

Division(s): N/A

CABINET MEMBER FOR ENVIRONMENT – 3 APRIL 2017

PROPOSED ULEV CHARGING POINT BAYS – VARIOUS LOCATIONS, OXFORD

Report by Strategic Director, Communities

Introduction

1. This report presents responses received in the course of a statutory consultation on the introduction of parking bays for use by Ultra Low Electric Vehicles (ULEV) whilst being connected to roadside charging points.

Background

2. Go Ultra Low Oxford is a government funded project run by the County and City Councils to trial electric car charging technologies on streets where off-street parking is unavailable. By 2027 more people could be buying electric cars than petrol or diesel; this project will help communities prepare for this future. Around 20 drivers living in various parts of Oxford have volunteered to take part in the trial and have requested a charger for their street. All the volunteers have to park their car on the street as their properties do not have a driveway, making charging an electric car a real challenge.
3. The project seeks to install chargers on streets as close as possible to where the trial volunteers live and where there is a readily-available electricity supply; to ensure that ULEVs can access these charging points it is proposed to create 15 new 'electric car charging bays'. During the day the charging bays will be open to anyone to use for charging an electric car for up to 3 hours; for those bays that are in CPZs there will be a requirement for vehicles parked overnight to display a Permit for the Zone. At all times a vehicle using a charging bay will have to be plugged in to the charging point.

Consultation

4. Consultation on the installation of these charging bays was carried out in January and February through a combination of local publicity for the overall scheme, via the Council's consultation portal, and with a public notice placed in the Oxford Times, and sent to statutory consultees.
5. Around 30 responses were received from residents with a number welcoming the proposals either in specific locations or as a general principle to encourage the take up of low emission vehicles. Objections were received to two of the proposed locations – Bainton Road (in St Margaret's Division) and Vicarage Close (in Rose Hill & Littlemore Division); this location is proposed to have a double bay to accommodate two local volunteers. The plans at **Annex**

1 show the locations of these proposed bays and **Annex 2** summarises the responses received to the bays as well as to others advertised as part of this project.

Review of responses

6. With regard to the proposed bay in Bainton Road, the responses received indicate that there is support for the principle of charging bays but not in this specific location. The objectors suggest that there is an alternative location elsewhere on the street (approx. 100m away) where they consider there is less demand for parking by local residents. Subject to this being suitable for the provision of on-street charging equipment it is suggested that this option be explored with the project team.
7. The responses to the proposed bays on Vicarage Close express concern about their proximity to the junction with St Nicholas Road. It should be noted that both roads are subject to a 20mph limit and as it is a cul-de-sac Vicarage Close will generally only be used by local traffic. It is therefore considered that parking in this location is acceptable and given the principles of the project – to locate charging bays in streets near to volunteers' homes rather than in public areas such as supermarkets etc – these bays should be approved.
8. The specific support for many of the other bays is noted and welcomed.

How the Project supports LTP4 Objectives

9. The proposals would help facilitate the increased use of Ultra Low Electric Vehicles.

Financial and Staff Implications (including Revenue)

10. Funding for the consultation and implementation of the bays and associated charging points has been made available through the Government's Office for Low Emissions Vehicles.

RECOMMENDATION

The Cabinet Member for the Environment is RECOMMENDED to:-

- (a) **welcome the initiative to introduce on-street charging points for Ultra Low Electric Vehicles and associated parking places;**
- (b) **approve the proposals as advertised in Vicarage Close;**
- (c) **not approve the advertised proposal for Bainton Road and to request officers to consider an alternative location**

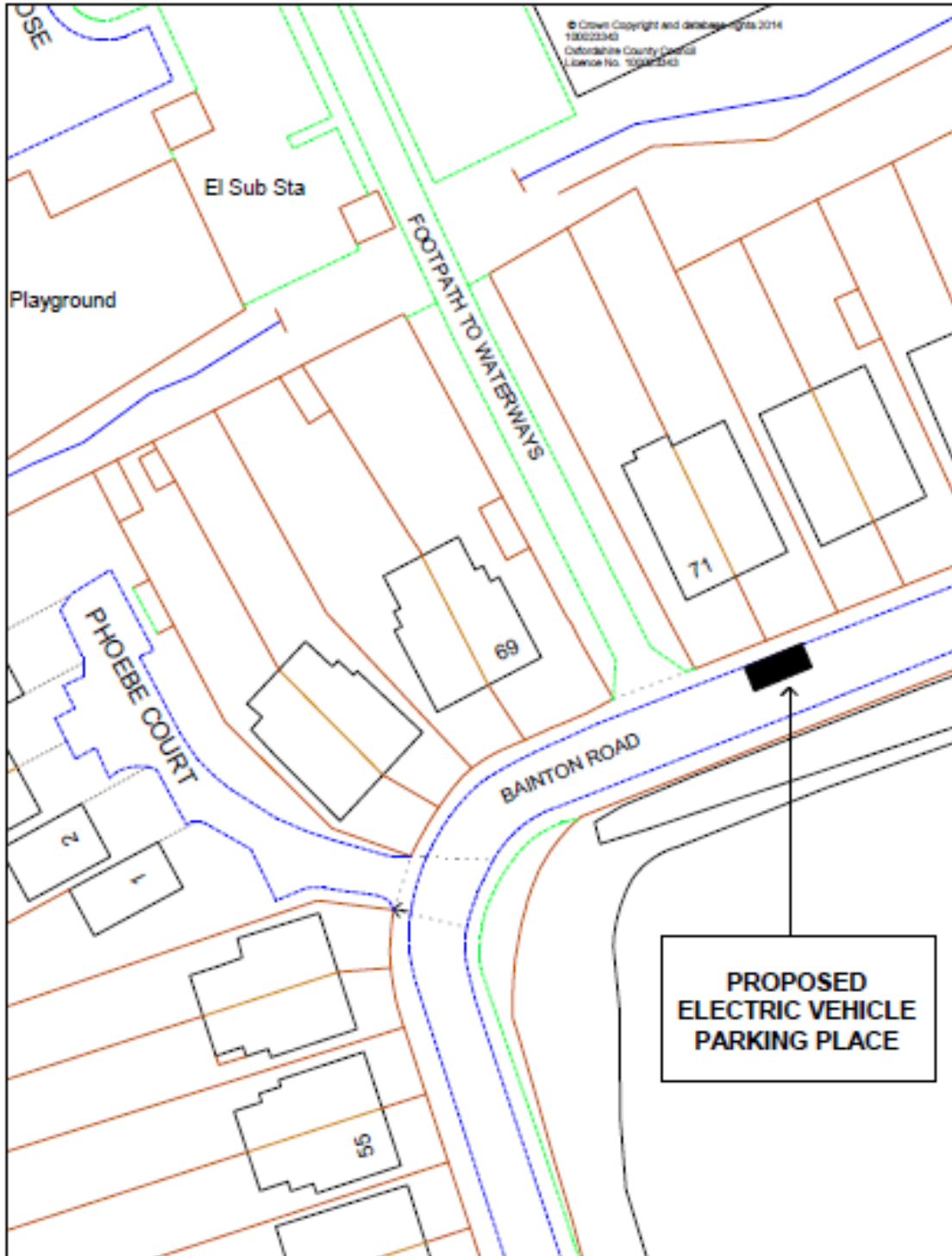
CMDE4



OWEN JENKINS
Director for Infrastructure Delivery

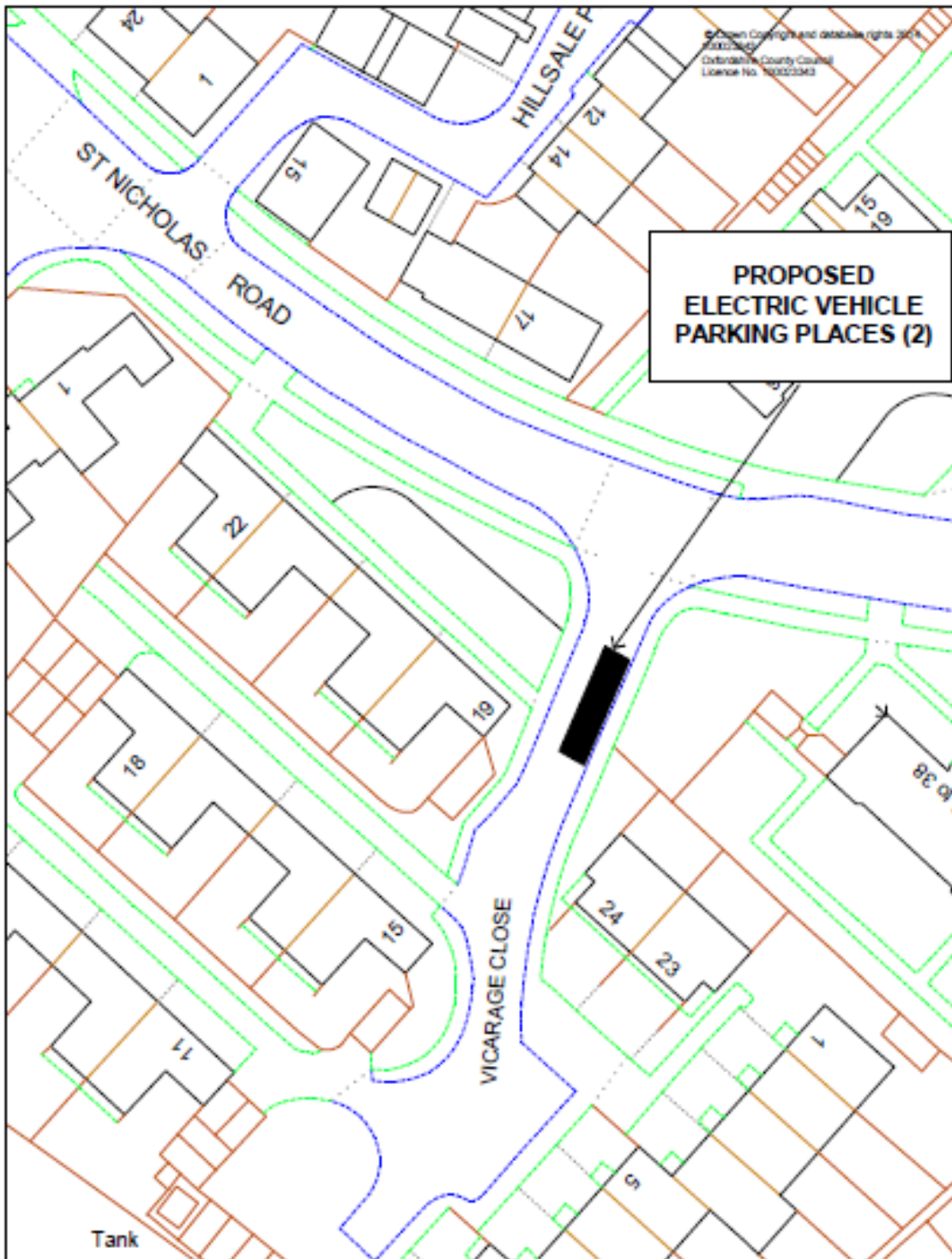
Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148



March 2017



 <p>OXFORDSHIRE COUNTY COUNCIL Environment & Economy www.oxfordshire.gov.uk</p>	 <p>PROPOSED ELECTRIC VEHICLE PARKING PLACE BAINTON ROAD, OXFORD (other restrictions are unchanged and not shown)</p>	SCALE	1 : 500
		DATE	
		DRAWING No.	
		DRAWN BY	



**PROPOSED
ELECTRIC VEHICLE
PARKING PLACES (2)**

 <p>OXFORDSHIRE COUNTY COUNCIL Environment & Economy www.oxfordshire.gov.uk</p>	 <p>PROPOSED ELECTRIC VEHICLE PARKING PLACES VICARAGE CLOSE, LITTLEMORE (other restrictions are unchanged and not shown)</p>	SCALE	1 : 500
		DATE	
		DRAWING No.	
		DRAWN BY	

CMDE4

RESPONDENT	SUMMARISED COMMENTS
Bainton Road, (Oxford)	<p>Object - The proposed site for the charging bay is not practical for Bainton Road. It takes away the last residents parking space on the North side of the road, just at the point where there is no further on street parking until the third house down on the West side. Parking comes under immense pressure here as soon as there is any form of building work being undertaken on the street and with an ageing population these spaces are often used for carers. Using a parking space towards the end of Bainton Road, near the Woodstock Road, would be both more accessible and visible to those who require it. These parking spaces are often free during the day and are not under pressure from local residents requiring parking.</p>
Bainton Road, (Oxford)	<p>Object - I welcome the Council's ULEV initiative in general but question the suitability of Bainton Road itself for a charging bay. I am writing to express my concern regarding the proposed EVPP in Bainton Road, Oxford. Bainton Road is - from a parking perspective - a road of two halves. The houses in the northern half (from Phoebe Court to Woodstock Road) all have off-street parking for one or more cars, while most of the houses in the western half (backing onto the Oxford Canal) have on-street parking. Nos. 23-57 all park on-street with the sole exception of nos. 39 and 43. As a result, parking spaces in this stretch are often difficult to find, and this can force residents to park at the end of the road near the St John's College infant school. The reservation of even one space for electric vehicle charging is an inconvenience in an already crowded road, where builders' vehicles and skips reduce parking spaces still further.</p>
Bainton Road, (Oxford)	<p>Object - Regarding the proposed parking bay on Bainton Rd. As a resident of a property near to the proposed bay, it is already very difficult to find a parking place nearby most evenings, as much of the road is double yellow and there is considerable overspill of people resident in nearby Phoebe Court who park on the road. Putting an electric only bay will make a difficult situation even worse. A far better solution would be to put such bays in one of the 2 hour slots at the corner of Bainton Rd and Woodstock Rd. These slots are nearly always vacant so this would not cause as much disruption.</p>
Bainton Road, (Oxford)	<p>Object – The proposed charging bay is a location often used for deliveries to houses in Phoebe Court and houses in Bainton Road. There is plenty of unutilised parking space at the end of Bainton Road between the</p>

CMDE4

	school and Woodstock Road and in Frenchay Road which would seem more appropriate locations for charging bay.
Bainton Road, (Oxford)	Object - I support electric vehicles and therefore charging bays for those without off road parking. I just do not understand the location that has been chosen which is outside my property. This area of Bainton Road is always short of parking with vehicles often parked across the pavement (on yellow lines) due to lack of parking. Why not locate it by the junction of Bainton and Woodstock where there are often spaces, where there would be a wider demand, and where you would not stop a resident from parking outside their own house?
On behalf of Bainton Road, (Oxford)	Object - The proposed charging bay is adjacent to my mother's property and is one of the few places in Bainton Road near to the house where visitors (including nurses, occupational therapists, family members, friends etc) can park. Beyond number 71 there is an entrance to the nearby estate and then no parking for a considerable distance round the bend to the west of number 73. Also, this part of Bainton Road has very few car parking spaces because the driveways of the houses take up much of the kerb space. The few spaces there are come under frequent pressure of over use and even now sometimes one cannot park nearby. If this space is lost to electric vehicles it will exacerbate an existing parking problem. The residents pay for extra residents' parking tickets (after initial allotments are exhausted) and as such they should be able to park conveniently to their properties. Also this space would not be ideal for non-local electric car users due to its position some distance from the Woodstock Road and out of sight to passing traffic. Probably a better option for Bainton Road, if it is essential for charging bay to be sited there would be nearer Woodstock Road, though even these spaces also come under pressure.
Vicarage Close, (Oxford)	Support - Please put one on Vicarage Close
Vicarage Close, (Oxford)	Support - Vicarage Close needs an electric charging point. Very inconvenient as a hybrid car owner.
Vicarage Close, (Oxford)	Object - Vicarage Close like a number of streets in Oxford suffers from parking problems. Cars from the residents in St Nicholas Road use the road and if we lose two car park spaces residents will not be able to access a parking space and the displaced cars will be forced onto St Nicholas Road which at its junction with Vicarage Close has a gradual bend masking the view up and down the road past parked cars very difficult. Turning into Vicarage Close from St Nicholas Road is already hazardous when vehicles are coming up from

CMDE4

	<p>Minchery Farm. There is also a bus stop close to this junction. There is one car which is electric in the Close, that resident has a garage and forecourt and there would be nothing to stop them from putting a power supply to their garage at their expense.</p>
Vicarage Close, (Oxford)	<p>Object - I object to this proposal as there are already insufficient parking spaces for the residents of Vicarage Close due to non-residents parking. Additionally, households with multiple vehicles also add to the difficulties. The loss of 2 more parking spaces will only cause further problems. The Vicarage Close junction with St. Nicholas Rd. is already a traffic hazard, due to cars parking on the bend of the road. This being caused by the development on the former Mabel Prichard School site, the blocks of flats and nearby shops in St. Nicholas Rd. In addition vehicles entering Vicarage Close are forced onto the wrong side of the road by existing parked vehicles (where the proposed parking spaces are proposed). I would be interested know how this project is to be funded and why Vicarage Close has been identified as a possible site for these charging points. I conclude this project totally unsuitable due to the reasons listed with better alternative sites on a less built up area i.e. local supermarkets or business parks. I feel that if people want to purchase electric cars it is their responsibility to source appropriate charging points, e.g. on their own premises</p>
unknown	<p>Object - Regarding the proposed location of the charging point on Vicarage Close. Parked cars in this location would make entry for emergency vehicles difficult. The outline of the bay on your proposal adjoins my property. It is also located under a horse chestnut tree (which has a tree preservation order). Personally, I would never park my vehicle in this location due to the risk of debris from the tree damaging my car. I would suggest that a more suitable location would be on St Nicholas Road by the shops.</p>
unknown	<p>Support - Re. the proposed parking bay for electric charging at the top of Southfield Road.</p> <p>I'm in no doubt that having a charging point at this location would be well used and also encourage more people locally to switch to an electric car. I know there are many people in the Southfield Road in a similar position - i.e. they would love to "go electric" but without a charging point near home it just isn't feasible. The Southfield Road area is home to many environmentally-aware people who I'm sure would be encouraged to get an electric car if they could see a neighbour using a charger successfully and easily on a daily basis.</p>
Morrell Avenue, (Oxford)	<p>Support - As someone who's environmentally conscious and aiming to purchase an electric car in the near</p>

CMDE4

	<p>future, I'm writing to support the introduction of electric car charging points in Oxford, particularly the Southfield Rd location. This is a central East Oxford location which acts as a bridge between Cowley Rd and Morrell Avenue so represents a great place to trial a charging point.</p>
<p>North Hinksey Lane, (Oxford)</p>	<p>Support - While I am outside of the City of Oxford boundary, I work and identify with the city as the place that I live. I am extremely proud that Oxford is leading the way in making electric vehicles more accessible to residents and hope that the rest of the county will learn from their experience of this project and follow suit.</p> <p>This is an opportunity to enable access to the latest mobility technology, reduce our dependency on expensive and insecure fossil fuel-based cars, reduce our contribution to climate change and improve air quality (which impacts me - and all other commuters and visitors - directly even though I reside outside the city boundary). I strongly support these proposals.</p>
<p>Warwick Street, (Oxford)</p>	<p>Support - This is very much needed to make Oxford a city of the future. I am very supportive of this idea. The parking situation in Warwick Street however should be looked at in tandem; residents permits are very much needed.</p>
<p>Kingston Road, (Oxford)</p>	<p>Support - Farndon Road Most houses don't have a driveway, so most households have no means of charging an electric car. There are no current facilities, so if the City is serious about promoting electric cars, charging points need to be added.</p>
<p>Chilswell Road, (Oxford)</p>	<p>Support – Kineton Road As a OLEV owner living on Chilswell Road, I support the proposal of bay(s) on Kineton Road wholeheartedly.</p>
<p>Winchester Road, (Oxford)</p>	<p>Support - I will have to sell my 100% EV if I can't have a charging point installed in my area as it is incredibly inconvenient having to drive to charge - sometimes miles.</p>
<p>Hill Top Road, (Oxford)</p>	<p>Support</p>

CMDE4

<p>Divinity Road, (Oxford)</p>	<p>Support – Southfield Road The provision of electric vehicle charging points is to welcomed and I support the proposal for Southfield Road and more generally.</p>
<p>Henry Road, (Oxford)</p>	<p>Support</p>
<p>Hunsdon Road, (Oxford)</p>	<p>Support - Oxford should be moving to enable all its citizens to use electric cars, not only because we should be aiming to be a zero carbon city, but also because of the dreadful air quality in the city and the high incidence of lung disease. I would support charging points on every lamp-post in the city.</p>