

Cabinet Member

17th February 2021

Name of Cabinet Members:

Cabinet Member for City Services – Councillor Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

City-wide

Title:

Report – Onstreet Residential Chargepoint Scheme (ORCS) - Experimental Traffic Regulation Order Objection

Is this a key decision?

No – Although the matters within the report affect a number of wards in the city, it is not anticipated that the impact will be significant.

Executive Summary:

Coventry is at the cutting edge of the automotive industry and a leader in innovation. Electric vehicles lie at the heart of this development and following a number of successful bids, the city council have installed over 200 residential electric chargepoints city wide. A further 200 chargepoints are currently being installed and will be operational by end of April 2021. This programme is intended to future-proof the city's transport infrastructure for the increase in electric vehicle ownership in line with national Government policy, with the Government having committed to ending sales of new diesel- and petrol-powered vehicles from 2030.

In line with this commitment, the Office for Zero Emission Vehicles (OZEV) has allocated £20m of funding for on-street residential chargepoint projects. The funding available is for 75% of the capital costs of procuring and installing the chargepoint and an associated dedicated parking bay (where applicable). This funding has been made available to Local Authorities in a grant format.

The scheme is intended to meet the needs of residents and therefore the requirement from OZEV is that the chargepoints must be installed in a residential areas where there is limited access to off-road private parking.

Coventry City Council has over the past three years successfully submitted four funding applications to OZEV securing grant funding to the value of £1,446,010. This funding is being used to install a mix of slow and fast chargepoints on residential streets across the city. An Experimental Traffic Regulation Order(ETRO) was advertised on 16th June 2020 for the fast chargepoint locations as listed in Appendix A. One (1) objection has been received .

In accordance with the City Council's procedure for dealing with objections to ETRO's, they are reported to the Cabinet Member for City Services for a decision as to how to proceed. The ETRO is due to expire on 23rd April 2021.

Recommendations:

It is recommended that the Cabinet Member for City Services:

1. Consider the objection received to the City of Coventry (Various Locations Phase 8) (Electric Charging Places) (Experimental) Order 2020
2. Subject to recommendation 1, approve the making permanent of the City of Coventry (Various Locations Phase 8) (Electric Charging Places) (Experimental) Order 2020.
3. Note that the issues raised in the objection are general in nature and do not relate directly to the location of the parking bays as detailed in Appendix A and endorse that if the same issues are raised again to other proposed electric charging bays in the future, they are not considered again.

List of Appendices included:

Appendix A –Experimental Traffic Regulation Order – Schedule of restrictions
Appendix B – Details of objection and response

Other useful background papers:

None

Has it been or will it be considered by Scrutiny?

No.

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Onstreet Residential Chargepoint Scheme (ORCS) - Experimental Traffic Regulation Objection

1. Context (or background)

- 1.1. The Chargepoint Scheme is primarily focused on the installation of electric vehicle chargepoints in on-street locations. However, The City Council acknowledges that on street parking is prevalent in streets where off-street parking is not available. Keeping this in mind, no parking restrictions have been proposed for the locations where slow chargepoints have been installed.
- 1.2. However, where fast chargepoints have been installed, there is a parking restriction of Electric Vehicles only for 4 hours, whilst charging, no return within 4 hours, between 6am and 10pm.
- 1.3. The City Council undertook consultation with local residents where these chargepoints were proposed for installation. Where informal objections were received for any proposed location, the chargepoint was relocated or removed from the proposal. An ETRO was used to install the charging point waiting restriction at the fast chargepoint locations to enable monitoring of the situation/any problems that may arise.

2. Options considered and recommended proposal

- 2.1. The proposal has been to install the slow chargers on ends of the identified streets on existing footway where existing street light is present which will supply power to the slow chargers, minimising street clutter.
- 2.2. Where street lights are at the front of the footway, slow chargepoints have been installed directly on to these street lights.
- 2.3. An Experimental Traffic Regulation Order (ETRO) is introduced for the fast chargepoint locations, and 2 parking spaces are allocated in each area.
- 2.4. The Options considered in response to the objection are:
 - i) make the ETRO permanent
 - ii) remove the parking restrictions
- 2.5. It is recommended to keep the parking bays and the restrictions and make the ETRO permanent.

3. Results of consultation undertaken

- 3.1. In this phase 5 areas were identified for chargepoints with 2 fast chargepoints in each area. 4200 street news were delivered to the residents in these 5 areas.
- 3.2. Venues in each areas were sourced to carryout drop-in sessions, so that residents could come and talk to Council officers directly and raise any queries.
- 3.3. Following the drop-in sessions, a second set of 4200 street news update were delivered informing residents of the outcome of the consultation.
- 3.4. The ETRO for parking for an electric vehicles for 4 hours whilst charging, no return within 4 hours, between 6am to 10pm listed in Appendix A was advertised in the Coventry

Telegraph on 16th of July 2020; notices were also placed on street in the vicinity of the proposal. The ETRO became operational on 24th July 2020. One (1) objection was received. Appendix B details the objection received. . In summary, the objection is not to the specific ETROs that have been proposed but asks that the Council prioritise a range of other measures in advance of making these ETROs.

- 3.5. It should be noted that similar objections have been received from the objector to other ETRO and TRO consultations, and that many of the measures requested by the objector, such as Average Speed Enforcement and the provision of segregated cycle routes, are being promoted and delivered through a range of investment programmes, such as the Local Air Quality Action Plan and Binley Cycle Route schemes.

4. Timetable for implementing this decision

- 4.1. The cost of advertising the making permanent of the ETRO, if approved, will be funded from Highways and Transportation ITB funds (Integrated Transport Budget).

5. Comments from Director of Finance and the Director of Law and Governance

- 5.1. Financial implications

The cost of advertising the ETRO (Experimental Traffic Regulation Order), if approved, will be funded from Highways and Transportation ITB funds (Integrated Transport Budget).

- 5.2. Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make an ETRO on various grounds for example improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due **consideration** to the effect of such an order to monitor and allow members of public to object over a six-month period..

6. Other implications

- 6.1. **How will this contribute to achievement of the Council Plan?**

It is considered that the proposals support the Council Plan objective to create an attractive, greener city by making it easier for people to use electric vehicles within the city, thereby reducing vehicle emissions, improving the environment and tackling climate change, and supporting the delivery of the Local Air Quality Action Plan for Coventry.

- 6.2. **How is risk being managed?**

Risk is being managed through the project governance.

- 6.3. **What is the impact on the organisation?**

None

- 6.4. **Equalities / EIA**

No equality impact assessments have been undertaken. However, it is not expected that implementation of this proposal will have any adverse impact and these chargepoints will be accessible to all residents in the area.

6.5. Implications for (or impact on) the environment

The intention of implementing these chargepoints is that once they are installed and operational, residents will have confidence to purchase or lease electric cars as they will be able to charge near their homes. And once the electric vehicle uptake is accelerated, the (anticipated) reduced levels of CO₂ and NO₂ emissions should result in improvements to local air quality. This would support the Coventry Local Air Quality Plan which was approved by the Council's Cabinet in July 2020.

6.6. Implications for partner organisations?

None.

Report author(s)

Name and job title:

Shamala Evans,
Programme Manager/Senior Project Manager
Transport and Innovation

Service:

Transportation and Highways

Tel and email contact:

024 7683 1048,
Shamala.evans@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
John Seddon	Head of Transport and Innovation		28.01.21	29.01.21
Caron Archer	Principal Officer (Traffic Management)	Traffic & Network Management	28.01.21	29.01.21
Liz Knight	Governance Services Officer	Law and Governance	28.01.21	03.02.21
Names of approvers for submission: (officers and members)				
Colin Knight	Director (Planning, Transport and Highways)		28.01.21	01.02.21
Rachel Goodyer	Traffic and Road Safety Manager,	Traffic & Network Management	28.01.21	01.02.21
Sunny Heer	Lead Accountant	Finance	28.01.21	02.02.21
Rob Parkes		Law and Governance	28.01.21	03.02.21
Councillor Hetherton	Cabinet Member for City Services			09.02.21

This report is published on the council's website: moderngov.coventry.gov.uk

Appendix A:

CITY OF COVENTRY
(VARIOUS LOCATIONS PHASE 8)
(ELECTRIC CHARGING PLACES) (EXPERIMENTAL) ORDER 2020

Schedule

Length of Road in the City of Coventry	Restriction	Side of road
<p>Church Lane</p> <p>From a point 20.5 metres south of its junction with Walsgrave Road for a distance of 11 metres in a southerly direction.</p>	<p>Electric Vehicle Charging Place, 6am – 10pm, waiting limited to 4 hours no return within 4 hours</p>	<p>East</p>
<p>Dennis Road</p> <p>From a point 13 metres north of its junction with Alfall Road for a distance of 11 metres in a northerly direction.</p>	<p>Electric Vehicle Charging Place, 6am – 10pm, waiting limited to 4 hours no return within 4 hours</p>	<p>East</p>
<p>Lord Lytton Avenue</p> <p>From a point 10 metres north north east of its junction with Momus Boulevard for a distance of 11 metres in a north northeasterly direction.</p>	<p>Electric Vehicle Charging Place, 6am – 10pm, waiting limited to 4 hours no return within 4 hours</p>	<p>West</p>
<p>The Drive</p> <p>From a point 29 metres east of its junction with Hipswell Highway for a distance of 11 metres in an easterly direction.</p>	<p>Electric Vehicle Charging Place, 6am – 10pm, waiting limited to 4 hours no return within 4 hours</p>	<p>North</p>

Appendix B:

Objection No	Summary of Objection	Response
1	<p>The objector advises they do not have any objections against charge points but object to the council proceeding with any proposals without considering the wider implications in terms of providing a safe highway network for all users. In particular:</p> <ol style="list-style-type: none"> 1. Are cycle lanes needed on these streets? 2. Are speed limits too high? 3. Is parking being provided at a reasonable and fair rate? <p>In respect of (1) above, the objector feels that the council must make the street safe for all road users before privileging one type of user over another by providing charging facilities. They consider these charging posts remove pavement space from pedestrians, whilst entering into a long-term contract with a private provider to sell electricity in space which belongs to the general public.</p> <p>In respect of (3), the objector advises that it is their understanding that parking remains free and un-metered all year round in all four locations, and that this would remain the case after installation of the charge points. The provision of parking as a service is entirely separate to the provision of electricity.</p> <p>The objector also feels that, before any further charge points are introduced, the council must do the following:</p>	<p>The Experimental Traffic Regulation Order (ETRO) is explicitly in relation to the restriction proposed for the electric vehicle fast charging bays.</p> <p>It is widely documented that people with electric vehicles will want somewhere at or near their home to charge their vehicle, and this is one of the main reasons why the Office for Zero Emission Vehicles (OZEV) has made funding available for local authorities to provide on-street chargepoints for residents who do not have access to off-street parking. In many parts of Coventry off-street parking is not available, especially where residents live in apartments.</p> <p>This scheme is being proposed to future proof Coventry City's streets and give residents an element of confidence to take that step towards buying/leasing an electric vehicle. Especially, as the sales of electric vehicles are increasing exponentially, and they will increasingly become the norm, with the Government set to ban sales of petrol and diesel cars by 2030.</p> <p>The proposed chargepoints are in form of a bollards with the same dimensions as a standard cast iron bollards that are installed around the city to manage parking issues. These bollards do not take up any additional space than a street lighting column. A minimum width of 1.8m is achieved on all the footways where these charging bollards have been installed.</p>

	1. Roll out 20 mph as the default speed limit city wide, as agreed in 2014.	1. This request has been passed on to Traffic and Network Management and does not relate to the Order that has been advertised.
	2. Produce a map of each and every street in the city, to determine whether or not cycle routes are likely to be needed on each street. This map must be put out to consultation and it must be in the public domain.	2. The design of where cycling routes should be are progressed by the Transportation division and will be consulted on as and when they are ready for consultation.
	3. In respect of the above, a street can be determined as **not** needing cycle routes if it has been (or will be) made safe through the removal or substantial reduction of through traffic, through the implementation of 20 mph as a top speed, and through the installation of suitable traffic calming measures, if they are still needed.	3. See Response to item 2.
	4. If a street requires cycle lanes to be installed at a future date, then the council must consider whether charge points can still be safely installed – for example by placing the cycle lane behind a parking lane (ie between the parking lane and the footway), or by permitting parking on one side of the street only.	4. The dimensions of majority of the residential streets are not wide enough to facilitate measures such as placing the cycle lane behind a parking lane (ie between the parking lane and the footway), or by permitting parking on one side of the street only. However, waiting restrictions can be reviewed in relation to any future highway changes
	5. For the avoidance of doubt, no charging points must be installed before consideration of both the need for safe cycling and for suitably socially distanced walking space.	5. Each proposed bay location is reviewed in terms of road safety. In addition by installing charging bollards on the footway has no impact on cyclists and they are positioned to maintain a minimum footway width of 1.8m.
	6. Undertake never to install any more charge points on bus routes, and to remove all street parking on these routes, including all parking associated with erroneously installed charge points (for example on Hearsall Lane).	6. Residents of Coventry regularly park their vehicles on street where off-street parking facilities are not available often on bus routes. Regular meeting are held with the bus service providers where they can raise any issues in regard to problem parking
	7. Undertake to charge market rates for all parking, including the parking of electric vehicles but with the exception of blue badge parking, in order to end the current unfair subsidies the council gives to motorists.	7. Parking charges will be considered by Parking Services and does not form part of this order

	8. Install average speed cameras on all major through roads in the city.	8. This points is related to speed of traffic and has no bearing on the parking restriction order.
	9. Produce a report detailing the measures the council is taking in order to fulfil its obligations to provide safe street space for everyone, in terms of the Equality Act 2010.	<p>9. The parking restriction order does not have any bearings on Equality Act 2010.</p> <p>All the points raised by the objector are being addressed through the relevant service areas by investigating and developing concept and designs relating to the wider cycling and parking projects.</p> <p>As the objector does not have objections to the restrictions at the charge point locations, which are directly related to the ETRO, it is recommendation that the ETRO be made permanent.</p>