
Cabinet Member for City Services

26th January 2022

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P 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 (ETRO) Objection Report

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 403 residential electric chargepoints city wide. A further 155 chargepoints are due to commence installation from January 2022 and will be operational by end of July 2022. 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.

Electric car sales are increasing exponentially and, as a City Council, we have recognised the need to act to future-proof our transport system for electric vehicles.

This includes installing Electric Vehicle (EV) charge points on residential streets where residents have no off-street parking to give people the chance to charge an EV at or near their home even when they don't have a private driveway.

To date, the City Council has secured £2.12 million to support this programme, and Coventry has the highest number of EV charge points of any city in the UK outside London.

As part of the initiative, the City Council installed two 22kW charging bollards on Browning Road and two 22kW charging bollards on Billing Road with an Experimental Traffic Regulation Order operational 6am-10pm, for electric vehicles to park for up to four hours no return within four hours operational from 3rd May 2021 with a six month objection period.

Two objections have been received (one for each road) In accordance with the City Council's procedure for dealing with objections to ETROs, they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

Recommendations:

It is recommended that the Cabinet Member for City Services:

1. Consider the objections received to The City of Coventry (Various Locations Phase 10) (Electric Charging Places) (Experimental) Order 2021.
2. Subject to recommendation 1, approve the making permanent of The City of Coventry (Various Locations Phase 10) (Electric Charging Places) (Experimental) Order 2021

List of Appendices included:

Appendix A – Summary of ETRO Objections 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 Order (ETRO) Objection Report

1. Context (or background)

- 1.1. The Office for Zero Emission Vehicles (OZEV) is a cross Government, industry endorsed team set up to promote the uptake of zero emission vehicles (ZEV). OZEV has the remit to dispense funding for 'on street residential chargepoint scheme' (ORCS) to local authorities on behalf of the Department for Transport.
- 1.2. Coventry was declared an Air Quality Management Area in 2009 because of high levels of Nitrogen Oxide (NO₂) 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 NO₂ exceedance is expected to continue beyond 2020.
- 1.3. Coventry's adopted Local Plan includes policies to promote the uptake of electric vehicles. These are Policy AC1 (Accessible Transport Network) and Policy EM6 (Air Quality).
- 1.4. The Government 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.
- 1.5. The Government has also published their Decarbonising Transport Paper in July 2021 which sets out government's commitments and the actions needed to decarbonise the entire transport system in the UK.
- 1.6. ORCS has been running for 3 years and the chargepoint market has developed considerably since, with a wider range of chargepoint operators and products in the market with overall volumes rising.
- 1.7. The Council has submitted four ORCS bids to OZEV between 2018 and 2020 and has been successful in securing a total of £1.42 million to deliver 403 charge points (four phases) and to help prepare the City with the infrastructure required to transition to net zero transport.
- 1.8. The Council submitted a fifth ORCS bid in 2021 and have been successful in securing £706k to further deliver 155 charge points (phase 5).
- 1.9. The charge points installed as part of these phases are predominantly slow chargers as residential chargers are provided for use, mainly during overnight parking or long duration parking daytime.
- 1.10. Where possible, two fast charge points have been provided for the residents and their visitors in each zone. where a parking and charging restriction of four hours, no return within four hours (6am – 10pm) has been implemented. An ETRO has been used in these location whilst their use and timings are monitored.
- 1.11. The restrictions are necessary to allow for the visitors or residents to move their electric car once its charged and make it accessible to other residents/visitors as the purpose of these two charging points is to allow for the visitors of the residents an opportunity to have a top up charge whilst visiting the residents in that area

1.12. As such, in phase 3 of the delivery of the ORCS project, an ETRO was advertised for the two fast chargers installed on Browning Road in Zone T and two fast chargers on Billing Road in Zone S.

2. Options considered and recommended proposal

2.1. In response to the objections received the options considered are:

- i) make the ETRO permanent
- ii) remove the restrictions and parking bays

2.2 The recommended proposal is to keep the parking bays and the restriction and make the ETRO permanent

3 Results of consultation undertaken

3.1 The Council undertook consultation by sending out 825 street news to the area for Billing Road (Zone S) and 194 street news for the Browning Road area (Zone T) including carrying out drop-in-sessions in each Zone and then sending out a further street news with an update following the initial consultation.

3.2 The consultation informed residents that there will be no parking restrictions initially placed on the use of the parking spaces until the number of electric vehicles has increased in each zone.

3.3 Where feasible, the proposal included two fast charging points in each zone to allow a quicker top-up charge to be accessed by residents and their visitors.

3.4 These fast charging spaces have had an Experimental Traffic Regulation Order (ETRO) advertised with a restriction operating 6am -10pm with a of maximum stay of four hours, no return within four hours.

3.5 The Experimental TRO was advertised in the Coventry Telegraph on 22nd April 2021, and notices were also placed on street. The ETRO became operational on 3rd May 2021 which commenced a six months objection period. Two objections were received.

4 Timetable for implementing this decision

4.1 The six months objection period ended 3rd November 2021.

4.2 Subject to approval, it is proposed to make The City of Coventry (Various Locations Phase 10) (Electric Charging Places) (Experimental) Order 2021 ETRO permanent on 2nd March 2022.

5 Comments from the Chief Operating Officer (Section 151 Officer) and the Director of Law and Governance

5.1 Financial implications

The cost of advertising the making permanent of the ETRO, if approved will be met by the funding secured for ORCS phase 5 project.

5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order, including an experimental order, on various grounds e.g. 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.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a traffic order the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

An experimental order takes effect 7 days after public notice is given and can remain in force for up to 18 months. Objections may be made during the first 6 months of operation and any objections must be considered before any decision to make the order permanent.

The 1984 Act provides that once a Traffic Order has been made it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

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 making of this order will have any adverse impact and these chargepoints will be accessible to all residents and their visitors in the area.

6.5 Implications for (or impact on) climate change and 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 title: Onstreet Residential Chargepoint Scheme (ORCS) – ETRO Objection Report

Report author(s)

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Appendix A Summary of Objections and Responses

<u>Objection No</u>	<u>Summary of Objection</u>	<u>Response</u>
1	<p>The objector is objecting on a few points as follows:</p> <ol style="list-style-type: none"> 1. A ban on low income people parking in their own street. Racist as more minorities have low income. The objector would like data provided to refute this. 2. Use by commercial vehicles such as electric taxis. Effectively Subsidised Free parking for non-resident commercial vehicles. 3. Use of child labour in battery production. Exporting Victorian child labour practices abroad is unethical but legal. 4. Lack of research into emf fields generated by vehicles. 5. Increased levels of anti-social behavior, and crime. Assaults on enforcement staff. Arguments about parking. 6. The objector wants a democratic process and wants a leaflet drop carried out to all residents on Browning Road <p>The objector goes on to says that they do want clean air along with wanting a fair distribution of wealth and privilege. The objector informs the City council that they would be very happy to accept a new electric car in exchange for their present vehicle which will cost the council at least £20000. But then goes on to ask what costs a clean planet?</p>	<ol style="list-style-type: none"> 1. The provision of electric vehicle charge points on a residential streets is to future proof the city for the increased ownership of electric vehicles, given the ban on petrol and diesel vehicles which comes into force in 2030. Browning Road predominantly has terraced properties and on street parking is prevalent. So, when a resident swaps their conventional engine car to an electric car and goes to use the EV charging space they will not be displacing parking on that street. Therefore, there is no impact on the current parking behaviour on Browning Road. 2. Following on from consultation with Electric taxi drivers, 39 rapid chargers have been installed city wide which will take them less time to charge their electric taxi's than using the chargers on Browning Road. Commercial EV owners pay the same as private EV owners for the electricity, and for parking generally, therefore there is no subsidised parking involved for commercial vehicles. 3. This Experimental Traffic Regulation Order (ETRO) is about restrictions on the Electric Vehicle parking bays and this point has no relevance to the ETRO 4. This Experimental Traffic Regulation Order (ETRO) is about restrictions on the Electric Vehicle parking bays and this point has no relevance to the ETRO 5. There is no evidence to suggest that the Council's Enforcement Officers would be at greater risk whilst enforcing the parking restrictions that are the subject of these Orders, or that there will be an increase in arguments about parking.

		<p>6. Street news were delivered to all properties on Browning Road</p> <p>This Experimental Traffic Regulation Order (ETRO) is about restrictions on the Electric Vehicle parking bays and this point has no relevance to the ETRO.</p>
<p><u>2.</u></p>	<p>The objector is objecting on the grounds of not having enough on street parking on Allesley Old Road. The objector parks on Billing Road and feels that taking two spaces has an impact on them finding parking on Billing Road. The objector would like measures as follows:</p> <ol style="list-style-type: none"> 1. Make their part of Allesley Old Road a permit holding zone, where each household is only allowed to park 1 car. If there are multiple cars in a house, then they can use other streets to park such as old field road etc. Including asking houses with a driveway to park their cars on their driveway rather than the main street <p>OR</p> <ol style="list-style-type: none"> 2. Provide a grant or something else such as a dropped kerb for the houses so that the front of the houses can be converted as Parking 	<p>The provision of electric vehicle charge points on a residential streets is to future proof the city for the increased ownership of electric vehicles, given the ban on petrol and diesel vehicles which comes into force in 2030. Many of the residents of Allesley Old Road currently park their vehicles on street and on the adjoining streets. Allesley Old Road predominantly has terraced properties and on street parking is prevalent. So, when a resident swaps their conventional engine car to an electric car and goes to use the EV charging space they will not be displacing parking on that street. Therefore, there is no detrimental impact on the current parking behaviour on Allesley Old Road.</p> <ol style="list-style-type: none"> 1. There are policies in place to introduce a parking permit scheme and a resident can apply for a residents parking permit scheme by visiting https://www.coventry.gov.uk/info/117/parking/3381/new_permit_scheme where details on how to apply for such a scheme can be found. 2. The process for applying for a dropped kerb crossing to access a private property can be viewed on the Council's website at https://www.coventry.gov.uk/info/121/roads_highways_and_pavements/1767/dropped_kerbs_for_vehicle_access.