

Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 27th January 2022

Subject: Electric vehicle On-street Residential Chargepoint Scheme (ORCS): parking proposals under TRO 137/2021

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Eastney & Craneswater

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To consider the public responses to TRO 137/2021, proposed designated electric vehicle charging bays in two locations across two roads. Objections were received to proposals within TRO 137/2021, and therefore a report to the Cabinet Member is required for decision to be made at a public meeting.

2. Recommendations

It is recommended that the Cabinet Member for Traffic & Transportation:

- 2.1 Provides formal consent for the installations of the designated electric vehicle charging bays detailed in Appendix A.**

3 Background

- 3.1 Portsmouth City Council is required to comply with the Ministerial Directive as written in the 1995 Environment Act (Portsmouth City Council) Air Quality Direction 2020. This directive includes the requirement to implement the local plan for reduction of roadside nitrogen dioxide emissions by 2022 at the latest. As part of this, the Portsmouth Clean Air Zone was launched on November 29th 2021. Electric vehicle charging infrastructure is a part of both the local and national strategy for the improvement of air quality.
- 3.2 Furthermore, the UK government recently released a new 'Transport decarbonisation plan' in July 2021. The plan aims to phase out the sale of new diesel and petrol cars by 2030 (as previously published in a delivery plan setting out key milestones in 2021) and encourages the uptake of electric vehicles (EV) to meet the demand for the users of the UKs charging infrastructure network and

to be on a pathway to achieving net zero emissions from the UK car fleet. As also detailed in the governments 'Ten Point Plan for a Green Industrial Revolution', supporting point 4, which is to accelerate the shift to zero emission for vehicles.

- 3.3 The Office for Zero Emission Vehicles (OZEV) created a fund to enable local authorities to provide Electric Vehicle (EV) chargepoints specifically for residential areas that do not benefit from off-street parking. This enables residents to convert to electric vehicles with the knowledge they are able to charge their electric vehicles close to home. In 2018 Portsmouth City Council bid to this fund and were successful in receiving £100k for 75% of the costs of installation and infrastructure for 36 chargepoints in phase 1. Portsmouth City Council were the winners of the 2019 TransTech e-mobility progress award for Phase 1.
- 3.4 In 2021 Portsmouth City Council started installation on the second phase of ORCS following successfully receiving £229,860 for 75% of the costs for installation and infrastructure. Following approval at the meeting of the Cabinet Member for Traffic and Transportation in 29th October 2020, 60 chargepoints have been approved to be installed, with 20 already in place and the remaining planned to be installed in Winter 2021. Two chargepoints proposed required the Traffic Regulation Order to be resubmitted and are the subject of this report.
- 3.5 The scheme is a trial and as part of the grant funding conditions the charge points must remain in place for 3 years. The trial is not only looking at providing charge points for existing EV owners but also promotes EV charging with the hope of encouraging people to convert to electric vehicles. It is accepted that some of the chargepoints will initially have low usage levels due to requesting residents not purchasing a plug-in vehicle until they have confidence that the infrastructure is in place to allow them to charge the vehicle.
- 3.6 Over recent years there has been a rise in the number of electric vehicles in Portsmouth and with government's ambition the rate of increase is expected to grow.
- At the end of Q2 2021, of the 505,077 licensed Ultra low emission vehicles (ULEVs) in England, 6,507 were licensed in Portsmouth. Increasing from 2,948 in the same quarter from the previous year.¹
 - By comparison, Southampton had 728 ULEVs licensed at the end of Q2 2021, increasing from 475 in Q2 2020.²
- 3.7 Calculations have been made using the assumption that an average electric vehicle can travel approximately 4 miles (6.6 km) on 1Kwh of battery charge. It should be noted that there are a lot of variabilities in distance able to be

¹ Vehicle Licensing statistics

² Vehicle Licensing statistics

travelled depending on many factors including vehicle type and journey type (local roads/ motorway).

- 3.8 Over the 3 trial years it has been calculated that approximately 122.7 tonnes of CO₂e (carbon dioxide equivalent) has been saved by electric vehicles utilising the chargepoints broken down by years as follows;
- Trial year 2019/20 = approx. 29.7 tonnes of CO₂e saved
 - Trial year 2020/21 = approx.38.4 tonnes of CO₂e saved
 - Trial year 2021/22 (to date) = approx. 54.6 tonnes of CO₂e saved
- 3.9 To meet and facilitate the expected growth of plug-in vehicles in Portsmouth charging infrastructure is required. The residential chargepoint infrastructure utilizes the existing electricity supply from street lamp columns.
- 3.10 The benefits of this solution include:
- Lower purchase and installation costs than free standing charge points
 - Minimal street clutter
 - No noise emission from the chargepoint
 - Lamp column charge points are easily removed and relocated, should the demand change within the existing area.
 - No new electricity connection required
- 3.11 The spare capacity within the lamp column electricity supply allows for the chargepoints to provide approximately 5.5kwh of electricity for which an average charge cycle for a battery electric vehicle could be expected in six hours (compared to three to four hours for fast or 30 minutes for rapid chargers). Charging times for plugin hybrid vehicles will be less, as the battery size is smaller. With this lower power output the chargepoints are ideal for residential overnight charging.
- 3.12 The lamp column solution with a lower power output and its current amperage only allows for single chargepoints. It is not currently possible for two vehicles to be plugged in at any one time and dynamic or distribution of charging to be applied.
- 3.13 The On-Street Residential Charge point scheme funding will be used to replicate the award winning standard set during phase 1 of this scheme, utilising lamp column electricity supply. This solution sees the chargepoint retrofitted directly into the lamp column where it is located next to the kerb. In cases where the lamp column is at the back of the pavement a satellite bollard will be installed at the front of pavement. The electricity supply from the lamp column to the bollard will be fed under the pavement. The satellite chargepoints do not need to be located directly adjacent to the lamp column, nor do chargepoints need to be central to the parking bay (the charging point on each car varies by make/model). The chargepoints will require planned maintenance annually.

- 3.14 The chargepoints will continue to be accessible via 'Pay As You Go', the PayG option is accessed with a standard charging cable by scanning a QR code on a smartphone or other device. A discreet sign with the QR code and user instructions will be attached to the chargepoint.
- 3.15 During development of Phase 1 of the scheme it was planned not to mark designated electric vehicle charging bays for the chargepoints, this was due to the fact that other authorities at the time were using this approach, however due to feedback received regarding accessing the chargepoints in areas of parking congestion the provision of designated bays was approved by the Cabinet Member for Traffic and Transport at the meeting of 23 November 2017.
- 3.16 Phase 1's consultation also identified parking congestion concerns with the implementation of charging bays where no immediate EV ownership was known and as such designated charging bays were only marked immediately where residents already owned an electric vehicle. In the instance that they required the charging infrastructure to be in place to enable them to convert to an electric vehicle, the parking bay was marked subsequently once the resident notified the Council of vehicle purchase.
- 3.17 The designated electric vehicle parking bays are available for use by any electric vehicle owner and are not restricted to a specific user. The parking bays are enforceable, and Penalty Charge Notices (PCNs) can be issued if a vehicle is not connected to the electricity supply. Where situated in a Residents' Parking Zone (RPZ) the parking zone restrictions do not apply to the electric vehicle parking bay. Residents are notified on how to report on misuse of the electric vehicle parking bays.
- 3.18 Joju was selected as the supplier for Phase 2 of this project through the Hampshire County Council Southern Central EV Charging Framework.
- 3.19 In October 2020, approval was given at the Traffic & Transportation meeting to proceed with the installation of 64 charge points following the statutory 21-day consultation.
- 3.20 The locations approved were based on known interest, with the aim of reducing impact on parking congestion, as the space would be used by residents currently parking in the area i.e., not an additional burden on capacity. However, the final position of the chargepoints has been considered alongside many other factors including suitability of lamp columns (not all lamp columns are able to serve electric vehicle chargepoints), pavement widths, and conservation areas. These lamp columns were not always in the same street due to a lack of suitable infrastructure (most notably due to the historic nature of some of the city's columns.)
- 3.21 The method for identifying locations for electric vehicle (EV) charging points for Phase 2 has been based on resident's request for one close to their home.

- 3.22 All new sites have been carefully selected to best meet the needs of the requesting resident and also the other residents in the road. This can include installing additional EV charging points on roads which already have one. Where residents have felt the existing charge points are in high use and they are not able to access them and/or they are currently not located in close enough proximity to their property.
- 3.23 Since October 2020, two sites are no longer proceeding;
- Gloucester Terrace, outside of No.9, and
 - Festing Grove, outside of No.73.
- 3.24 Gloucester Terrace was removed following additional site surveys undertaken by the supplier Joju, which found the lamp column to be unsuitable for charging infrastructure due to specification of the heritage style of column. Gloucester Terrace is in close proximity (less than 2 minutes' walk) from the charge point outside of 45-61 Norfolk Street in Kings Road.
- 3.25 Festing Grove was removed following request by the interested resident due to concerns around the safety of charging their vehicle in this location. Festing Grove has another charge point in the same street outside of 23/25 which is less than 5 minutes' walk away.
- 3.26 The October 2020 report also outlined the following for not immediately proceeding with installations at the two sites and that they would be subject to future TROs:
- Highland Street would be readvertised due to the site of Highland Road (South side, outside No.24) being included in the first TRO 75/2020 consultation. There was no known demand in this area, the address was incorrectly recorded in place of Highland Street.
 - Waverley Grove, South side outside No.2 is submitted to a future TRO with the following location 'North side outside Waverley Court'.
- 3.27 With known demand at both Highland Street and Waverley Grove after final checks a TRO for the correct locations was advertised.

4 Consultation

- 4.1 In November 2021 the proposed two remaining sites for designated electric vehicle parking bays were ready for formal consultation via Traffic Regulation Order (TRO). An accompanying letter was also undertaken to all properties in both roads with chargepoints proposed, this amounted to 54 properties in Highland Street and adjoining Morley Road and 84 properties in Waverley Grove.
- 4.2 The TRO consultation was for two designated electric vehicle parking bays, one each in Highland Street and Waverley Grove as set out in Appendix A. The TRO was advertised for a period of 21 days from 4 November 2021 to 25 November 2021. With an extension given to the 7th December following the letter on 23rd November to encourage further response from residents.
- 4.3 As summarised in Table 1; 6 objections were received to the formal TRO 137/2021 consultation across 2 roads and 2 responses in support of proposals were received.

Table 1 - TRO 137/2021 consultation summary

TRO Road location	Support	Objection
Highland Street	1	1
Waverley Grove	1	5

- 4.4 Each street received one response in support of the proposal, with Highland Street receiving one objection. Waverley Grove received five objections which can broadly be categorized as parking and associated personal safety concerns. Appendix B shows all anonymised responses received.

5 Next Steps

- 5.1 If approved to proceed the installation of the chargepoints is planned to commence in February 2022.

6 Reasons for recommendations

- 6.1 To deliver our Air Quality Local Plan, under ministerial directive, a continuation of the provision for the second phase of ORCS chargepoints remains an effective way in helping to improve the air quality in the city and reduce nitrogen dioxide emissions.
- 6.2 The installation of the remaining two sites as part of phase 2 of the On-Street Residential Charge point Scheme will support the government's Transport Decarbonisation Plan and help meet the government target of ending the sale of new petrol and diesel cars by 2030, providing the necessary infrastructure.

- 6.3 The information and concerns received from residents, along with the preliminary IIA, have informed the recommendations. All responses are included but redacted at Appendix B.
- 6.4 By providing the necessary infrastructure of charging electric vehicles, the Council will be removing barriers to charging, which is particularly important in Portsmouth where streets have terraced housing without off-street parking.
- 6.5 The objections received for Highland Street and Waverley Grove were carefully considered and the feedback around parking and personal safety was taken into consideration, but it was determined they should be taken forward.

7 Integrated Impact Assessment

- 7.1 An Integrated Impact Assessment has been undertaken and is attached as a separate document.

8 Legal Implications

- 8.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the objective of securing the expeditious movement of traffic on the authority's road network.
- 8.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 8.3 Traffic Regulation Orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs. A TRO may make include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.
- 8.4 A proposed TRO must be advertised and the statutory consultees notified and given a 3- week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any comments received from the public and/or the statutory consultees during the consultation period.

8.5 The TRO proposed for implementation in this report is required in order to introduce the parking restrictions necessary for the effective operation of the electric vehicle charging bays.

9 Director of Finance's comments

9.1 As set out in the October 2020 report 75% of the cost of this £306,000 scheme will be funded from a grant from the DfT, with the remaining 25% being funded from the Council as approved by the City Council in the Main budget dated February 2020.

9.2 The charging points will be maintained by the preferred supplier from the date of installation for the first three years, after that point the Council will need to either have them removed or identify a source of funding for their maintenance.

9.3 There is no cost to the Council for the cost of electricity, the supplier will pay for this and then charge this on to their customer.

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Signed by: Tristan Samuels, Director of Regeneration

Appendices:

Appendix A: The public proposal notice and plans for TRO 137/2021

Appendix B: Public views submitted

Appendix C: Integrated Impact Assessment

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Electric vehicle On-Street Residential Charge point Scheme (ORCS): parking proposals under TRO 120/2018	Portsmouth City Council website: https://democracy.portsmouth.gov.uk/documents/s21455/Electric%20Vehicles%20on-street%20residential%20chargepoint%20scheme%20-%20TRO%20120%202018%20report.pdf
Electric vehicle On-Street Residential Charge point Scheme (ORCS): Phase 2	Portsmouth City Council website: https://democracy.portsmouth.gov.uk/documents/s28559/TT%2029%20Oct%2020%20-%20EV%20phase%202%20report%20with%20appx%20A-E.pdf
Vehicle Licensing statistics	Government website https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01
ORCS scheme Carbon Savings	Portsmouth City Council website https://democracy.portsmouth.gov.uk/documents/s35542/ORCS%20end%20of%20Phase%201%20TT%20FINAL.pdf
Consultation response emails	Transport Planning Team, PCC

The recommendation(s) set out above were approved/ approved as amended/ deferred/
rejected by on

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Signed by:

Appendix A: Public proposal notice for TRO 137/2021

THE PORTSMOUTH CITY COUNCIL (HIGHLAND STREET AND WAVERLEY GROVE)
(ELECTRIC VEHICLE RECHARGING PARKING PLACES) (NO.137) ORDER
2021

4 November 2021: Notice is hereby given that Portsmouth City Council proposes to make the above Order under section 45 of the Road Traffic Regulation Act 1984, as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, and of all other enabling powers and in accordance with part III of schedule 9 to the 1984 Act, to effect:

A) ELECTRIC VEHICLE PARKING BAYS

Parking bays, signage and electricity supply point (adjacent lamppost or unit) would not be installed until the applicants have an electric vehicle.

HIGHLAND STREET West side, opposite No.23	WAVERLEY GROVE North side, opposite No.2
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To view this public notice or the draft order on Portsmouth City Council's website, visit www.portsmouth.gov.uk and search 'traffic regulation orders 2021'. For those without access to a computer, a printed copy of the draft order including the statement of reasons can be requested by calling 023 9268 8501.

Persons wishing to object to these proposals may do so by sending their representations via email to transportplan@portsmouthcc.gov.uk or by letter to Dan Hughes, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref: **TRO 137/2021** by **25 November 2021** stating the grounds of objection, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposals require a decision to be made at a public meeting, representations are anonymised in accordance with data protection law and included in the published report. Please see the Council's website for full details of the [Data Protection privacy notice](#).

Pam Turton, Assistant Director of Regeneration (Transport)
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix B: Public views received

HIGHLAND STREET, West side, opposite No.23	
Support	<p>I am writing to you in regards to TRO 137 2021 highland street electric vehicle recharging parking bay. I am 100% for this proposal. The reasons are stated below</p> <ol style="list-style-type: none"> 1) On street electric vehicle recharging points are in great demand in local area and in other areas in Portsmouth, so much so that a few residents have resorted to charging their car from their houses, also it is extremely difficult to find a charging point when required as all the ones in local area are already being used. 2) I believe this parking bay will not impact on parking as since residential parking schemes, came in the percentage of not finding a parking space close to your home is under 10% and with more on street charging this will also encourage people to go electric as infrastructure is there. 3)The demand for on street charging is going to increase with the government stating diesel and petrol cars will no longer be available to buy new. <p>Once again I am in favour of electric vehicle recharging parking bay in highland street and waverley Grove.</p>
Objection	<p>I am emailing you as I have just exchanged on a house in highland street. If this parking space is put in I will never be able to park, as a single woman this doesn't seem fair or particularly safe.</p> <p>I work in sustainability and I completely agree in greener modes of transport if I could I would choose to have an electric vehicle and I do choose to avoid driving altogether when at all viable. However, with the cheapest electric vehicle going for £20,000 and not having a</p>



	<p>strong second hand market yet this would mean saving an equivalent of another deposit of a house and will not be a viable option for me meaning I will never be able to park. I also would like to point out that the lower carbon option is to have less cars on the road and you still give parking permits for households to have multiple cars going as far as giving a third and subsequent permits where space allows. With parking on only one side of highland street there is little space compared with neighbouring streets.</p> <p>I do understand that people with more money will be able to make the greener choice of having an electric vehicle which is great for society and the environment but I was wondering why the council could not put the charging point in the council garages that can be rented from them of which there are some meters from the proposed electric vehicle parking space on the same side of the road as the house applying for the spot with the entrance on tokar street similar distance to the house as the proposed spot.</p> <p>Looking forward to hearing from you</p>
WAVERLEY GROVE, North side, opposite No.2	
Support	<p>Good to hear your plans for Waverley Grove road. Specially because I plan to get electric vehicle next year.</p> <p>Probably more than one point of charge on the road would be perfect . Those are great news for my road and the city.</p>
Objection	<p>We have just received a letter stating about a proposed electric car charging point which will reserve a parking space. We do not like this idea as it is already hard trying to find a parking space on or near this road and I feel this will make the issue worse. I live on Waverley Grove, and there have been times where the nearest place I could park my car in the evenings, when I finish work, is outside of my permit zone. This</p>



means I need to make sure I wake up early enough to not get a ticket and hope there is a space near my flat. I know other people also need to park their cars further away who live on this road. I think the proposed space will cause more parking issues.

I currently live down Waverley Grove and have just recieved the letter through regarding the electric charge points.

Although it is good news to hear you guys are starting to think about electric charge points throughout the city and to be honest I am all for it, and completely understand electricy is the way forward. My concern at this time, is that down Waverley Grove, im yet to see a fully electric car parked down here needing the use of one every day. There are a few hybrids, and i understand that electric cars are the future and there will be a time for more charging points, i just dont think now is the right time. The electric charge point down Wimbledon Park road has been there for a few years now is vacant 90% of the time, the Tesla down there only charges their car every so often. Leaving that space unused, i dont want this to be the case down Waverely Grove as parking is already an issue, sometimes i have to park my van with tools in, two roads down. In addition to this, my partner also drives and often has to park far away from our home too, this is becoming an increasing worry for me as there has also been a recent sexual assault in our area too. The fact waverley grove is all flats and we get the traffic from waverley road parking down here also, i really dont think a charging point

thatll be vacant alot of the time is a great idea at the moment.

I write in objection to the above proposal on the basis of additional risk to my daughters safety who lives in a flat in Waverley Grove, and very often cannot park anywhere near her flat already.

Waverley Grove is full of houses of multiple occupation there are already massive parking issues in that road, with regular altercations. Already any resident arriving home late at night has no chance to park even close to their flats, so it is already unacceptable that female residents are having to walk long distances on dark nights from their cars to their homes. Placing a charging point in that road renders yet another parking place inaccessible making a bad situation worse. There has been a sexual assault in Wimbledon Park the other week which raises the risk levels for female residents walking the streets late at night in that area even further. Again this is totally unacceptable. It's clear transport plan council workers don't live in areas of houses of multiple occupancy and have no perception of the challenges residents face. Otherwise the would consider more carefully the risks that are already present and mitigate those before they add more.

Despite all of the above there is already a charging point on Wimbledon Road that is regularly unused perhaps the Waverley Grove resident might like to charge their car there and take a short walk home, thus freeing up one more parking space in Waverley Grove.



The Council should also consider siting these charging points in places where there are no houses, like old bridge road or on the seafront which is usually empty at night. Instead of exacerbating the parking issues that are already prevalent in Southsea?

Can you please re-site or refuse this planning application it is totally unacceptable.

Whilst it's good to hear that Portsmouth are investing in improving air quality, I think it's prudent that the location of charge points are considered very carefully.

Waverley Grove is made up solely of houses broken into flats with no individual houses. This means due to the high amount of residents in the road that parking is already a real struggle. I currently pay for two parking permits which has made little to no difference to this area and I rarely get to park in my road. In addition, the lack of parking in the nearest stretch of Waverley Road means Waverley Grove takes on a lot of spill over parking.

Due to the parking issues I often have to park in Wimbledon Park Road and see that the charging point is empty and this loses a parking space within that road. This simply isn't something that can be afforded in Waverley Grove. Rather than waste another space could the potential electric vehicle owner use this charge point to make sure it is utilised?

I think it would be more sensible to acquire a space on a road of houses, such as St Ronans Road, for a location where there is the



possibility of less people trying to park. Or perhaps another space on Wimbledon Park Road along the stretch near the park where there are no houses. Another option would be on Old Bridge Road where again, there are no houses. There are other areas nearby that will have less of an impact that should be considered.

As a young female, I am severely concerned that this is one space removed from near my property. I already often have to park roads away and fear for my own safety whilst walking back in the hours of darkness. This is only exacerbated by the recent sexual assault in the area and rise in assaults in the city. There will only be frustration added to this if the charge point is not utilised.

I really hope my views are considered as I object to Waverley Grove as an option for a charge point.

Further to your circular dated 23 Nov 21, I am quite surprised that because one resident has said they 'may' purchase an electric vehicle, you are prepared to accommodate such a personal requirement. Presumably if I want one, you'll install one for me too ? I presume this charging space will take away an on street parking space ...not the best of ideas.. and it becomes a personal space for the person who has an electric vehicle. Once plugged in, who knows if a vehicle is charging or just using the space as a free, personal space ? As you know, this is what is happening all around the area. I just don't see how my son can visit me in his

	<p>Tesla, only to find a 'resident' permanently plugged in and parked there. You have no way of controlling how long a vehicle is parked there....and even if the car is fully charged, the owner would only have to say'its just finished charging, I'll move it'. How do you ensure that it does not become a 'personal' parking space? Also you are actually encouraging even more cars to park in the already very restricted road...they could come from anywhere to use the point , so you are not only taking a local parking place away, but potentially actually encouraging another car to park in the area...double whammy.</p> <p>I think an electric charging bay/bank somewhere is a much fairer plan.</p>
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Appendix C: Integrated Impact Assessment

See separate attached PDF document for this Assessment.

(End of report)