and are available for local businesses to use as part of a "try before you buy" scheme.
- 6.2 To date, 131 businesses have participated within the scheme which includes Hackney Carriage drivers and as a result, 15 taxi drivers went on to purchase new LEVC Taxis. As part of the 'Try before you buy' scheme, 10 businesses are actively looking at leasing electric vans as part of their business fleet and two businesses have already transitioned to an e-van/e-car as part of their fleet. So far, 320,000 miles have been driven by these vehicles saving a total of 190 tonnes of CO<sub>2</sub>.

## **7 E-taxis**

- 7.1 Coventry is the home of the electric taxi, with LEVC and Dynamo both being based in the immediate area. In 2017, The Council had secured £1.2M funding from Office for Zero Emission Vehicle under the ULEV Taxi Infrastructure Scheme to deliver 39 rapid electric vehicle chargers in the city which was delivered between 2018 to 2020. Running parallel to this, the Council provided a 'Try before you buy' programme through the Air Quality Early Measures fund, where The Council in partnership with LEVC, provided financial incentives to the Hackney Carriage Taxi drivers to purchase electric taxis. Through this programme, 10 LEVC taxis were purchased. The Council has provided support to taxi operators to encourage them to switch to electric taxis, through the Try Before You Buy schemes referred to in 3.30 and 3.31 above. This has resulted in 16 electric taxis being purchased making a total of 26 currently operating within the city.
- 7.2 In addition, in 2019, the Council took the decision to amend its taxi licensing requirements to encourage the transition to zero emission vehicles, and this will mean that from 2024 the hackney carriage fleet operating within the city will be low or zero emission vehicles.

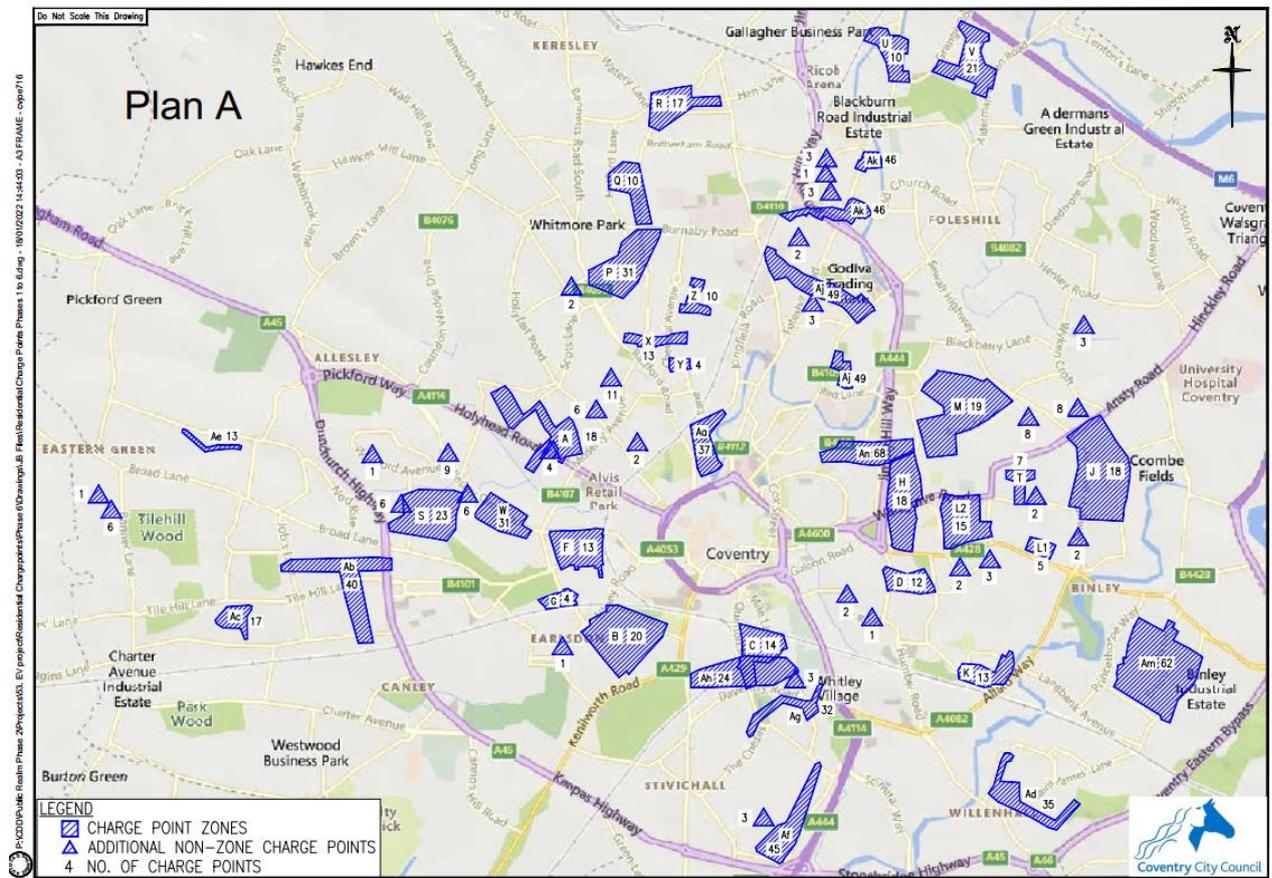
This phased emission-based requirements and timescales are as follows:

Date from	Currently Licensed Vehicles	New Vehicle Applicants
1st January 2020	Only vehicles with an emission rating of Euro 4 or above to be renewed	Required to have zero emission capability
1st January 2022	Only vehicles with an emission rating of Euro 5 or above to be renewed	Required to have zero emission capability
1st January 2024	Only vehicles with zero emission capacity to be renewed	Required to have zero emission capability

- 7.3 This proposal is aimed at addressing the environmental impact of private hire and hackney carriage vehicles in the city taking into consideration the actions and timescales highlighted in the Coventry Local Air Quality Action Plan.
- 7.4 The Council is obliged to improve local air quality and achieve the required reductions in NO<sub>2</sub>. Therefore, this proposal to stop licensing older, less environmentally efficient private hire and hackney carriage vehicles was considered the best option to reduce NO<sub>2</sub> levels and encourage a more sustainable taxi fleet for the future.

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Appendix A



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# Coventry – City of Culture...and Innovation

Communities and Neighbourhoods Scrutiny Board - Thursday 31st March 2022

Colin Knight - Director of Transportation and Highways

Shamala Evans-Gadgil - Programme Manager

[Colin.Knight@coventry.gov.uk](mailto:Colin.Knight@coventry.gov.uk)/[Shamala.Evans-Gadgil@coventry.gov.uk](mailto:Shamala.Evans-Gadgil@coventry.gov.uk)

# Strategic context

	Organisations	Environmental targets	Key strategies
<b>International</b>	Various Governments	<ul style="list-style-type: none"> <li>Limit global temperature rises to 2 degrees Celsius (v pre-industrial levels)</li> </ul>	<ul style="list-style-type: none"> <li>Paris Agreement</li> <li>UN Sustainable Development Goals</li> </ul>
<b>National</b>	Department for Transport	<ul style="list-style-type: none"> <li>Net zero by 2050</li> <li>50% of city centre journeys to be walking or cycling by 2030</li> </ul>	<ul style="list-style-type: none"> <li>Decarbonising Transport</li> <li>Gear Change (Walking and Cycling strategy)</li> <li>Bus Back Better (Bus strategy)</li> <li>10 Point Plan for a Green Industrial Revolution</li> </ul>
<b>Regional</b>	Transport for West Midlands/ Midlands Connect	<ul style="list-style-type: none"> <li>Net zero by 2041</li> </ul>	<ul style="list-style-type: none"> <li>#WM2041 (Climate Change Strategy)</li> <li>West Midlands Local Transport Plan (to be finalised Summer 2022)</li> </ul>
<b>Local</b>	Coventry City Council	To be confirmed – but must be at least as ambitious as existing regional/national targets	<ul style="list-style-type: none"> <li>Climate Change Strategy (in development)</li> <li>Transport Strategy (to be finalised Summer 2022)</li> </ul>

# Coventry's emerging Transport Strategy

- Built around four overarching objectives – informed by existing international, national and regional strategies
- Achieving these requires a significant change to the way we travel:
  - Away from car dependency – draft strategy is explicit that in future most people will not need to own a car to access the services they need
  - Towards walking, cycling and public transport first
- Main areas of activity:
  - 'Step change' in the city's public transport system (including Very Light Rail)
  - Much better infrastructure for walking and cycling
  - Targeted investment in the road network (i.e. not aimed at simply creating capacity for more cars)
  - Widespread electrification (of public and private transport)
  - Changes to the way we transport freight
  - Encouraging 'behaviour change'

1. Supporting the city's economic recovery and enabling long-term growth

2. Delivering a sustainable, low carbon transport system

3. Ensuring equality of opportunity

4. Maximising health and wellbeing

# The Electric City

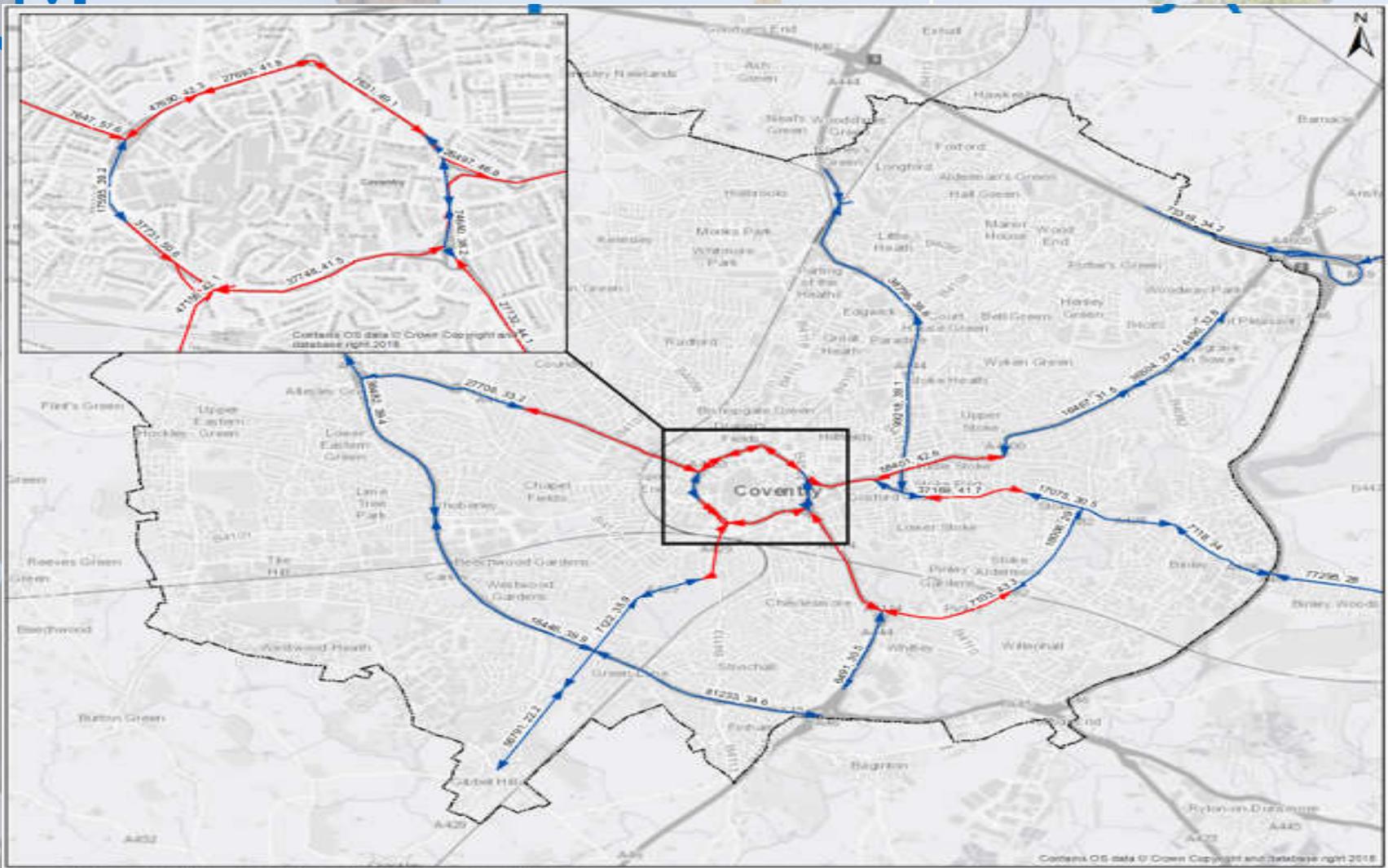
## Why Electrify Coventry?

- Climate Change Strategy
- Coventry Local Air Quality Action Plan
- Boost jobs and growth in local economy
- Zero carbon transport system
  - Very Light Rail
  - Electric buses
  - Electric taxis
  - Electric vans
  - Public EV charging network
    - Plug in Charging
    - Static Charging
    - Pantograph Charging and
    - Dynamic Charging of Vehicle



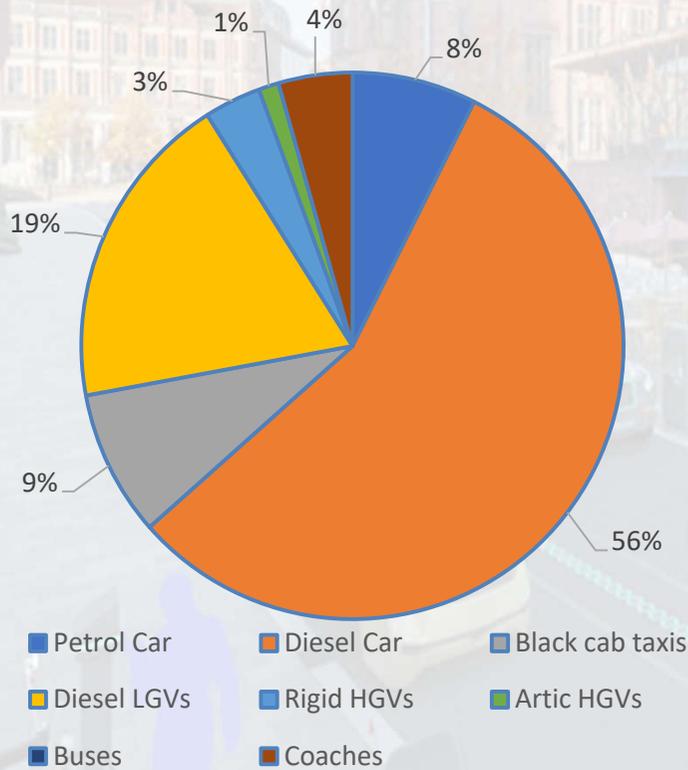


# Modelled NO2 exceedances (2021- updated AQ modelling)

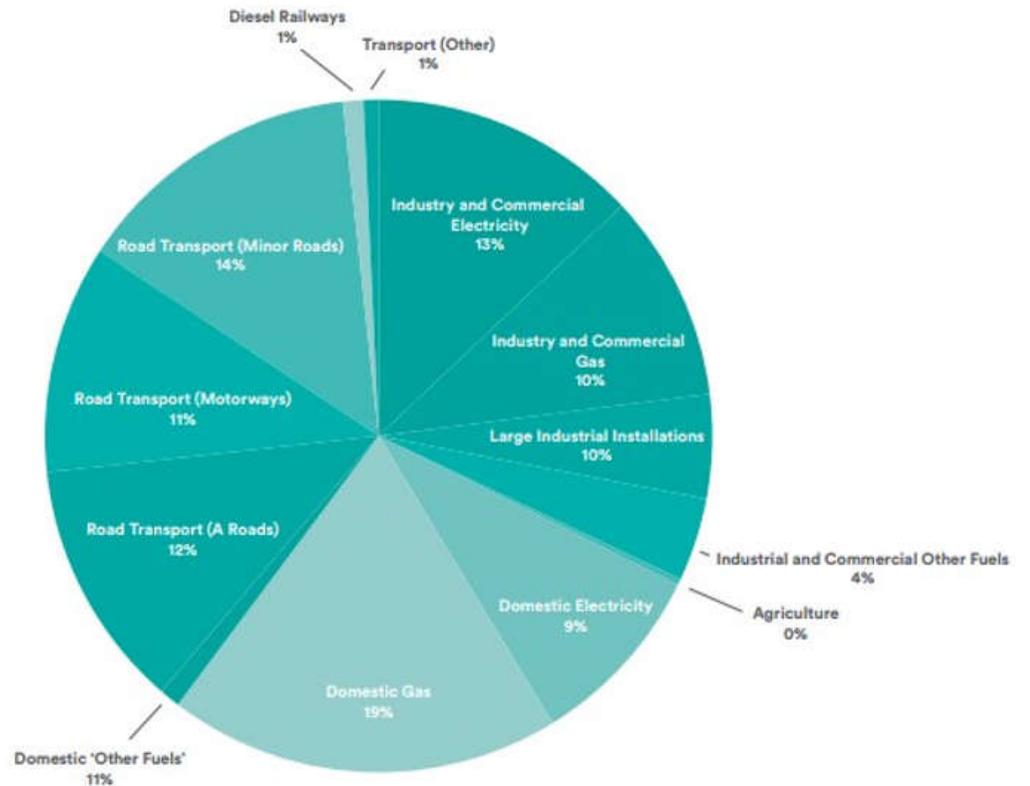


# The challenge for Coventry

NO2 by Source - SW quadrant ring road



2016 CO<sub>2</sub> Emissions (21 MtCO<sub>2</sub>) for WMCA area



# Reducing our emissions across the City



plug in Coventry

### Electric vehicle charging for Coventry's businesses.

Make EV a part of your business' future.

Any location can be transformed into an electric vehicle charging destination – join the Plug In Coventry network now and attract EV drivers with our industry leading charging experience.

Join the network

eo Coventry City Council Stratford



'Try before you buy' – electric fleet

468 charge points operational & 155 currently being installed



Electric Bus City



Urban Air-Port & Coventry

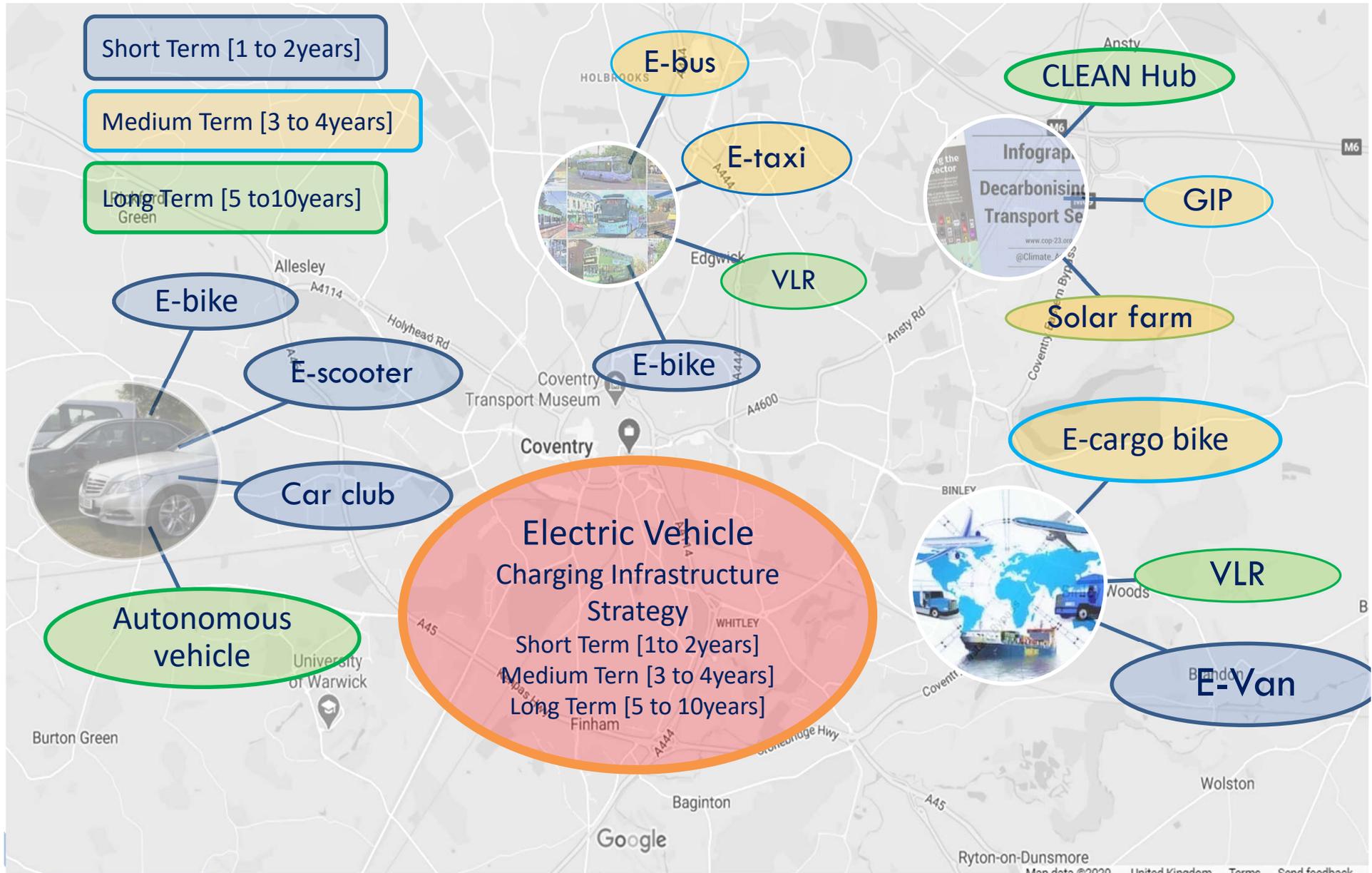
# Coventry City Council

- Coventry has one of the most comprehensive EV charging networks outside London.
- Work Place Charging – 44 fast chargers at Council’s properties and Plug-in Coventry project to support charge point provision at business premises
- Ultra Low Emission Buses – Office for Zero Emission Vehicle (OZEV) grant funding of £2.255m for 10 electric buses in partnership with National Express – Launched end of August 2020
- All Electric Bus Town [AEBT] – Coventry secured funding of £50 million to fully electrify the bus fleet in the city and key corridors into Warwickshire – joint project with Warwickshire County Council and major bus companies. 130 double decker electric buses were ordered in January 2022 as first phase of the delivery programme.
- Electric Fleet First project – Coventry has been awarded funding by Highways England for a fleet of electric vans, pool cars and taxis for local businesses to try before they buy electric vehicles for their fleets.
- DynaCoV project – Dynamic Charging of Vehicles, a feasibility study project is underway, completed December 2021



# Developing an EV culture

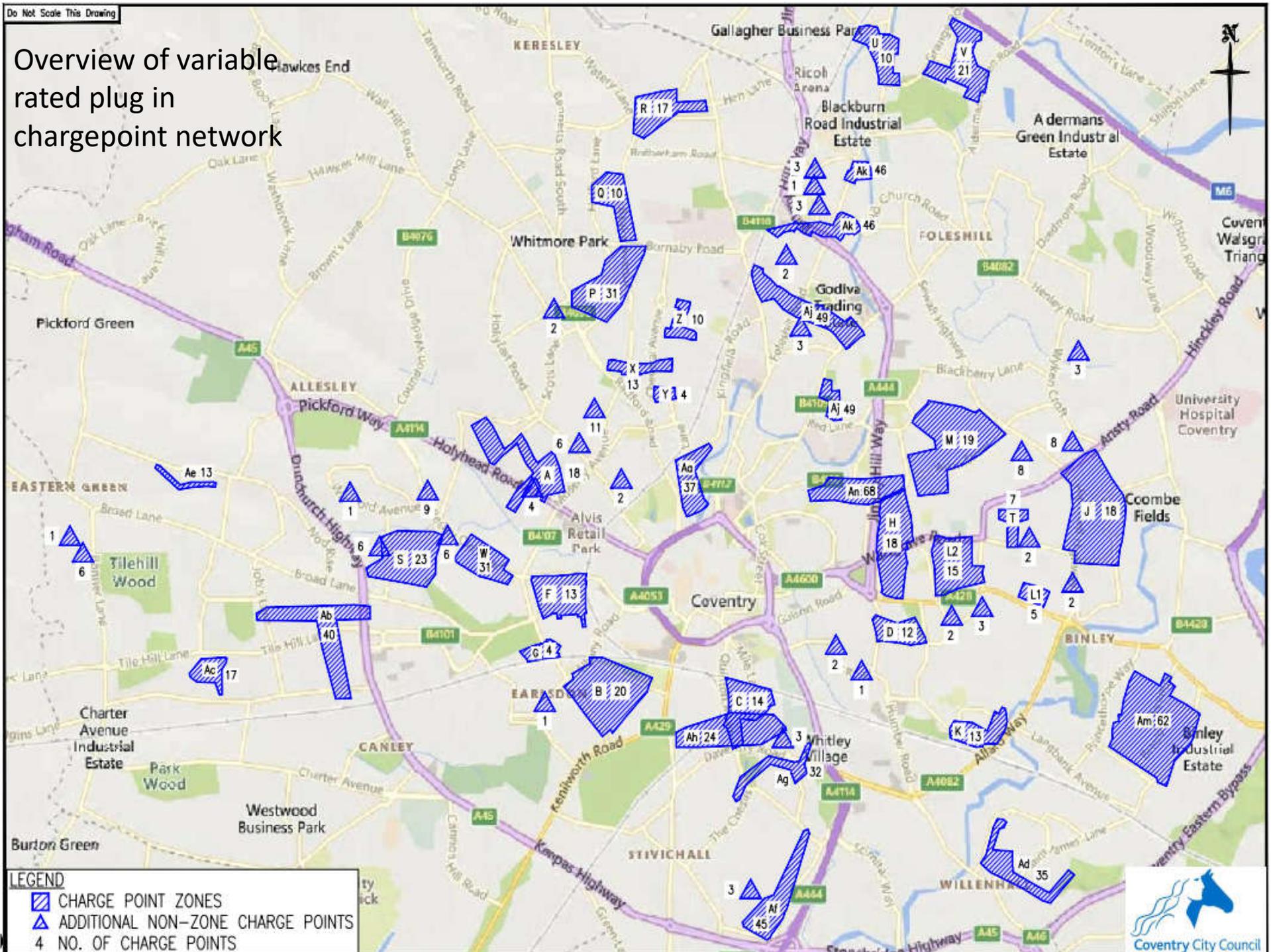
- Central Government Funding
- Private sector investment
- Holistic approach of extending EV charging infrastructure to the wider city
- Access to Charge points in the City of Coventry for Electric Taxi's [Hackney carriages]
- Promote increase use of EV cars through workplace charging, home charging and onstreet charging
- Improve Air Quality
- Future Proofing for Emerging Technology
- Combination of VLR, all electric buses and electric taxi's making a fully electric public transport system in Coventry from 2025



# EVC Eco System

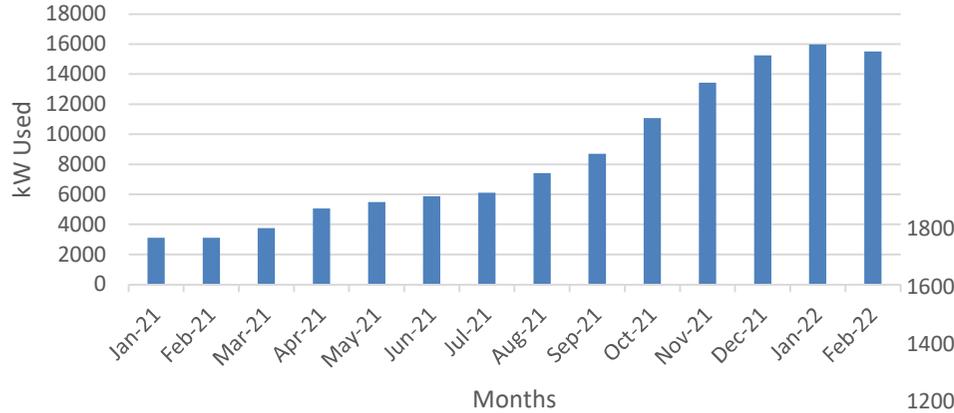
Do Not Scale This Drawing

# Overview of variable rated plug in chargepoint network



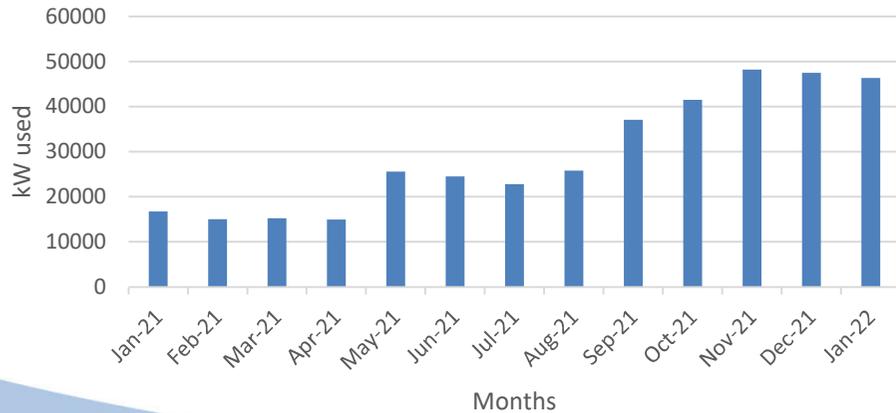
## Onstreet Residential Chargepoints

Home Charging

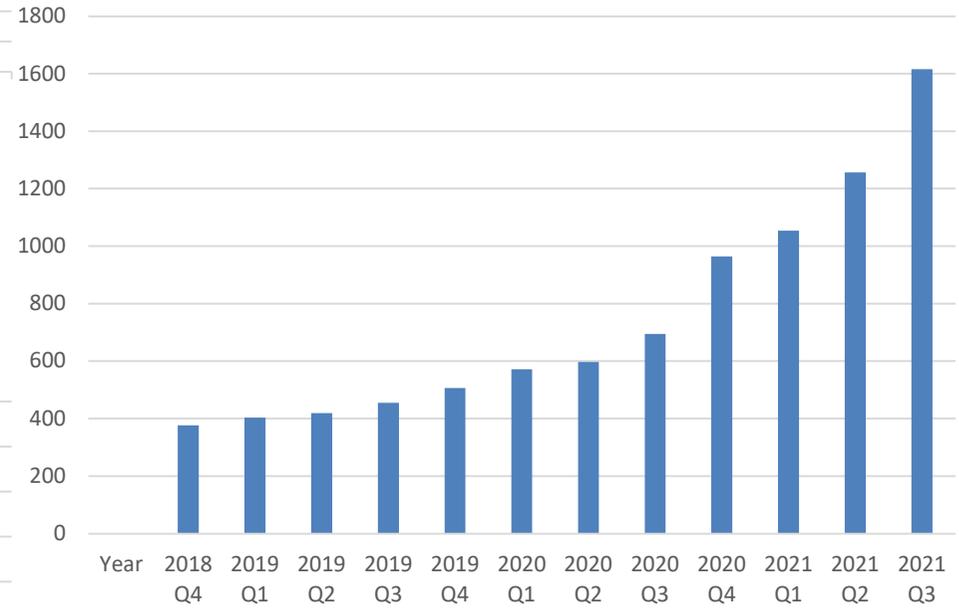


## Rapid Charger Usage

Opportunity Charging



## Plug-in-cars Coventry



Source: veh0131 - Plug-in cars and light goods vehicles Dft Stats 2021 Q2

# Ultra-fast Charging Hubs / Green Innovation Park

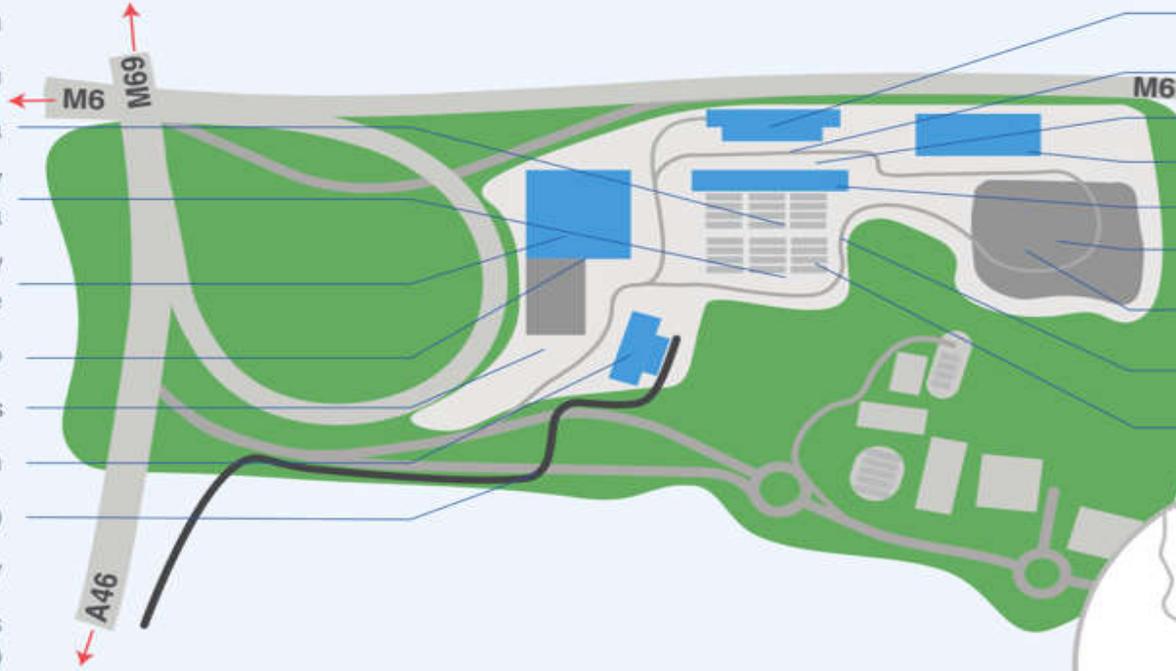
- Council working with partners to unleash the potential for ultra-fast charging hubs across Coventry.
- These state of the art facilities would provide volume charging facilities for all types of electric vehicles.
- Developing options for multi-fuel hubs including hydrogen and gas
- Opportunities for associated facilities and SME research hubs
- Energy generation and supply opportunities.



# Coventry & Warwickshire City Linking Energy and Network Hub (CLEAN Hub)



- Wind Energy Generation
- Solar Energy Generation
- Park & Ride carpark area
- Low/high power EV charging carpark area
- Consolidation centre/ last mile
- Parcel pickup
- E-scooters/e-bikes
- VLR station
- Very Light Rail (VLR)
- Cycle-highway
- Flying goods vehicles (drones)



- Electric bus charge park
- Electric shuttle bus
- Bus stop
- Innovation zone
- Retail area
- Multi-fuel hub
- Hydrogen fuel production
- Battery Storage
- Static wireless charging bays







# EV - Future Works



CCC exploring 'car clubs' and 'lift-share'

Linked to future mobility pilot scheme which would allow people to trade in their older, polluting cars for mobility credits. Credits could be used on trains, buses, car clubs and bike hire.

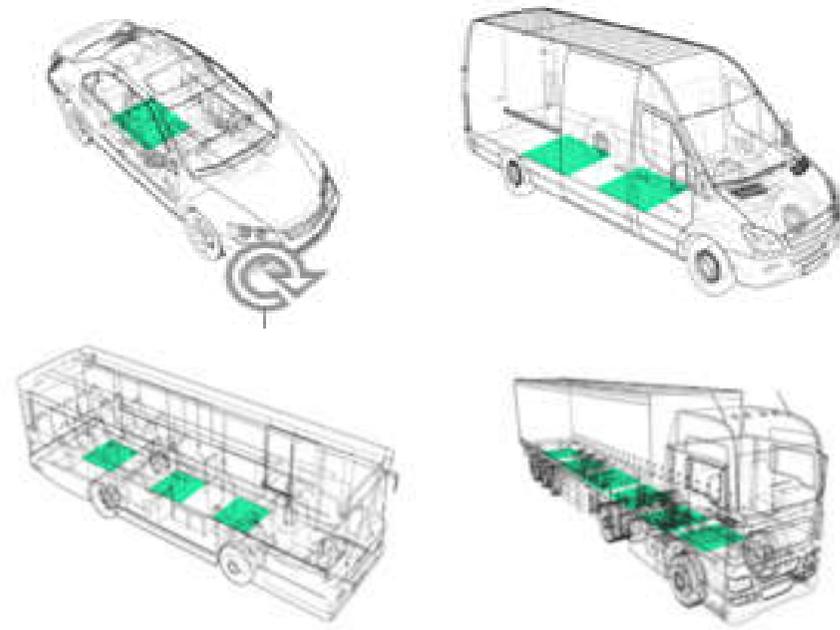
# EV - Future Works

Dynamic Wireless Power Transfer technology, where Inductive loops are laid under the road surface

These loops are capable of charging a moving vehicle as it passes over them

Receivers are fitted underneath a vehicle which allows it to accept a charge as it drives over the inductive loops.

DynaCoV project feasibility study was completed in December 2021, a project funded by Western Power Distribution [WPD]. Next phase is to undertake a demonstrator project once the funding is secured.



# Battery production facilities to help EV transition

**UK Battery Industrialisation Centre (UKBIC)** The £130 million UK Battery Industrialisation Centre (UKBIC) is a pioneering concept in the race to develop battery technology for the transition to a greener future. The unique facility provides the missing link between battery technology and successful mass production. Based in Coventry, the publicly-funded battery product development facility welcomes manufacturers, entrepreneurs, researchers and educators.



**Gigafactory Coventry Airport** Coventry Airport has been chosen as the preferred site across the West Midlands for a new Gigafactory facility. The recently submitted plans would deliver 5.7m sq ft of space for both battery production and recycling, would add £434m in GVA to the regional economy each year,



## Coventry Very Light Rail

- The Coventry Very Light Rail project is redesigning urban light rail to make it cheaper to install for smaller and medium-sized cities
- The track is much shallower than traditional rail, utilizing the latest materials science allowing it to be laid just 30cm in the road surface, minimizing the need for utility diversion
- The vehicle is battery powered and can be charged by a standard single decker bus charger, further minimizing installation of costly infrastructure



## Coventry: UK's first all-electric bus city

Coventry City Council is working with the West Midlands Combined Authority, the UK Government and National Express West Midlands on a pilot project to make Coventry the UK's first all-electric bus city.

Funding has been provided by the UK government, and Coventry City Council is working closely with National Express to ensure the necessary infrastructure is installed by 2025.

The West Midlands Combined Authority is also working closely with National Express on contractual and operational requirements.



# Electric Fleet Update

Coventry City Council  
04/02/2022



Coventry City Council



**national  
highways**

# Progress to date

## Key Stats

- ▶ 70 Vehicles purchased
- ▶ Over 300+ businesses and taxi drivers have registered interest on the scheme
- ▶ 131 trials have taken place to date
- ▶ 15 taxi drivers have already placed orders with LEVC for the Hybrid TX5
- ▶ 10 businesses actively looking at leasing electric vans with two businesses already converting to an e-van/e-car
- ▶ 2 businesses have purchased charging infrastructure for their workplace and used the grant funding towards this
- ▶ 320,000+ miles driven to date by businesses around Coventry.



## Progress within the council



▶ Whitley Depot charging bay improvement ✓



▶ Whitley Depot Rapid Charger ✓



▶ Road Map to a self-sustained green fleet

▶ Workshop staff EV training ✓

▶ In house electric MOTs and services ✓

▶ More depot charge points ✓

▶ Council commitment policy

## Additional notes

- ▶ 6 taxi drivers taken advantage of the DEFRA funding when trading in their EURO 4 taxi for a hybrid equivalent. Due to long lead-times of vehicles this number is likely to increase month by month as other drivers who have committed to purchasing hybrid vehicles are waiting on delivery.
- ▶ 2 businesses have placed orders for electric vehicles to replace their business vehicle that is currently petrol/diesel ran
- ▶ A further 10 businesses are actively looking at purchasing vehicles when there existing lease is due for renewal later this year
- ▶ 320,000 miles driven. According to some carbon emission sites, this equal to 190 tonnes of CO2 savings but these are U.S sites and not 100% these calculators are accurate

<https://www.fleetnews.co.uk/costs/carbon-footprint-calculator/>

# Thank you

Colin Knight - Director of Transportation and Highways

Shamala Evans-Gadgil - Programme Manager

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# Agenda Item 5

Communities and Neighbourhoods Work Programme 2021-22

|  
Please see page 2 onwards for background to items

Last updated 22/3/22

<b>8<sup>th</sup> July 2021</b>
Local Development Scheme Fly-tipping – Establishment of a Task and Finish Group
<b>23<sup>rd</sup> September 2021</b>
Postponed
<b>4<sup>th</sup> November 2021</b>
Housing and Homelessness Services Update i) Impact of Covid-19 ii) Supply of affordable accommodation
<b>2<sup>nd</sup> December 2021</b>
Flood risk management and drainage update report Update on Housing Licensing Schemes and Enforcement
<b>Wednesday 15<sup>th</sup> December 2021</b>
Supplementary Planning Documents i) Open Spaces ii) Affordable Housing iii) Energy
<b>3<sup>rd</sup> March 2022 (moved from 3<sup>rd</sup> February)</b>
Safe and Supported Accommodation – Response to the Domestic Abuse Act 2021 Fly-tipping Task and Finish Group Report
<b>31<sup>st</sup> March 2022</b>
Electric Vehicle Charging
<b>2022/2023</b>
Housing Development Infrastructure Residents Parking Scheme Traffic Lights in the City City Centre Parking Fly-tipping Task and Finish Group Report Hot Streets Pilot Review SPD - Biodiversity Water Courses – management, infrastructure, and investment Waste Collection Services First meeting - Highways Asset Management Programme - Scheme Assessment Process Impact of VLR on utilities under highways and footpaths Article 4 Direction - consultation

<b>Date</b>	<b>Title</b>	<b>Detail</b>	<b>Cabinet Member/ Lead Officer</b>
<b>8<sup>th</sup> July 2021</b>	Local Development Scheme		David Butler Cllr Welsh
	Fly-tipping – Establishment of a Task and Finish Group	To include a further progress report following the meeting on 19 March 2021 – including use of wording on signage	Craig Hickin Cllr AS Khan
<b>23<sup>rd</sup> September 2021</b>	Postponed		
<b>4<sup>th</sup> November 2021</b>	Housing and Homelessness Services Update i) Impact of Covid-19 ii) Supply of affordable accommodation	To invite main social housing providers in to discuss plans for what is going to be developed and delivered over next 12-18 months. How it meets city's needs in terms of supply. To consider what impact Covid has had on housing – in terms of ASB, evictions and what can be done to support residents	Jim Crawshaw Cllr Welsh Housing Providers
<b>2<sup>nd</sup> December 2021</b>	Flood risk management and drainage update report	An annual update on the flood risk management programme	Cllr Hetherton Neal Thomas
	Update on Housing Licensing Schemes and Enforcement	To look in more detail on the implementation and enforcement of the HMO licensing scheme	Cllr Welsh/ Davina Blackburn/ Adrian Chowns
<b>Wednesday 15<sup>th</sup> December 2021</b>	Supplementary Planning Documents i) Open Spaces ii) Affordable Housing iii) Energy	For SB4 to contribute to the consultation	Cllr Welsh David Butler
<b>3<sup>rd</sup> March 2022 (moved from 3<sup>rd</sup> February)</b>	Safe and Supported Accommodation – Response to the Domestic Abuse Act 2021	To look at housing support for vulnerable women in the City with multiple complex needs.	Cllr Welsh Jim Crawshaw Rachel Chapman

Communities and Neighbourhoods Work Programme 2021-22

<b>Date</b>	<b>Title</b>	<b>Detail</b>	<b>Cabinet Member/ Lead Officer</b>
	Fly-tipping Task and Finish Group Report	To consider the recommendations from the T&F group on Fly-tipping	Cllr Hetherton, Cllr AS Khan Craig Hickin, Martin McHugh
<b>31<sup>st</sup> March 2022</b>	Electric Vehicle Charging	A review of the installation and usage of electric vehicle charging points across the city, including for disability scooters.	Cllr O'Boyle/ Hetherton Colin Knight Shamala Evans
<b>2022/2023</b>	Housing Development Infrastructure	To look at proposals for planned housing developments and infrastructure. Specifically, to look at the timetabling of these developments and associated roads and infrastructure which will be required to support population growth and movement. To seek assurances that infrastructure will be in place before homes are occupied.	Cllr Welsh Andrew Walster/ David Butler
	Residents Parking Scheme	A report considering the changes suggested to meet the income target set in the MTFS. To look at the potential repercussions of introducing changes where there are none currently.	Cllr Hetherton Paul Bowman
	Traffic Lights in the City	To receive an update on the traffic light replacement programme, with a particular focus on the use of sensors to improve traffic flow. Including pedestrian priority on lights.	Cllr Hetherton Ben Gray
	City Centre Parking	To bring the Cabinet Report planned for Spring/Summer 2021 to SB4 to consider changes to city centre car parks	Cllr Hetherton Paul Bowman
	Fly-tipping Task and Finish Group Report	To consider the recommendations from the T&F group on Fly-tipping	Cllr Hetherton, Cllr AS Khan Craig Hickin, Martin McHugh
	Hot Streets Pilot Review	To consider the impact of the Hot Streets pilot.	Cllr Hetherton Craig Hickin
	SPD - Biodiversity	To input into the consultation on the Supplementary Planning Document for Biodiversity	Cllr Welsh David Butler

Date	Title	Detail	Cabinet Member/ Lead Officer
	Water Courses – management, infrastructure, and investment	An item on Water Courses within the city, including investment in infrastructure in the City, with appropriate organisations, including Severn Trent Water and the Canal Trust, to be invited	Colin Knight/ Neal Thomas Cllr Hetherton
	Waste Collection Services	To look at issues around waste collection including Christmas collections plans	Andrew Walster Cllr Hetherton
	First meeting - Highways Asset Management Programme - Scheme Assessment Process	About the selection and assessment process for schemes coming forward.	Cllr Hetherton Neil Cowper
	Impact of VLR on utilities under highways and footpaths	Members requested a report on how the installation of the VLR track would take account of utilities including fibre beneath the highways and footpaths. To be considered once a route had been confirmed	Rachel Goodyer Nicola Small Cllr Hetherton
	Article 4 Direction - consultation	The Board to consider the article 4 direction as part of the consultation process	David Butler Cllr Welsh