

Divisions affected: *Cowley, Isis, Jericho & Osney, Rose Hill & Littlemore, St Clement's & Cowley Marsh, University Parks, St Margaret's, Headington & Quarry*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022

OXFORD - VARIOUS LOCATIONS: PROPOSED ELECTRIC VEHICLE PARKING PLACES

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve as advertised:
 - a. the proposed new EV parking bays located on: Bevington Road, Farndon Road, Frenchay Road, Hamilton Road, Juxon Street, Lake Street, Sandfield Road, Stone Street, Tackley Place, Temple Road, Vicarage Close, Warnborough Road, Winchester Road, Wytham Street, and West Street.
 - b. the proposed new Car Club bay on Latimer Road, and the subsequent removal of the bay on All Saints Road.

Financial Implications

2. Funding for consultation on the proposals has been provided by Oxford City Council as part of the 'Go Ultra Low Oxford' (GULO) project, who will also fund the implementation of the scheme should it be approved.

Executive summary

3. The proposals seek to introduce Traffic Regulation Orders (TROs) for 16 locations that currently have GULO Electric Vehicle (EV) chargers to make them available for EV use only. The proposals for specific sites are shown in **Annexes 1-16**
4. The aim is to give more reliable access to charging for those who live, work or visit Oxford. The proposed TROs ensure that only EVs can park in these bays when they need to charge. They would be designated as public chargers, between 8am and 6pm, available to all in Oxford, for a period of up to five hours and overnight use restricted to those with relevant resident permits.
5. Dedicated bays will support the increase in utilisation which helps ensure a site remains commercially viable and generates sufficient income to pay for keeping it safe and usable. This is a significant factor as EV infrastructure does not

receive public maintenance and operations funding in the UK. So it is critical that EV chargers meet a minimum utilisation threshold over their lifetime.

6. Currently EVs make up 2% of cars owned by Oxford households, just under 1000 cars. However this will change as EV ownership increases. It is projected that by 2026, 24-36% of cars in Oxford are modelled to be EVs, therefore, the need to safeguard access to charging, using mechanisms such as TROs, will become increasingly important.

Equalities and Inclusion Implications

No equality of inclusion implications have been identified.

Sustainability implications

7. The proposals will provide additional and improved opportunities for users of EVs to recharge their vehicles .

Consultation

8. Formal consultation was carried out between 09 June and 08 July 2022. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including: Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, and the local County & Oxford City councillors representing the specific divisions and wards. Letters were sent to approximately 876 adjacent premises, and street notices placed on site in the immediate vicinity.
9. A further request was received from Oxford City Council to also consult on extra proposals (as shown in **Annexes 15 & 16**); the consultation period being between 16 June and 8 July 2022. An additional notice was placed in the Oxford Times, the statutory consultees were emailed directly, and a letter was sent to an additional 136 adjacent premises.
10. 52 responses were received via the online questionnaire during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Bevington Road	3	6	24	19	52
Farndon Road	7	8	23	14	52
Frenchay Road	4	6	25	17	52
Hamilton Road	6	6	24	16	52
Juxon Street	3	6	23	20	52

Lake Street	3	6	23	20	52
Sandfield Road	3	6	23	20	52
Stone Street	3	7	22	20	52
Tackley Place	9	6	23	14	52
Temple Road	3	6	22	21	52
Vicarage Close	3	6	23	20	52
Warnborough Road	8	7	23	14	52
Winchester Road	4	6	23	19	52
Wytham Street	3	6	23	20	52
Additional consultation:					
West Street (EV bay)	4	4	20	14	42
Latimer Road (Car Club)	3	4	21	14	42
All Saints Road (remove Car Club bay)	3	5	15	19	42

11. Additionally, 30 emails/letters were also received, comprising of: 12 objections, 11 expressing concerns, six in support, and one non-objection.

12. The responses are recorded in **Annex 17**, and copies of the full responses are available for inspection by County Councillors.

Officer response to objections/concerns

13. Officer comments in relation to specific concerns/issues are provided in **Annex 17**, alongside the individual responses to which they relate. Officer comments in response to wider area/general concerns can be found below.

General

14. As part of both the City and County Councils' EV Infrastructure plans, all on-street chargers across the city should have the same parking arrangements, unless there are very strong reasons to diverge. The TSU study, and challenges to enforcement notices, show clearly that the current, varied rules are not always well understood in the community. In future, if a driver pulls up to any on-street EV charging bay anywhere in Oxford between 8am and 6pm they know they have 5 hours to charge their car and cannot return within 3 hours. This will make it easier for users to comply with the rules, and for the County to enforce against abuse, in a manner that is fair and transparent.

15. Bollard and Lamppost chargers are lower powered chargers than other solutions in the city and therefore require a longer dwell time in order to achieve a viable level of charge. 5 hours has been assessed to offer a reasonable level of charge for most current EVs, and also fit in with a working day to facilitate a 'morning' or 'afternoon' charging session.

16. Currently EVs make up 2% of cars owned by Oxford households, just under 1000 cars. However this will change as EV ownership increases: By 2026, 24-36% of cars in Oxford are modelled to be EVs. We will review enforcement and performance of charging bays regularly under the evaluation proposal of the Oxford EV strategy (OxEVIS). This went to public consultation recently and secured over 80% of neutral, support and very strong approval from respondents.
17. EV infrastructure does not receive public maintenance and operations funding in the UK. So it is critical that EV chargers meet a minimum utilisation threshold over their lifetime, to ensure a site remains commercially viable and generates sufficient income to pay for keeping it safe and usable. This cannot be achieved without enforced EV charging bays.
18. The project team are very conscious of the parking pressures in the city, and parking is always an emotive subject, in particular where residents feel directly impacted by a change. But the more an EV charger is used, the more vehicles it enables to shift away from fossil fuel, reducing carbon and improving Oxford's air quality. So securing access for EVs and sharing it in the day, when it is likely underutilised by local residents, will spread this benefit more widely.

EV infrastructure expressions of interest:

19. Residents without access to off-street parking can express their interest in a new public charging solution on the Oxford EV infrastructure demand tracker. Expressing interest does not guarantee a solution, but Oxford City council will consider all locations when delivering the next tranche of charging solutions.
20. Residents that are interested in a cable gulley in particular – a pavement channel cut into the pavement, to securely connect a home charger to a vehicle parked on street, can express their interest in this solution on the GUL-e website.
21. On-street EV charging is one of the more complex areas to integrate charging infrastructure and the 'Oxford EV infrastructure strategy' (OxEVIS) sets out policies to address this challenge. Constraints such as lack of off street parking, heritage areas, high density housing, narrow streets and parking pressures are all aspects OxEVIS seeks to consider in the aim for fair and equitable charging for all who live, work and visit the city.
22. Whilst this does not address the charging infrastructure in specific areas right now, all areas of Oxford will be considered in the supporting OxEVIS implementation plan due in the autumn, with the strategy due to be published at the end of July.

West Street

23. Currently, access to the only charge point on Osney Island is frequently restricted by non-EV drivers parking in the charging bay. This TRO will free up the space for EV use only. The charger is a legacy charger from the 2017 trial,

but it has been upgraded for improved resilience and put on a build-out to free up pedestrian walking space in 2020.

24. Overnight parking pressures on Osney Island are acknowledged, and the TRO is structured to ensure that local residents retain sole access to the bay overnight.
25. The picture appears more mixed in the daytime, which is reflected in the consultation responses, which are conflicting in this regard. The five hour daytime parking restriction will ensure that the bay is available for overnight use by residents.
26. In regards to illegal parking, enforcement is in place for this location and residents are encouraged to contact highways enforcement by reporting parking breaches.
27. Some concerns were raised over the loss of a parking bay for residents driving conventionally fuelled cars. West Street has approx. 40 parking bays. Only one bay is proposed to be restricted to EV only use. This represents less than 2 percent of the total of parking bays. EV ownership in the city is anticipated to grow to 24-36% by 2026 from currently 2%. Osney Island demographic is aligned with high EV uptake, so we anticipate the impact on non-EV drivers from this allocation to be minimal.
28. The issue of signage has been noted and we are going through a feasibility to ascertain whether we can install the enforcement signage on the build-out, rather than on the pavement. If this cannot be secured, then we will attach the sign to a sign post adjacent to the property, rather than placing it on the wall.

Hamilton Road

29. The three chargers on this road are situated at one end of the road. The project team note the feedback that these chargers would better serve residents who have no off street parking if they were situated further along the road where parking pressure is reduced due to a higher number of multiple properties with off-street parking.
30. However, these are historic chargepoints that are already in situ, and moving them is not feasible at this stage. Introducing the TROs will ensure that the growing number of EV owners in the local area has more predictable access to the charging bays.
31. In addition the project team would recommend that Hamilton Road is considered for further car club provision, maybe under the County permit based trial, that doesn't require fixed bays. This could reduce parking pressures in the medium term.
32. The project team have discussed the feedback with the County/City EV infrastructure delivery group, and will prioritise bays that are not in front of properties going forward, where feasible.

Warnborough Road

33. Parking enforcement is active in the city and the TRO make clear for both driver and enforcement officer the constraints on the bays. The consistent use of the same terms of non-rapid EV onstreet parking bay enforcement across the city will further simplify the enforcement rules for EV drivers.

Dropped kerbs

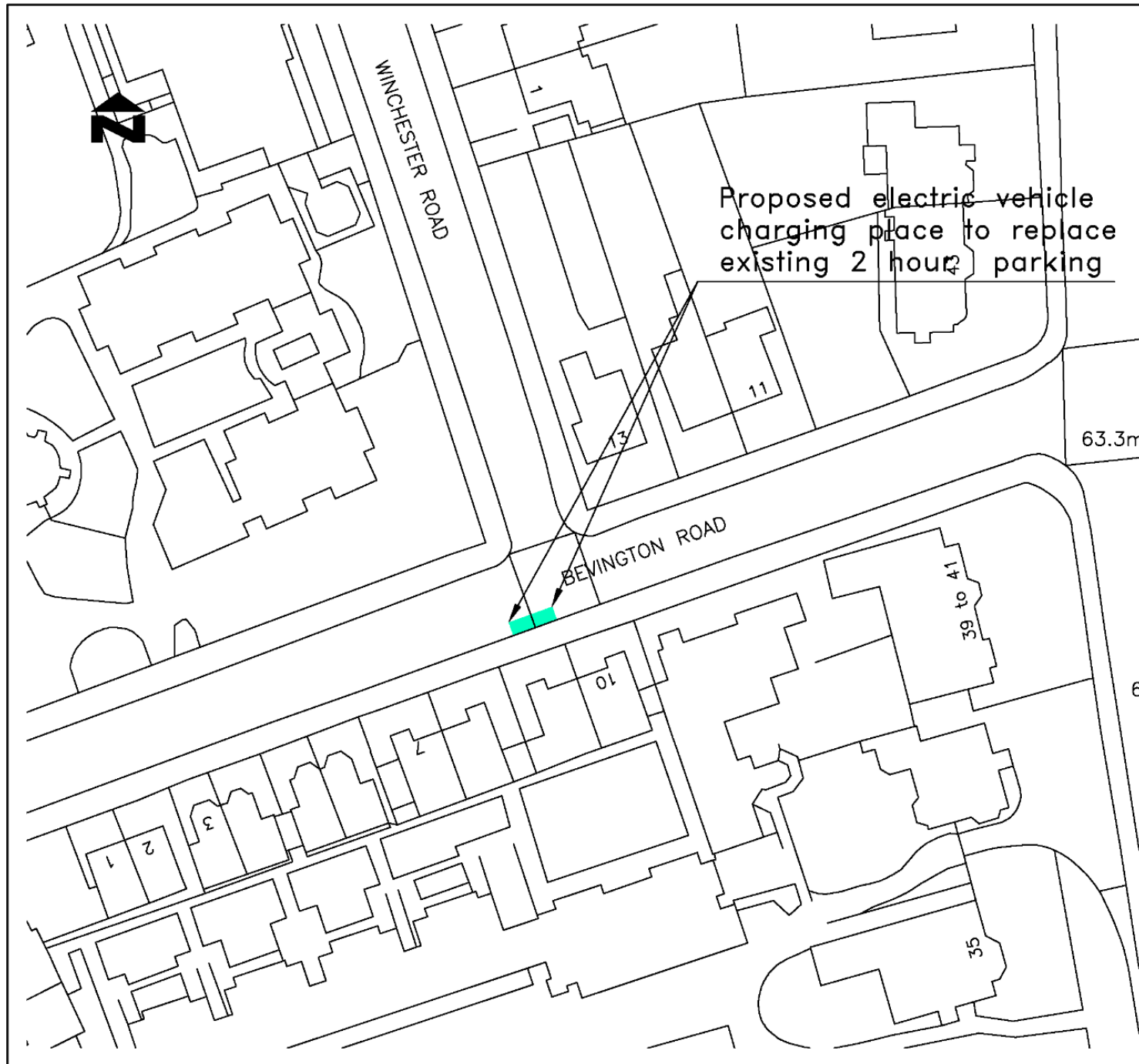
34. Dropped kerbs are not usually delivered with a parking restriction (although advisory 'white access protection' markings can be supplied), so access to the offstreet parking area is not guaranteed even where kerbs are lowered. However, it should be noted that technically, obstructing any part of the highway is an offence which can lead to Police enforcement.
35. While the project team acknowledge the inconvenience caused by the inability to create a dropped kerb or access a parking spot directly in front of a householders property, there is a public benefit to be considered here: EV chargers can be used by many local residents.
36. A lack of public charging could result in an increased drive to turn front gardens into driveways, which could bring a loss of green space and could worsen flood and heat island impacts in affected streets.
37. The project team will continue to seek to avoid positioning public charge points directly in front of residents homes, but that is constraint by grid connection points and other design criteria, and cannot always be avoided.
38. The Oxford EV Infrastructure Strategy will address the more general points raised, and can be reviewed here: https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/

Bill Cotton
Corporate Director, Environment and Place

Annexes: Annex 1-16: Consultaiton/location plans
 Annex 17: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Elizabeth Bohun

July 2022



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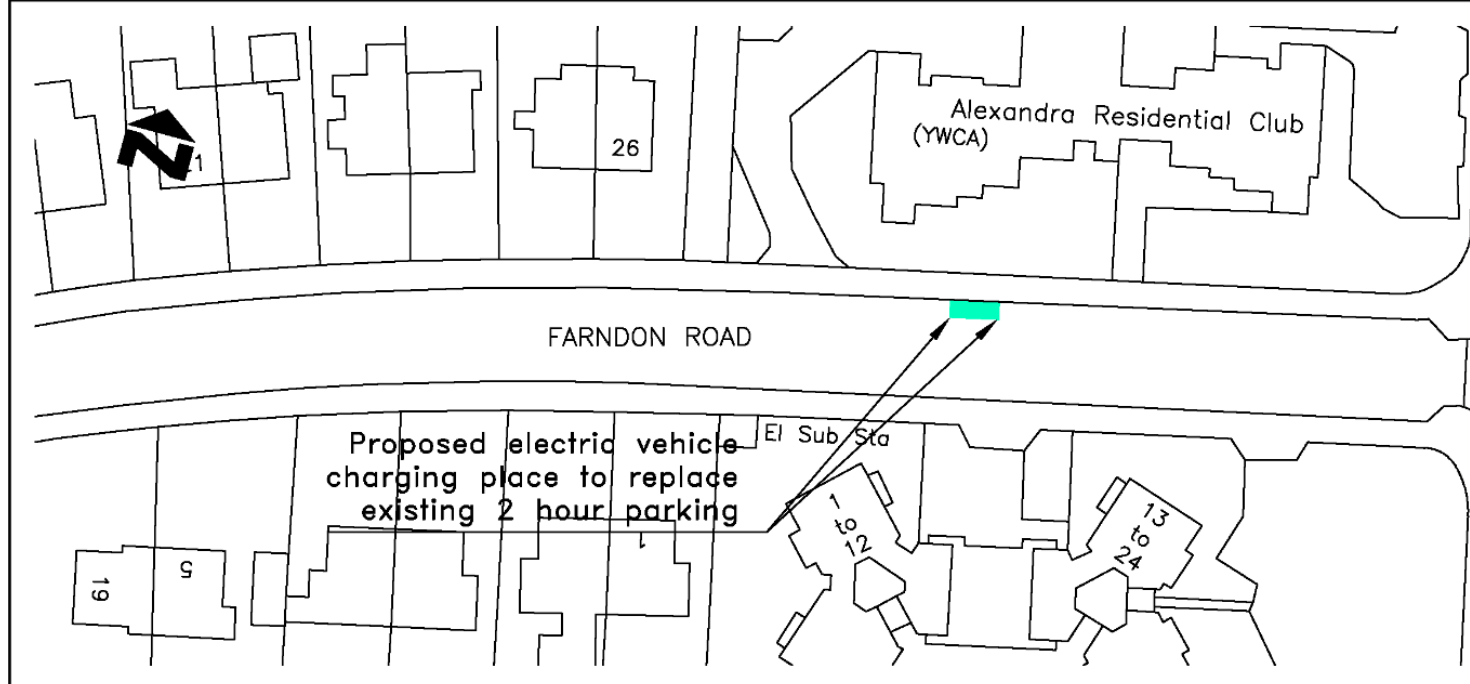
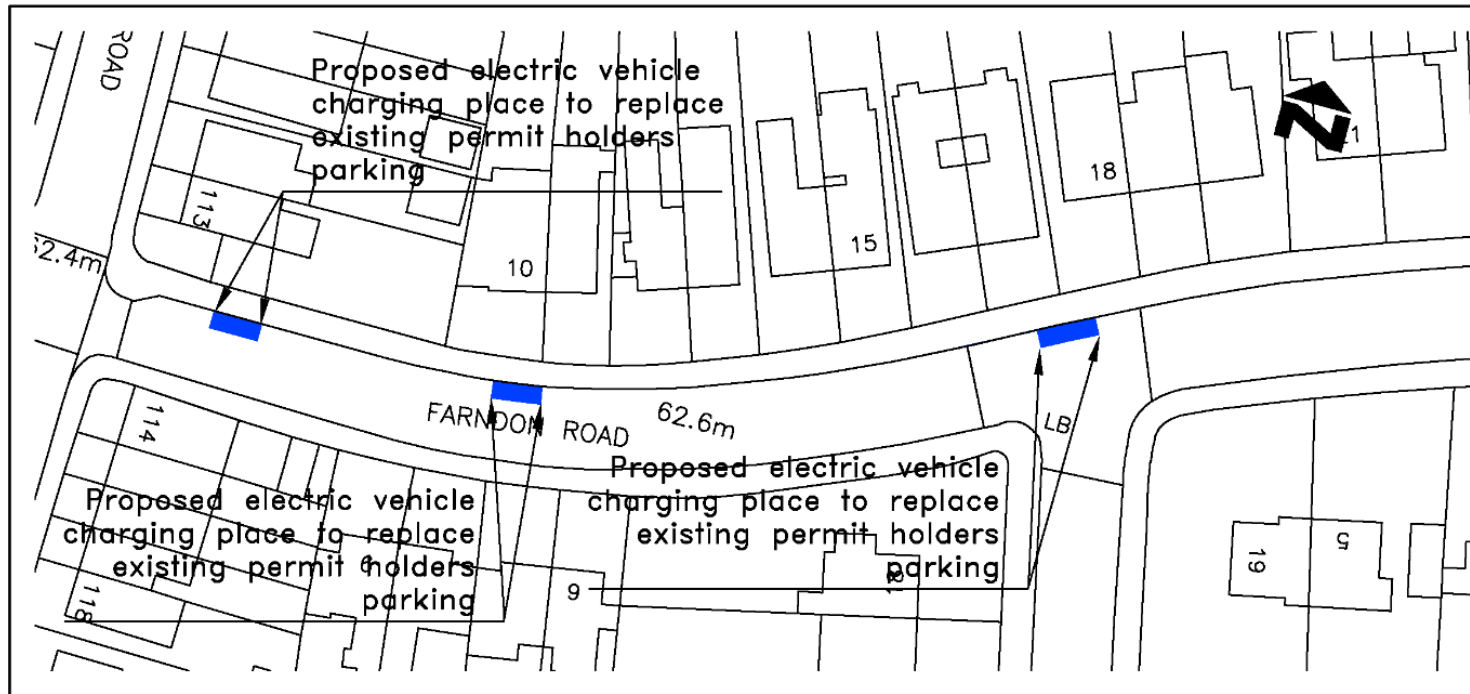
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Project
**Oxford:
Proposed Electric Vehicle
Charging Places 2022**

Title
**Electric Vehicle Parking Place
Bevington Road**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 24.05.22	Date	Date
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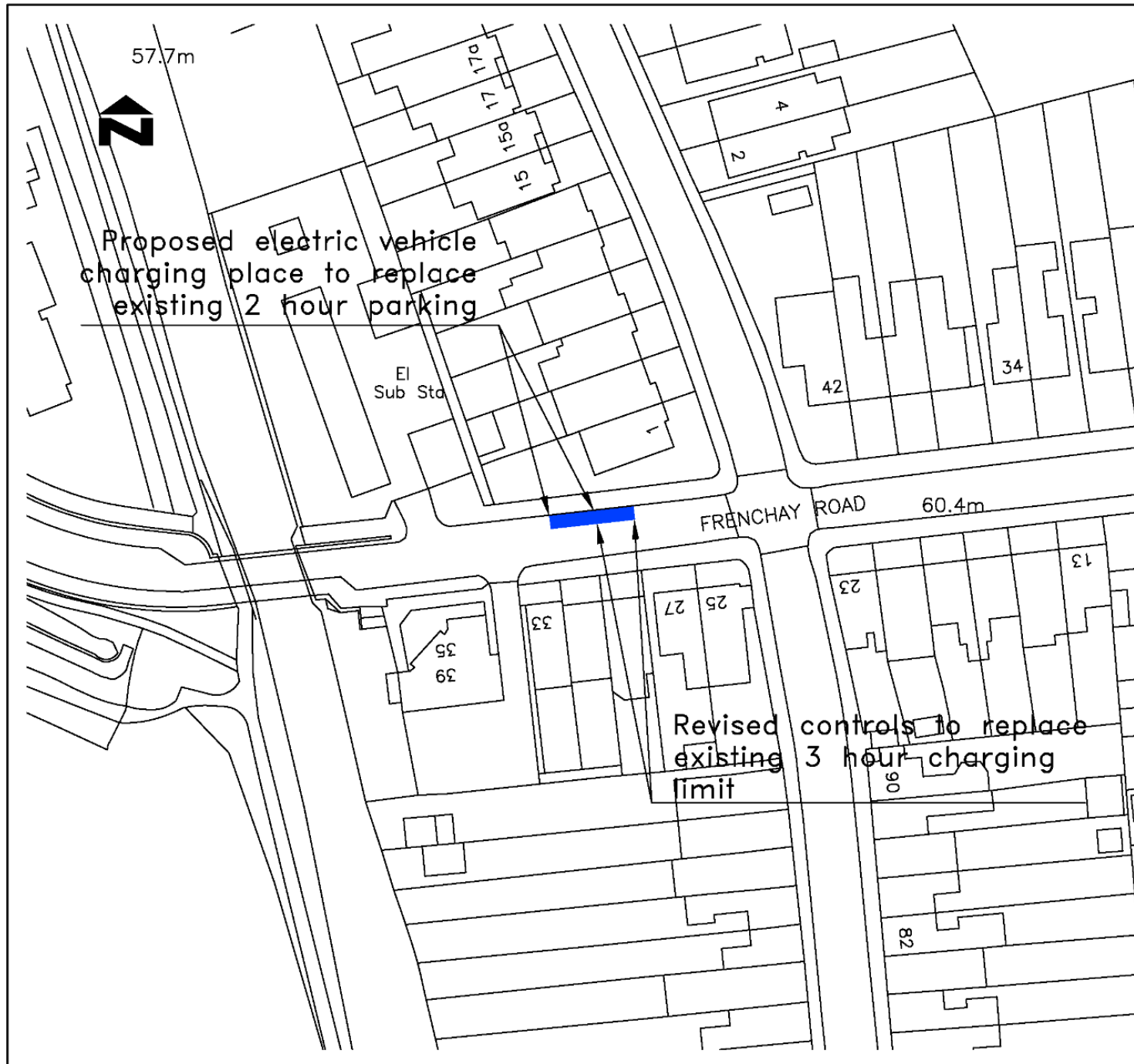
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Title
**Electric Vehicle Parking Place
Hamilton Road**

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Title
**Electric Vehicle Parking Place
Frenchay Road**

Scale 1:500	Drawn By SMA	Checked By	Approved By
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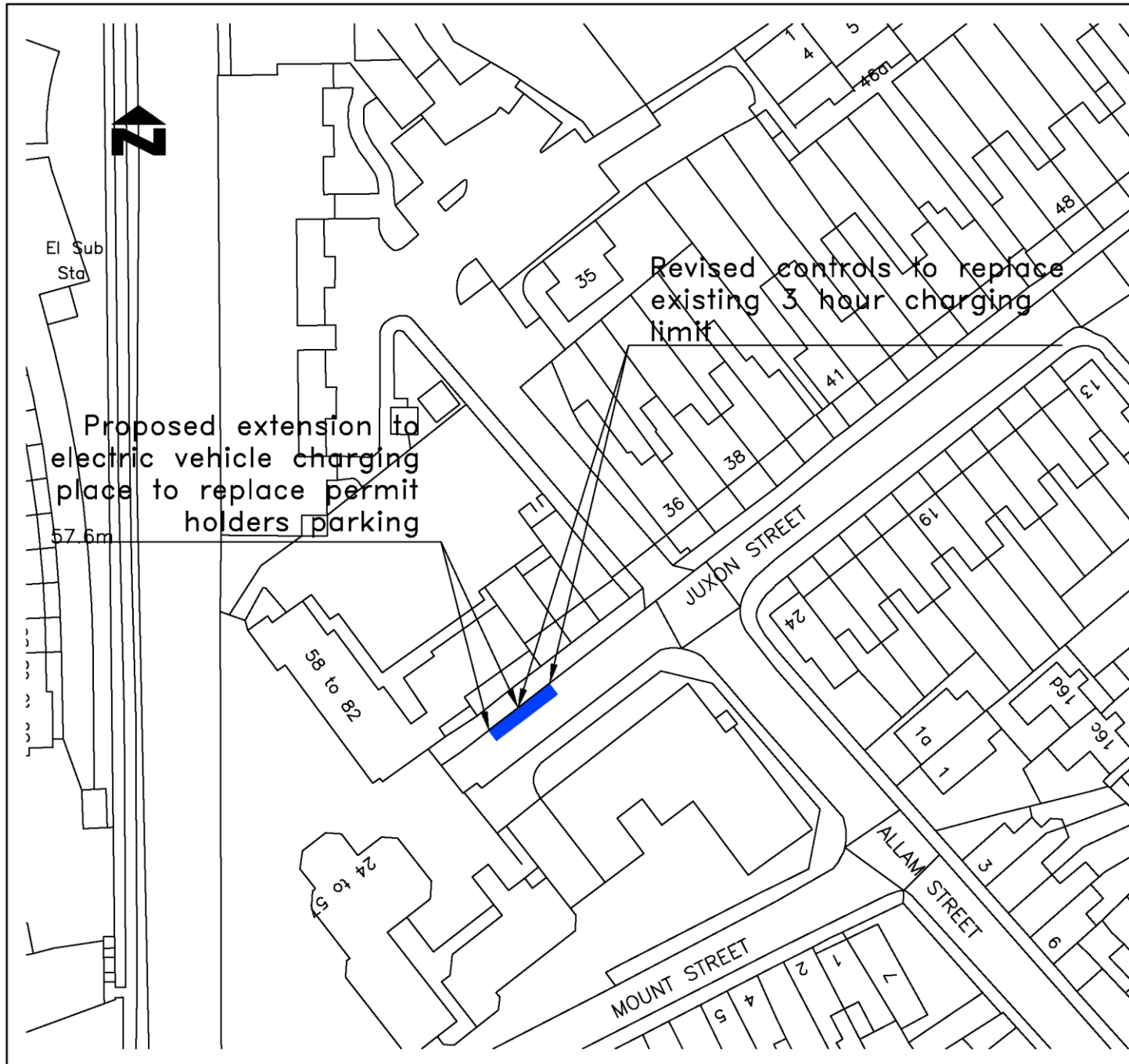
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Title
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Hamilton Road**

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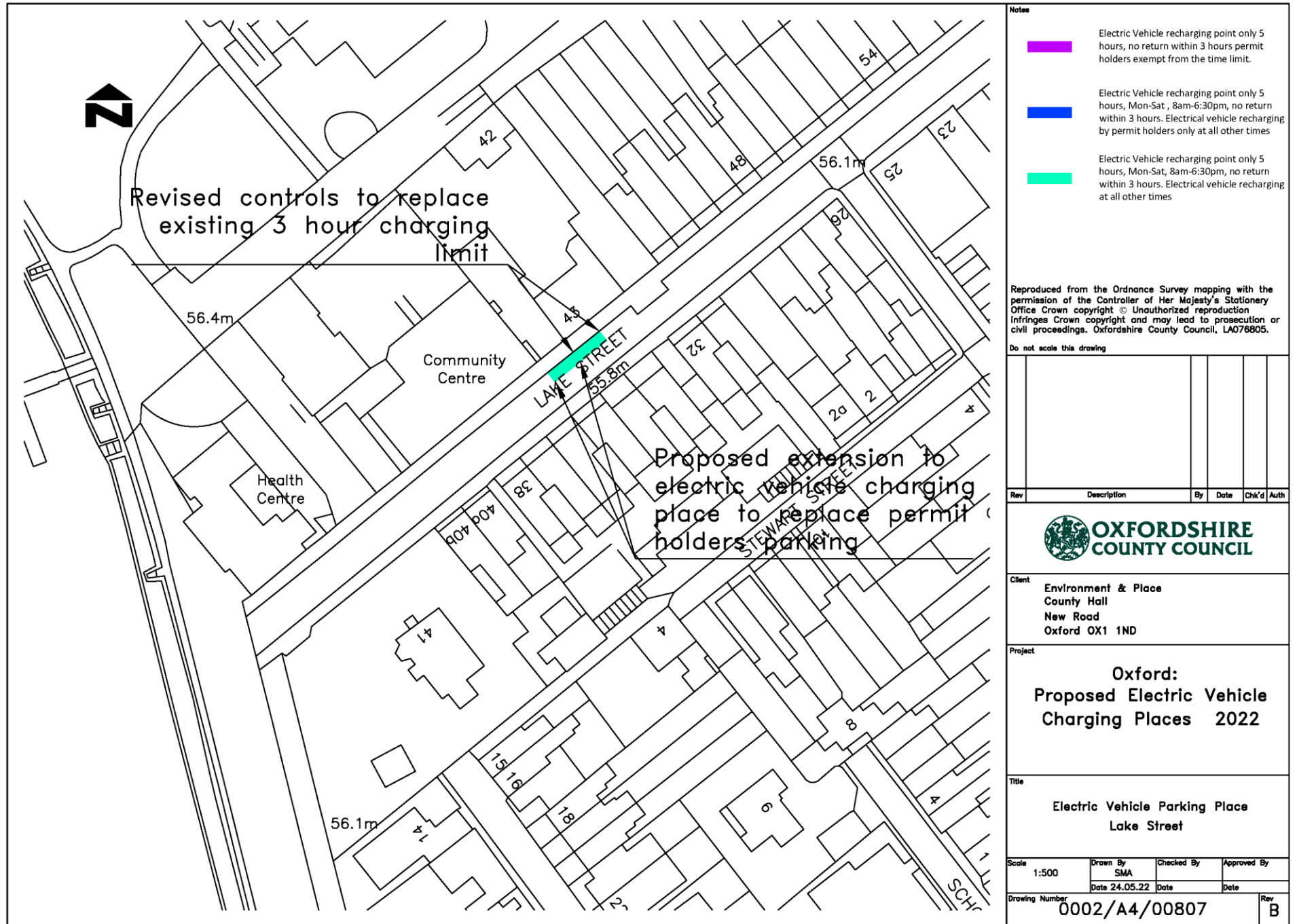
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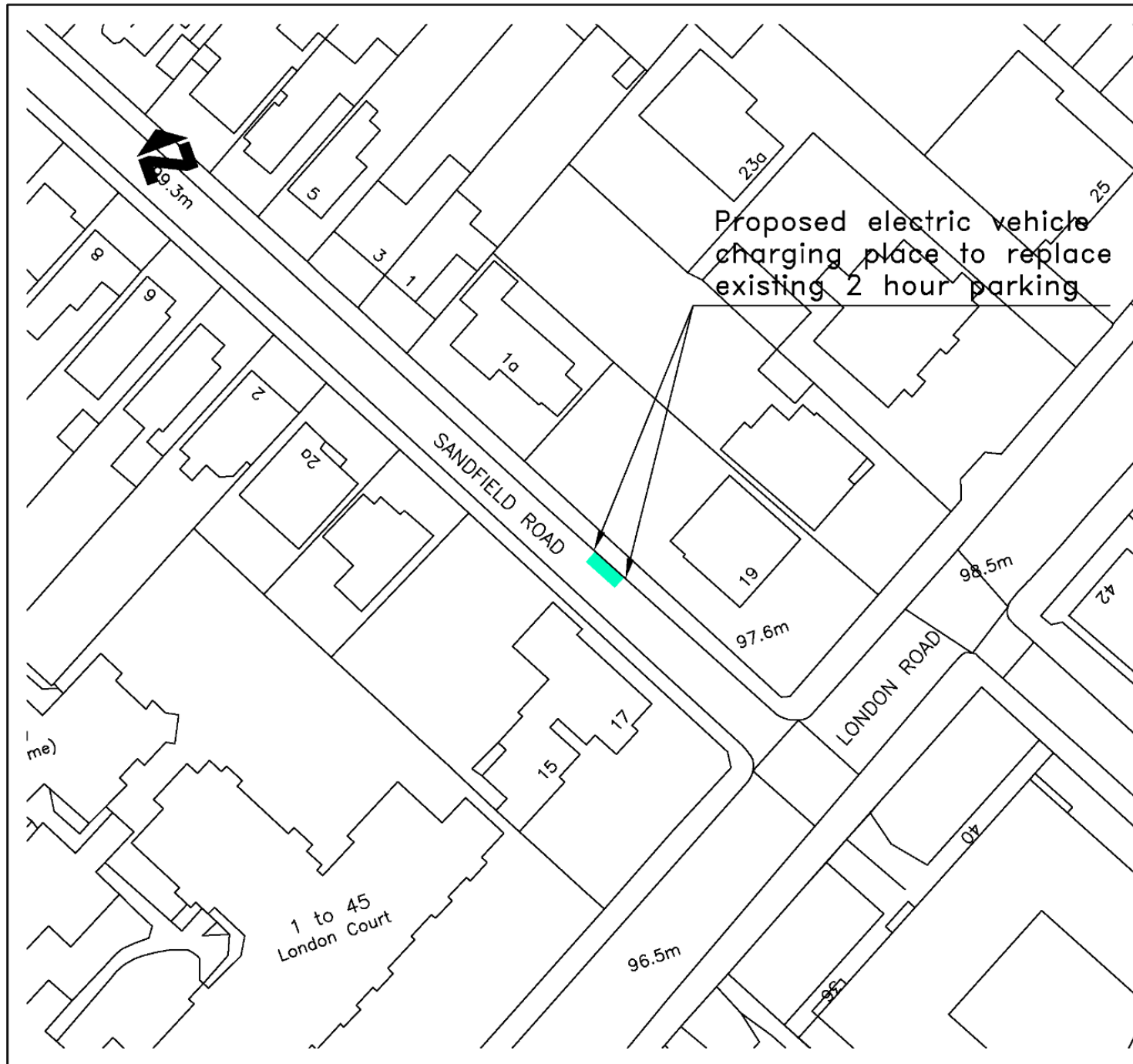
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Title
**Electric Vehicle Parking Place
Juxon Street**

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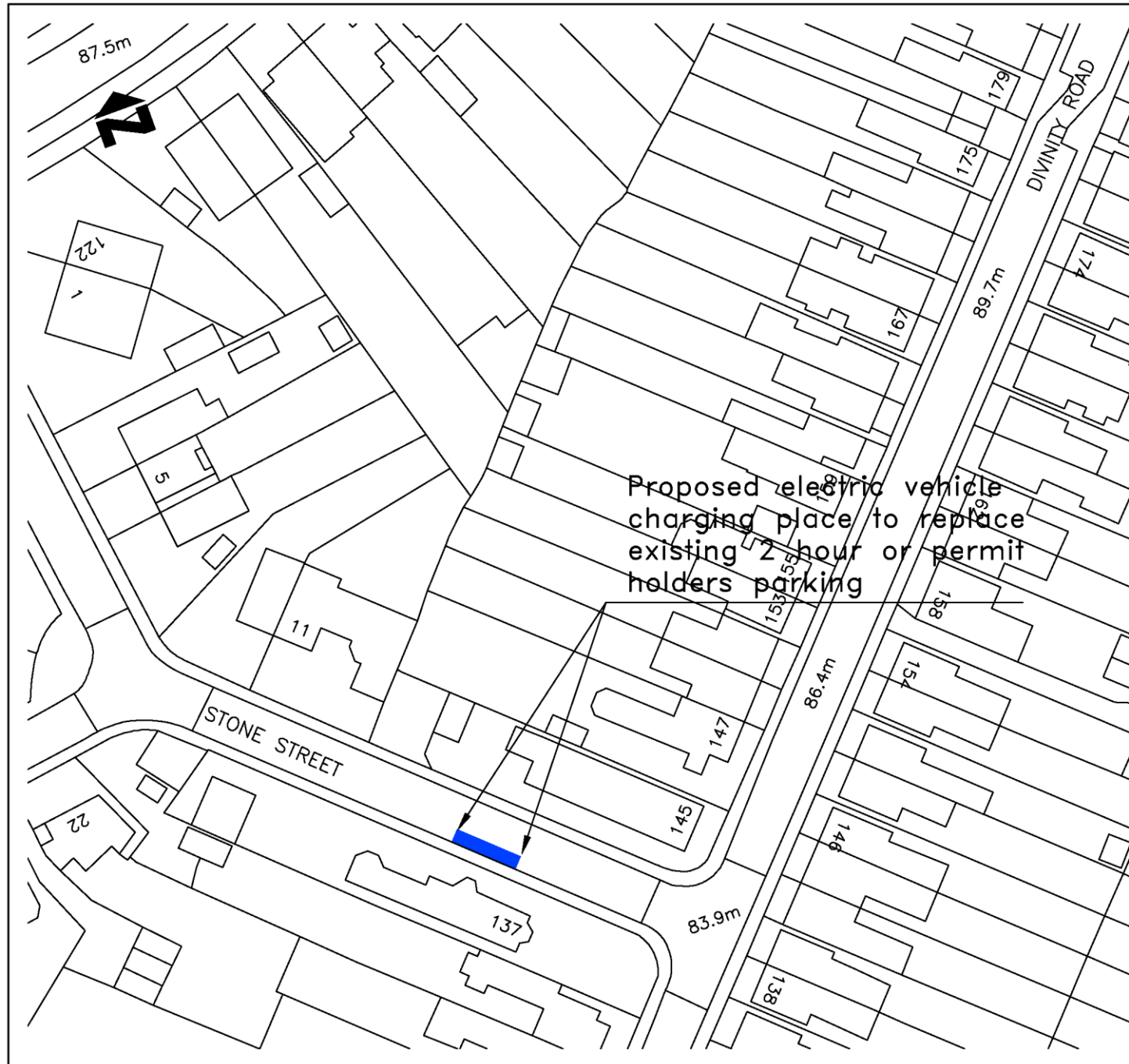
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Title
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Sandfield Road**

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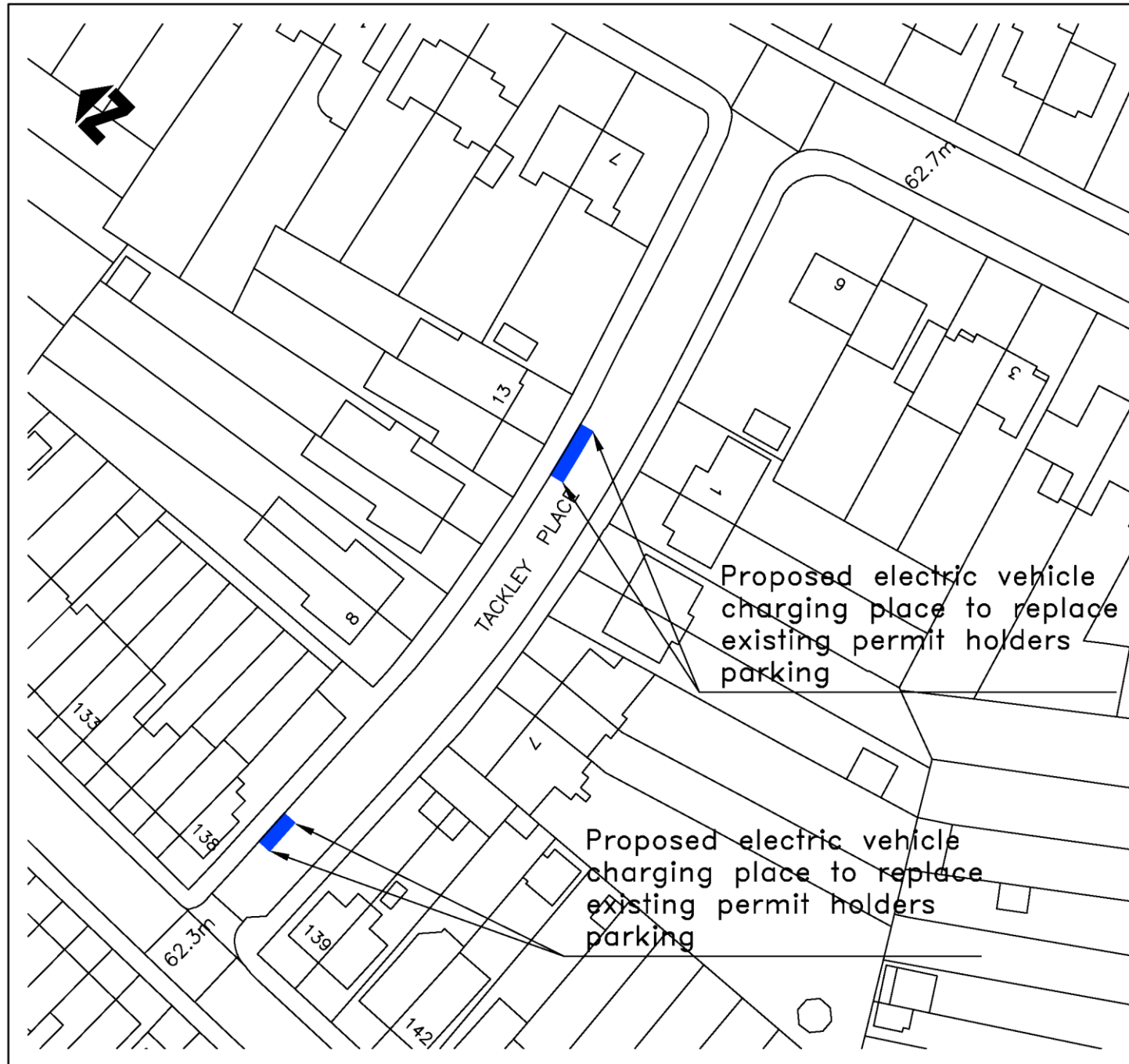
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Title
**Electric Vehicle Parking Place
Stone Street**

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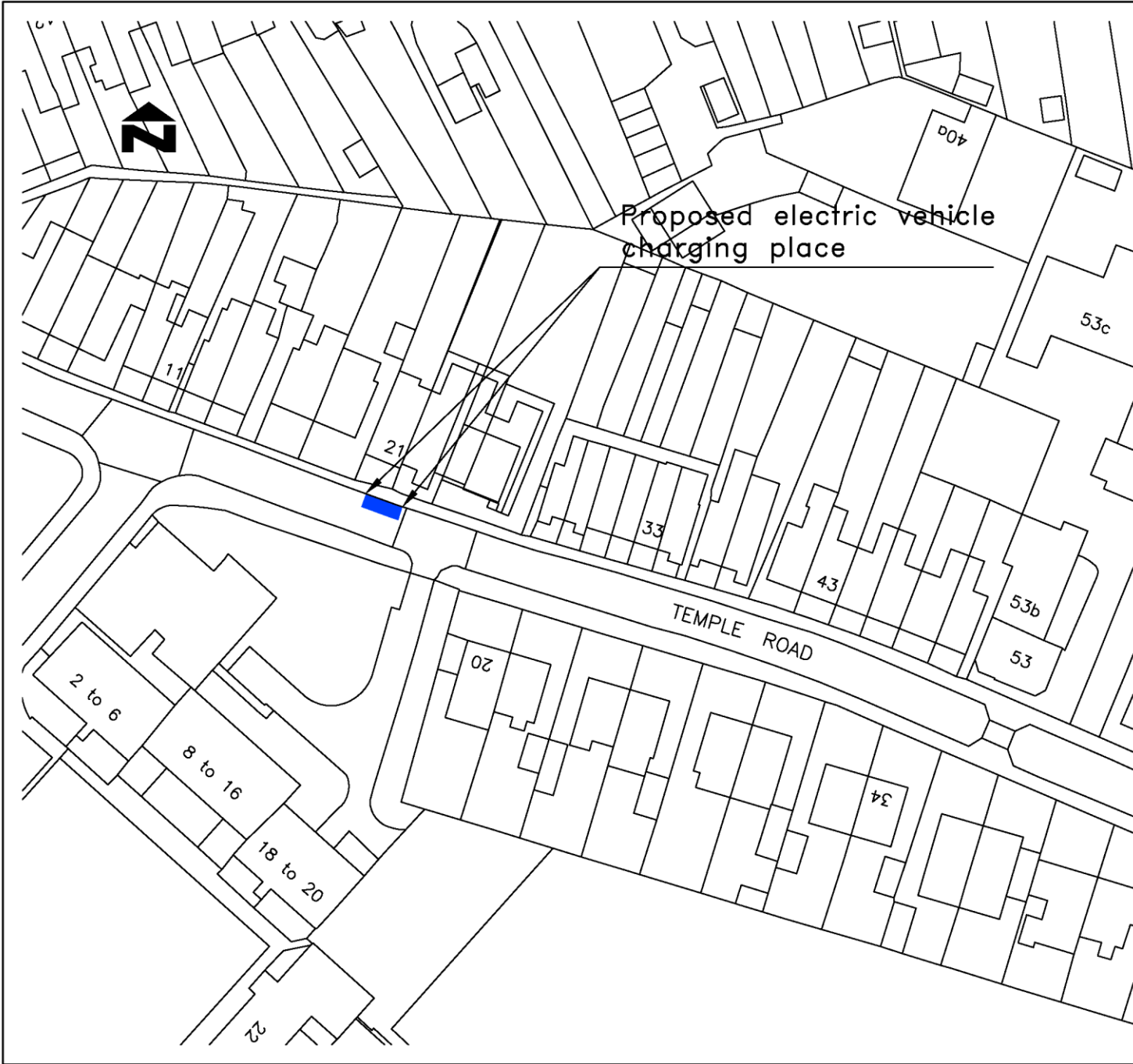


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Title
**Electric Vehicle Parking Place
Tackley Place**

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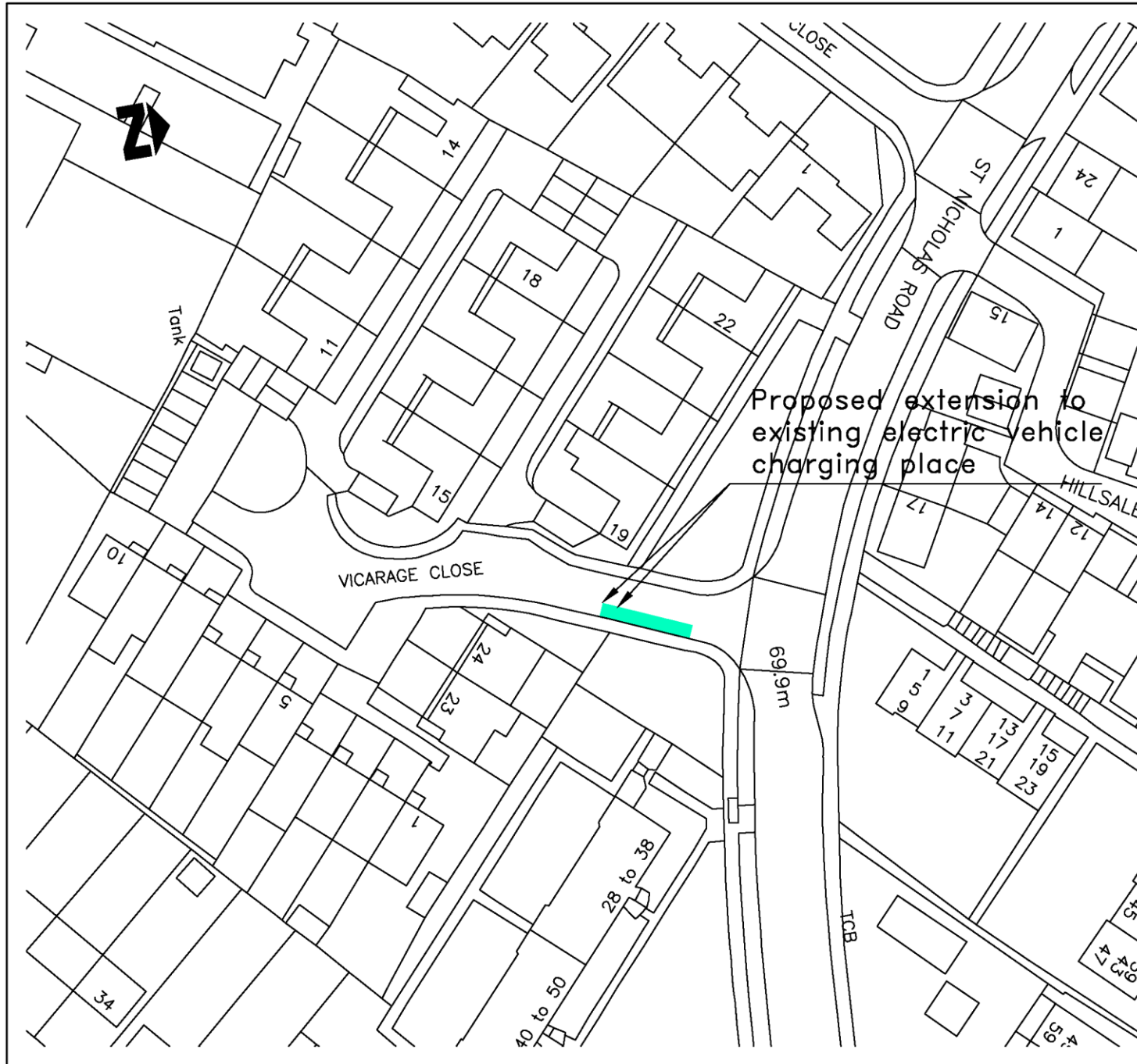


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Title
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Temple Road**

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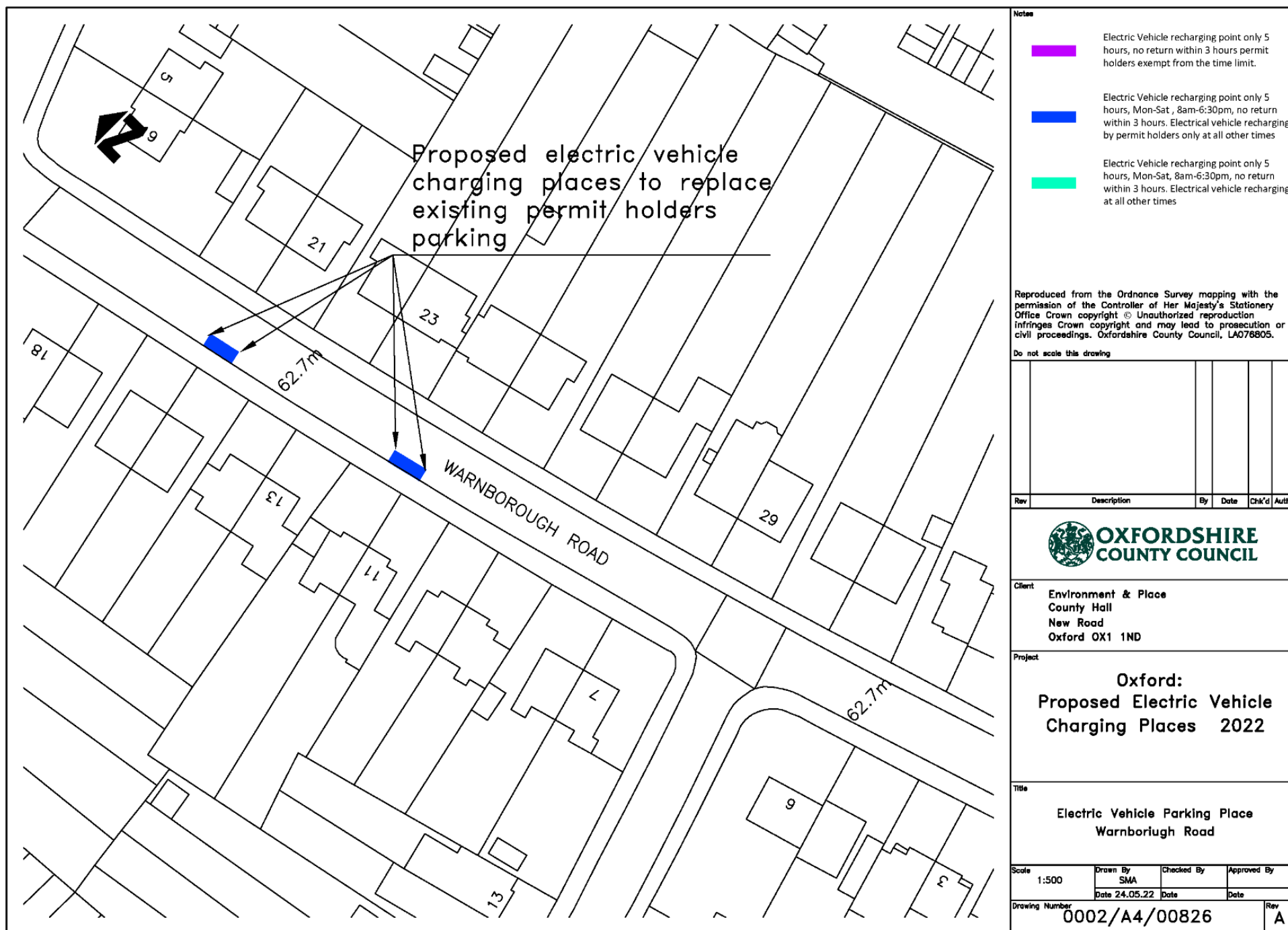


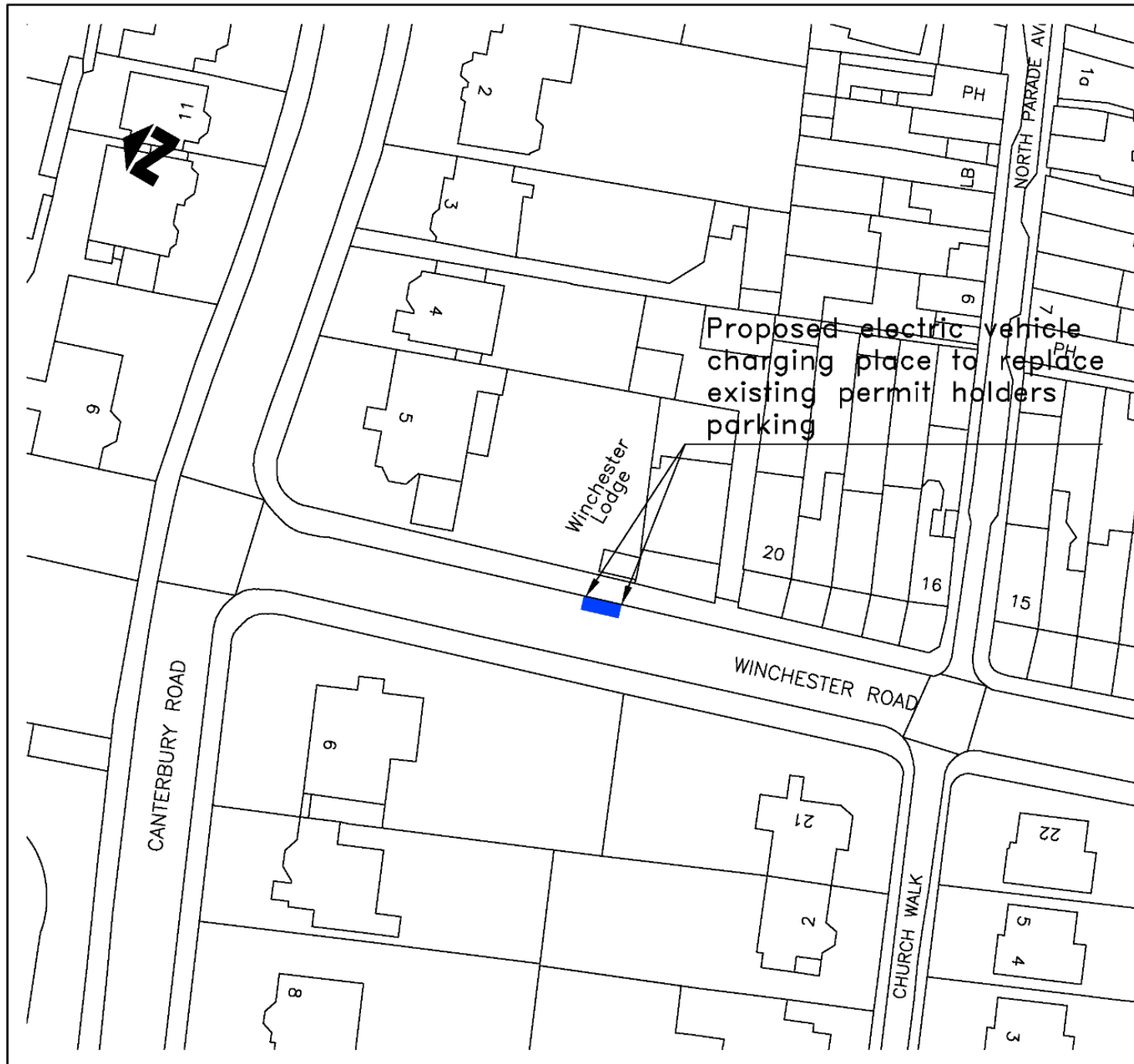
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Title
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Vicarage Close**

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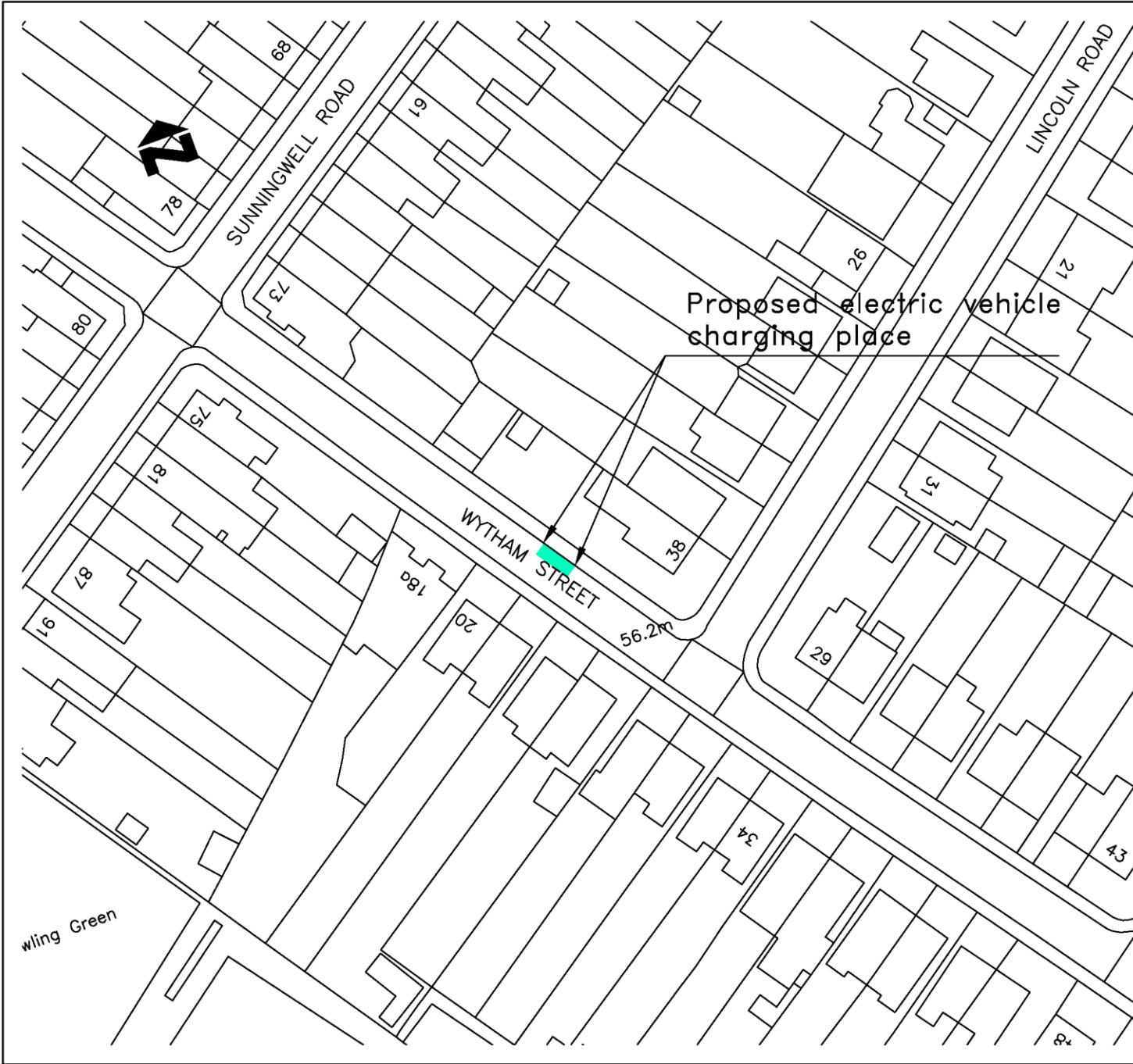
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Title
**Electric Vehicle Parking Place
Winchester Road**

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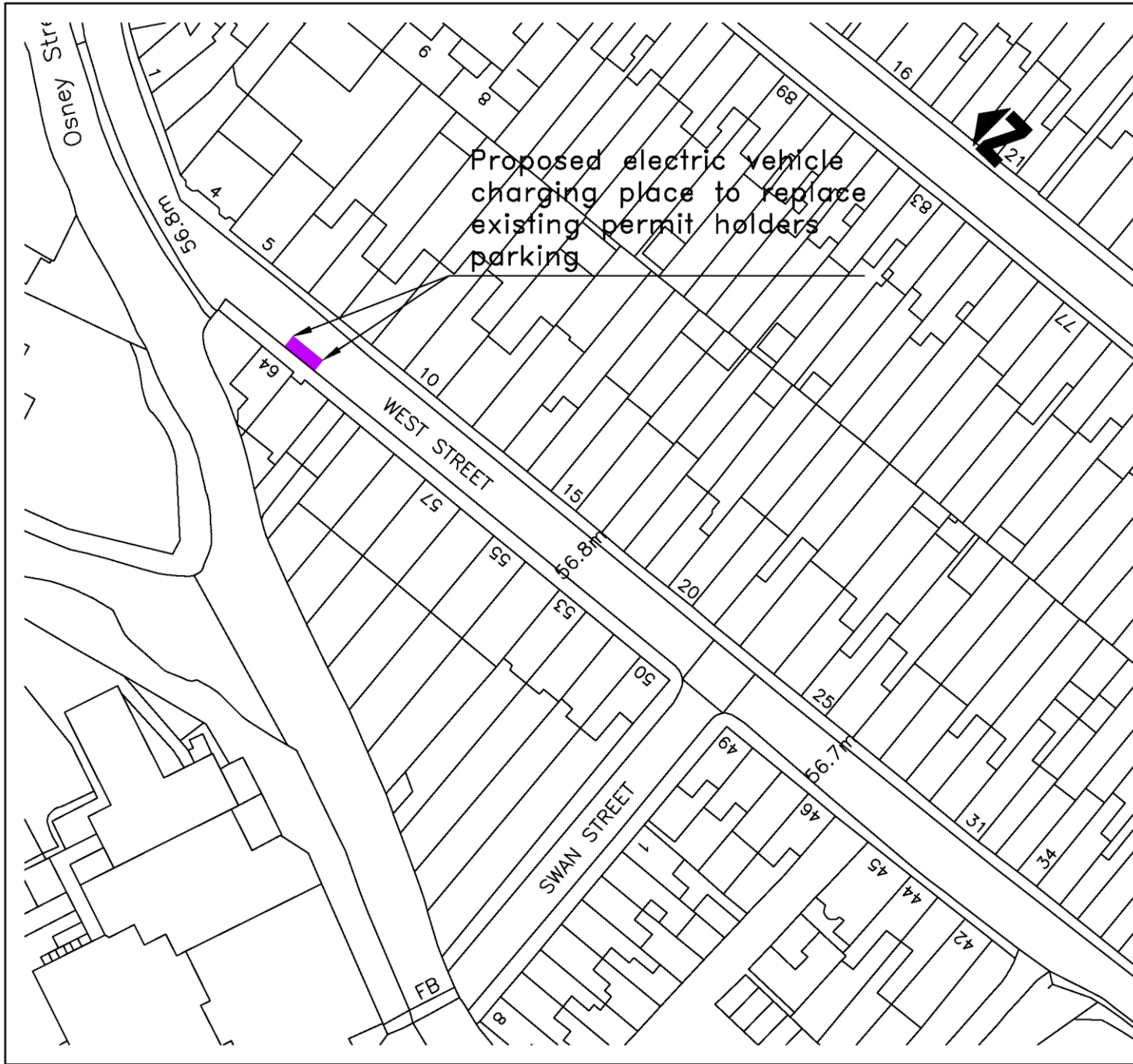
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Title
**Electric Vehicle Parking Place
Wytham Street**

Scale 1:500	Drawn By SMA	Checked By	Approved By
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Drawing Number 0002/A4/00802 **Rev** A



Notes

- Electric Vehicle recharging point only 5 hours, no return within 3 hours permit holders exempt from the time limit.
- Electric Vehicle recharging point only 5 hours, 8am-6:30pm, no return within 3 hours. Electrical vehicle recharging by permit holders only at all other times
- Electric Vehicle recharging point only 5 hours, 8am-6:30pm, no return within 3 hours. Electrical vehicle recharging at all other times

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Rev	Description	By	Date	Chk'd	Auth

OXFORDSHIRE COUNTY COUNCIL

Client
Environment & Place
County Hall
New Road
Oxford OX1 1ND

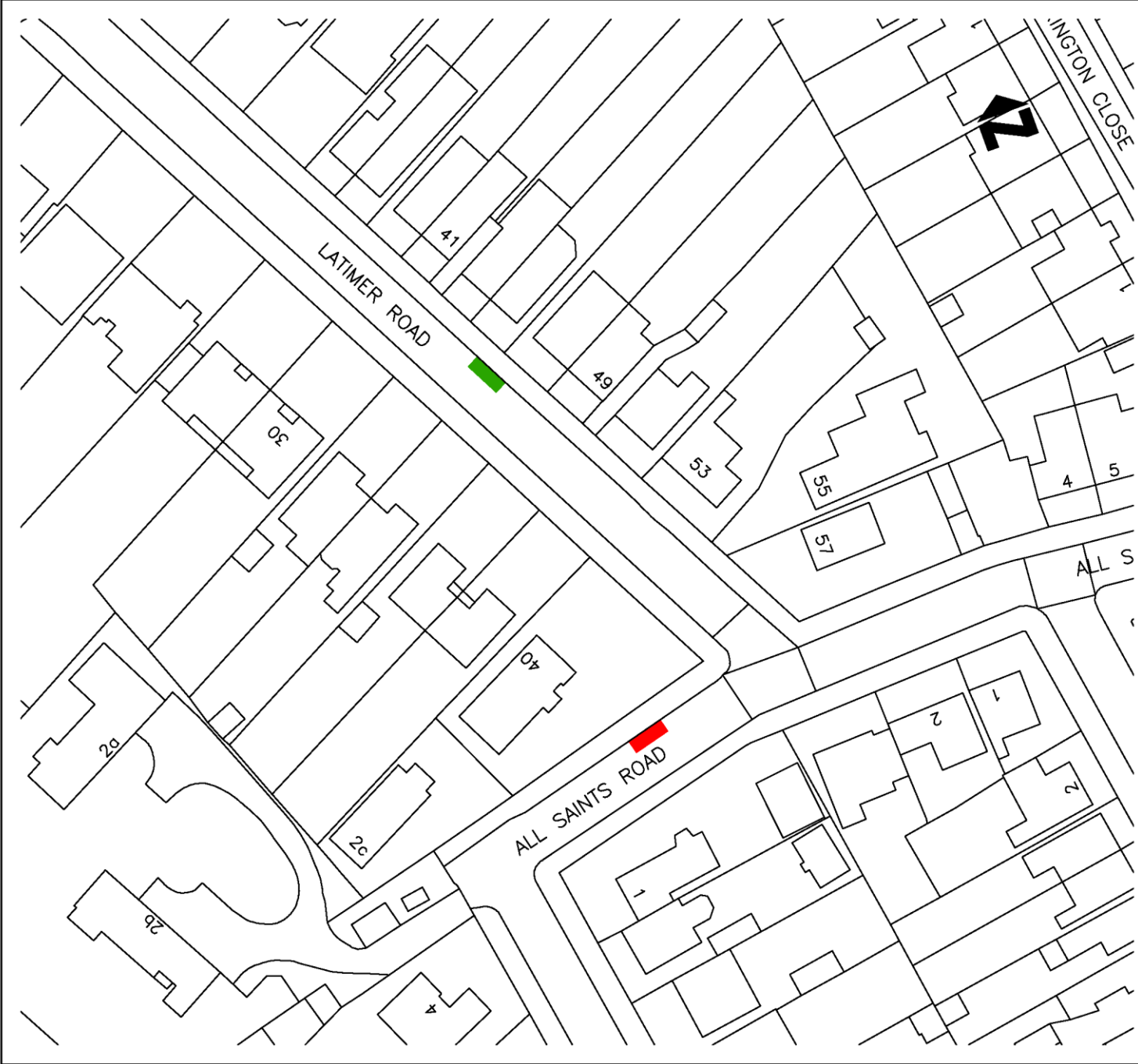
Project
**Oxford:
Proposed Electric Vehicle
Charging Places 2022**

Title
**Electric Vehicle Parking Place
West Street**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 09.06.22	Date	Date

Drawing Number **0002/A4/00822**

Rev	—
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Notes

- Existing Car Club parking place at all times to be replaced with Permit Holders Only parking, Mon-Sat, 8am - 7pm, Sat 2 - 4pm
- Proposed Car Club parking place at all times to replace Permit Holders Only parking, Mon-Sat, 8am - 7pm, Sat 2 - 4pm

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OXFORDSHIRE COUNTY COUNCIL

Client
Environment & Place
County Hall
New Road
Oxford OX1 1ND

Project
**Oxford:
Proposed Electric Vehicle
Charging Places 2022**

Title
**Relocation of Car Club Parking Place
from All Saints Road to Latimer Road**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 24.05.22	Date	Date

Drawing Number 0002/A4/00804	Rev —
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RESPONDENT	COMMENTS	OXFORD CITY COUNCIL / PROJECT TEAM RESPONSES
(1) Traffic Management Officer, (Thames Valley Police)	No objection	
(2) Local County Cllr, (St Margarets division)	Support - These EV points are a valuable addition to the network but they need a programme to ensure that they are working. The Frenchay Road point has been out of action for more than six months. this is not acceptable as the scheme increases in size with these new points.	<p>The current chargers on the highways were installed under one of the UK's first onstreet charging pilot projects, and as such required substantial intervention and investment over the last two years to bring them up to current charging standards, with the upgrade programme continuing for another year.</p> <p>This was made more difficult due to a series of contractor acquisitions and one contractor going into administration.</p> <p>While most chargers could be upgraded, Frenchey Rd was severely damaged in an act of vandalism alongside three further chargers, and cannot be repaired. The charge point will be replaced over the coming months, which is now possible since the insurer has confirmed policy compliance.</p> <p>Oxford City Council introduced a dedicated EV Infrastructure Contract Management Facility in January to improve Service Level Performance of contractors. Since the introduction we have seen a reduction of SLA failures from over 60% previously to under 10% now. The facility is a pilot, but has been extended for another six months, after which it will be reviewed.</p>
(3) Local County & City Cllr, (Jericho & Osney division,	Concerns (West Street) – I think that may be unwise. There is extreme pressure on parking on Osney Island. If vehicles come regularly from elsewhere (e.g. commuters) and park there for 5 hours each time, it	Please see statement regarding West Street within the report.

Osney & St Thomas ward)	would be intensely annoying for residents, who would have lost a space for themselves or their visitors for that time.	
<i>A. Online Responses</i>		
(4) Rather not say, (Oxford, Warnborough Road)	<p>Object - Generally I object because electric vehicles should not be prioritised over others as far as access to parking (which has been paid for) goes. Specifically, these roads all have sufficient space in front of them to permit residents to install their own charging points if required.</p>	<p>Please see points covered in the general statement within the report.</p> <p>Many dwellings in this area do not have access to offstreet parking. While some may be able to provide their own charging through the new cable channel provision that is trialled in Oxfordshire under the GUL-e project, this is not possible for all households. To ensure a full transition to EV a mix of cable gulleys, rapid charging, driveway home charging and public onstreet and destination charging is needed. A lack of public charging could result in an increased drive to turn front gardens into driveways, which could bring a loss of green space and could worsen flood and heat island impacts in affected streets.</p>
(5) Member of public, (Oxford, Tackley Place)	<p>Object - Electric cars are very expensive - average prices £44,000-130,000. There is low availability at present so prices are inflated. There is hardly any second hand market or if so the cars are new and high-cost, and so prices are still high. This means only wealthy people can afford electric cars at present.</p> <p>Oxfordshire County Council receives taxes from its tax payers to serve the needs of the public in general, not simply those wealthy enough to afford electric cars.</p>	<p>When comparing the total cost of ownership of new cars, EVs already frequently outperform conventional fuel vehicles, due to the lower energy cost. However we acknowledge that new cars are not affordable for many vehicle owners. Prices are expected to decrease as a second hand market emerges and as technology becomes more mainstream.</p> <p>Our data already shows an up-tick in EV charger use across the city chargers and this is projected to grow. The recent draft EV Infrastructure Strategy see https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/ models the anticipated transition to EVs.</p>

	<p>Rising costs, the current financial crisis, the pandemic and escalating inflation mean that people are in even more dire straits financially.</p> <p>They need basic provisions:</p> <p>Proper policing. There is appalling bike and car crime in my area of Oxford, no arrests are ever made, no crimes are solved nor averted - presumably the police lack resources.</p> <p>Regular rubbish collections eg once a week. Fortnightly collections are clearly not for environmental purposes because recycling and garden waste are only taken fortnightly too - thus causing people to club together (on my street) to pay for private collections of recycling (environmentally destructive) or make expensive trips to the recycling centres (also environmentally destructive.) Otherwise the waste stacks up and leads to rats. (A health hazard.)</p> <p>Good quality roads that are repaired regularly Lots of roads in Oxford and Oxfordshire are in dire need of repairs</p> <p>Decent public transport The council has done a lot with this and we appreciate the efforts, but improvements always can be made</p> <p>Good schools and access to first choice schools Schools are currently over-subscribed and many people do not gain access to first choice schools even within the catchment area. In our case the local</p>	<p>The City needs access to infrastructure to ensure this transition is not hampered. This is particularly important for working drivers, that rely on vehicles to carry out their work, such as nurses, taxi drivers and delivery drivers.</p>
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	<p>school could not accommodate our autistic child, due to large classroom sizes, so we were advised to take them elsewhere - which has caused us great trouble logistically and a lot of further costs, as well as suffering to our child.</p> <p>Once the council has fulfilled all these basic requirements, then I would suggest they embark on helping those within the county who simply cannot afford to feed and clothe their children, who are struggling with dire poverty as a result of our cost of living crisis. I would be very very happy for my taxes to go towards helping such unfortunate people and we are all teetering on the brink of needing such help - apart from the upper classes and upper middle classes. If you would like to create a consultation on how we can help the poor and newly poor in our county then I would be delighted to be asked for ideas.</p> <p>After you have fulfilled all of this, then - sure - why not help the upper and upper middle classes who can afford electric cars. The rest of us can't. We'd rather our taxes were used to help the less fortunate than used to help rich people.</p> <p>Maybe when electric cars are more generally affordable, in 5-10 years time (presumably when the second hand market is more established) then this would be a fair and equitable thing to propose. Until then, it is the elite serving the elite. A bit ugly to observe and frankly tone deaf in such appallingly tough times for so many people. "</p>	
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(6) Member of public, (Oxford, Hamilton Road)	Object - Removes convenient on street parking on Hamilton Rd. for paying local residents	Please see the statement regarding Hamilton Road within the report.
(7) Member of public, (Oxford, Kingston Road)	Object - I would question the need for two bays in Tackley Place. There is a better location for one bay at the start of Southmoor Place (which is one-way) on the corner with Kingston Road. A whole 10 metre length of double yellow line is available for a charging bay.	Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn. These two bays both offer good accessible locations for EV charging which support not only the general public, but those with mobility issues too.
(8) Rather not say, (Oxford, Farndon Road)	Object - Introducing electric vehicles only take away / reduces parking for other cars which are paying a fee to park on the road - this is favoring electric vehicles for no obvious reason. Fuel for cars regardless of their source is a private matter and should be resolved accordingly.	Please see points covered in the general statement within the report.
(9) Member of public, (Oxford, West Street)	Object - The current 2 car charging unit projects out into the street (it used to be on the pavement) making now impossible to parallel park as anyone with an estate car (which we need and there are several on West Street) can no longer swing in which removes yet more parking options in West Street. Several larger electric vehicle owners have also stated that they cant use the charging point because the road is so narrow and cant get in to the narrow space. The charging unit isnt used very often either, usually just by the couple living in the house beside it. We do not have an electric car and nor can we afford one, we live in 59 West Street and need our estate car	Please see points covered in the West Street statement within the report. Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.

	<p>for work, we would strongly suggest any additional electric charging points to be placed on another street, North Street? It is wider with only parking on one side. Could the Liberal Club host several Charging bays in the largely unused car park? The Community Centre Car Park? Much more space. The car park in Oatlands Road opposite the power station transformers, again has light use.</p> <p>There are other locations equally as suitable or even better with lighter use and broader roads.</p>	
(10) Member of public, (Littlemore, Vicarage Close)	<p>Object - No evidence has been provided to support that these changes are necessary to meet increased demand for EV charging. The statement of reasons is erroneous, quoting the section 1 of the Road Traffic Regulation Act 1984. Section 1 deals with general regulations, whilst other sections deal specifically with parking provision https://www.legislation.gov.uk/ukpga/1984/27/contents</p> <p>Council decisions are supposed to be evidence led, and no evidence has been presented https://www.oxfordshire.gov.uk/council/about-your-council/plans-performance-and-policies/scrutiny?utm_term=nil&utm_content=</p> <p>You have failed to provide sufficient information as per your 'key principles of consultation' (2) https://www.oxfordshire.gov.uk/council/about-your-council/have-your-say-about-council-services/consultation/our-approach-consultation</p>	<p>Please see points covered in the general statement within the report.</p> <p>Additionally, the TRO process is supported by utilisation data as well as the data gathered for the draft EV Infrastructure Strategy which shows a wider up-tick in EV charger use across the city chargers and this is projected to grow. For more information on growth modelling and trajectories please see https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/</p>

	<p>Living next to the charging point, I have never seen more than 1 vehicle charging at any time. Often the spaces are vacant for days on end, creating parking pressures elsewhere in the area.</p> <p>The decision to take an additional space for EV charging unfairly disadvantages the rest of the local community and impacts on their ability to park legally in an already restricted area. Your policy process talks about balancing needs. Here you have a very small EV population, whose needs are arguably already met by current provision. Where is the balance regarding the needs of those people that are breaking no laws by owning a vehicle and wish to be able to park it near their home?</p> <p>Undertaking a public consultation should be used to supplement other evidence as part of the decision-making process, not as the only evidence source.</p>	
(11) Member of public, (Oxford, West Street)	<p>Object - In my opinion, if this sign has to be installed, then the appropriate place for it is the EV-charger 'build-out', where it can be located alongside the charger itself & its two protective bollards.</p> <p>I understand (from a meeting with Vikki Robins and Anthony Kirkwood) that the council's preference is to attach the sign to my house (by my front door)). I certainly will not give permission for it to be attached to my house, & I would object to it being put on a signpost in front of my house. My house is a small house, Osney is supposed to be a conservation area, and this is a large sign.</p>	<p>We very much appreciated the time given by members of West Street to meet with members of the two Councils to discuss signage.</p> <p>Please see statement regarding West Street within the report.</p>

<p>(12) Member of public, (Oxford, Hamilton Road)</p>	<p>Object - The proposed electric car bays in front of 50, 53 and 64 Hamilton Road would prevent these houses from having their own charging point, or make it pointless, due to the fact that electric cars belonging to other people would nearly always be parked there. If they did manage to park there, they would have to pay a higher rate than most of their neighbours.</p> <p>In addition, they would be unable to apply for a dropped kerb and off-road parking, so that they could install a private charging point. This seems to be discriminatory. It would be much better to have reserved charging bays in King's Cross Road, or other side roads, where house frontages are not blocked.</p>	<p>Please see the statement regarding Hamilton Road within the report.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.</p>
<p>(13) Member of public, (Walton Manor, Warnborough Road)</p>	<p>Object - The proposed new EV charging bay (situated right outside No.15/16 Warnborough Road) causes significant problems for our already-submitted application for a dropped kerb. We (15 Warnborough Road) will have elderly grandparents, meaning we need the space right outside our house for off-street parking. Every other house on the street has a dropped kerb - when we purchased the property we were told that we could also apply for a dropped kerb. This is very important for my elderly grandparents, so we would greatly appreciate it if the proposed charging bay were to be relocated outside of our applied dropped kerb zone.</p>	<p>Any EV vehicle could access the bay for the set period of time, so drop-off in the EV bay would be permitted, if carried out in an EV vehicle.</p> <p>While we acknowledge the inconvenience caused by the inability to create a dropped kerb, there is a public benefit to be considered here: EV chargers can be used by many local residents.</p> <p>Also, dropped kerbs are not usually delivered with a parking restriction, so access to the offstreet parking area is not guaranteed. While EV ownership is anticipated to rapidly increase, the relative scarcity of EV vehicles to date (2% of the total number of cars in the city) may make it more likely that access to an offstreet bay via a dropped kerb can be secured at the property in question.</p> <p>We will continue to seek to avoid positioning public charge points directly in front of residents homes, but that is constraint by grid</p>

		connection points and other design criteria, and cannot always be avoided.
(14) Member of public, (Oxford, Latimer Road)	<p>Object - I object to the introduction of a car club bay outside 45/47 Latimer Rd as there is existing significant pressure on the amount of resident only car parking in the southern section of the street. I understand it is proposed to replace the lost permit parking on All Saints Rd but this is away from the houses of most of the people who currently use the space that would be lost outside 45/47 Latimer Rd. Also, the space is not very overlooked on All Saints Road so I have concerns about security of my car when I inevitably will have to park it there.</p> <p>Placing a car club bay outside 45/47 Latimer Rd will mean that there will need to be additional signs and posts - one for the car club bay and one for the south end permit parking space. This is additional expense in installation, maintenance and is also extra street clutter.</p> <p>In my opinion there is a better place for the car club bay - on All Saints Rd opposite Barrington Close where there appears to be less pressure on the two car space because there are fewer house frontages along there. The car club would also be in a more central, better position, in closer proximity to more residential properties - Lime Walk, All Saints Road, Barrington Close, Stapleton Rd and Bickerton Rd.</p>	<p>The relocation of the car club bay from All Saints is required owing to insufficient electricity capacity in that location. In supplier surveys a number of locations were assessed and this location chosen as it was still near to the existing location, had sufficient power and is located on the post nearest to the end of the road and parking areas.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.</p>

	<p>The lamp column is a modern one so should be suitable for modern EV charging point.</p> <p>My suggestion should mean that the car club car will be better used and the negatives associated with the positioning of the space by 45/47 Latimer Rd would not materialise.</p>	
(15) Member of public, (Oxford, Kingston Road)	<p>Object - I object on the basis that the above roads already have on-street charging points. In addition most properties have off-street parking. Streets in Walton Manor - ie, Longwall Street, Walton Well Road, - have been ignored. These properties have no off-street parking.</p>	<p>The consultation does not pursue new charge point locations, but the facilitation of better access to existing charge points through enforced EV parking bays.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.</p>
(16) Member of public, (Oxford, Kingston Road)	<p>Object - 1. Electric cars can plug in to EV charger points without actually charging. 2. This means that anyone with an EV could park in the bays, connect the cable and get 5 hours free parking in the centre of Oxford. 3. I fully support less vehicles in Oxford, so let's create policies that support that, NOT create a network of free parking spaces that will encourage non-residents to bring their car in.</p>	<p>You are correct that abuse of the EV bays for mere EV parking rather than EV charging is possible. This is to allow for reasonable use cases while avoiding very large enforcement signage. Enforcement officers will be able to monitor these bays. If we find that unintended use is frequent, we will reconsider a more stringent enforcement in the daytime, restricting to "charging only".</p> <p>However this alone may not remove the issue. In the future we do anticipate to be able to remove the non-resident provision of the enforced parking bays, as the percentage of EVs in residential areas increases. Currently this is not possible, because bays have to meet minimum utilisation targets to cover cost of maintenance and operation.</p>

<p>(17) Member of public, (Oxford, Hamilton Road)</p>	<p>Object – The proposed charging bay does not fit with the existing charging point in Hamilton Road: 'South side from a point 1.5 metres west of the common property boundary of numbers of 50/52' SHOULD READ 44/46</p> <p>There is a large amount of on-street parking by residents in this area of Hamilton Road. It would make sense to put additional charging points in adjacent Kings Cross Road and Portland Road where the lamp posts allow it. These points would be much more accessible to non immediate residents + visitors.</p>	<p>This has been noted and will be amended as required in the TRO plan.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.</p>
<p>(18) Member of public, (Oxford, Warnborough Road)</p>	<p>Object - Parking in these roads is already tight, with residents from nearby roads also parking in them.</p>	<p>Please see points covered in the general statement within the report.</p>
<p>(19) Member of public, (Oxford, Gorse Leas)</p>	<p>Object - Provisions for EVs do not further the resolution of the issues caused by car usage. They still mostly run on fossil fuels (as that is where most of our electricity comes from) and will only exacerbate the use of cars in places where cars should not be. The money would be better spent on schemes to encourage active travel and public transport and disincentivise car use - not incentivise car use for people who have the 'right' sort of car.</p>	<p>Please see points covered in the general statement within the report.</p>
<p>(20) Member of public, (Oxford, Woodstock Road)</p>	<p>Concerns - I have no problem with the principle, but query why the allowed parking is not restricted to 3 hours. 5 hours blocks the charging points for others - especially as more EV cars will be purchased, and residents/visitors will not always have charging points</p>	<p>Please see points covered in the general statement within the report.</p>

	available where they live/visit. A partial top up is better than none.	
(21) Member of public, (Oxford, Divinity Road)	<p>Concerns - I am thoroughly in favour of the switch from fossil fuel driven vehicles to electric ones, but have concerns about the present proposals in Stone Street because of the forthcoming Quick Ways proposed for Morrell avenue and Warneford Lane. The number of parking spaces available for DV permit holders and 2 hour slots is to be reduced, with subsequent pressure on the existing spaces particularly in Divinity Road and Stone Street. The electric bays will further reduce these. Can I suggest that the Stone Street parking is changed to DV residents only, with removal of the 2 hour daytime stay for anybody? The existing two hour parking slots are going to be particularly sought after when parking restrictions are in place, to the detriment of residents. We have a generous allocation of parking permits for visitors - the two hour slots seem to me to be inviting commuters rather than visitors.</p>	<p>Please see points covered in the general statement within the report.</p>
(22) Member of public, (Oxford, Grove Street)	<p>Concerns - It is not clear to me from the plans whether the EV bays will be completely contained within the road, or whether there will be infrastructure or trailing cables on the pavement. I think that pavements in Oxford are generally narrow and often obstructed, making it unnecessarily difficult to walk around. EV infrastructure should be installed exclusively on the road, and not make conditions for pedestrians worse.</p>	<p>Please see points covered in the general statement within the report.</p> <p>All future installs of stand along on-street charging will be install into the highway to maximise access for users of the foot way.</p> <p>Lamppost charging, where the post is kerb-side is the exception.</p> <p>For those without access to off-street parking the County and City Councils have been working together to create the Ox-GULe.</p>

		<p>Residents without access to off-street parking can express their interest in a public charging solution on the Oxford EV infrastructure demand tracker. Expressing interest does not guarantee a solution, but we will consider all locations when we deliver the next tranche of charging solutions.</p> <p>Residents that are interested in a cable gulley in particular – a pavement channel cut into the pavement, to securely connect a home charger to a vehicle parked on street, can express their interest in this solution on the GUL-e website.</p>
(23) Member of public, (Oxford, Farndon Road)	<p>Concerns - My very specific comments relate to the proposed siting of the e-space between no.s 17 and 18 Farndon Road. As you will be aware, the lamp post there has been a charging point for some time. It seems likely, therefore that the only work involved will be drawing out the designated space on the road.</p> <p>If, as would appear from the plan I received, this would be centred on the lamp post, my objection is that this would a) reduce available parking space for non-e-vehicles as there would then be insufficient space to park a car between there and the dropped kerb in front of no.19. And b) would impede our ability to provide off-road parking at our property, with a dropped kerb outside our gate. This is something we are actively considering. It would involve widening the opening between the boundary with no.17 and the birch tree in the front garden, where the existing ironwork gate is now. This would give us the possibility of installing our own e-charger within our premises.</p>	<p>Please see points covered in the general statement within the report.</p> <p>Residents without access to off-street parking can express their interest in a public charging solution on the Oxford EV infrastructure demand tracker. Expressing interest does not guarantee a solution, but we will consider all locations when we deliver the next tranche of charging solutions.</p> <p>Residents that are interested in a cable gulley in particular – a pavement channel cut into the pavement, to securely connect a home charger to a vehicle parked on street, can express their interest in this solution on the GUL-e website.</p> <p>Any dropped kerb applications will be assessed when they are applied for. The spacing between the designated by and the end parking space to ensure a car could be accommodated is noted. However the bay is constrained by the location of the lamppost.</p>

	<p>In summary, therefore: I do not object to the implementation of the e-parking space but would ask that it is sited back from the area shown on the plan (ie further to the west) to allow for access to potential off-road parking on our property and leave parking space for one other car.</p>	
<p>(24) Member of public, (Oxford, Plantation Road)</p>	<p>Concerns - The EVC points which are currently in lamp posts (Warnborough Road & Farndon Road) should have the green EVC bay logo marked because currently anyone can park by the charging lamp post regardless of whether they're charging their car or just parking. Additionally, because I live in Plantation Road where there is no possibility of having any EV charging bay and with no residential parking possible it is already hard to find residential parking in neighbouring streets, so houses with forecourts should be encouraged to install their own private EVC points. Please don't take away any more Walton Manor residential parking spaces for which we are charged.</p>	<p>Please see points covered in the general statement within the report.</p> <p>The signage makes clear that charging is expected to take place when using the bays. Enforcement officers will be able to monitor these bays and take appropriate action when necessary.</p>
<p>(25) Member of public, (Summertown, Hernes Crescent)</p>	<p>Concerns - The City should prioritise enabling a large number of charge points to be installed in public parking lots (e.g., Oxford Parkway) similar to the service provided by Westgate.</p> <p>For new EV chargers in side streets, new locations should be opened up (e.g. on Hernes Cresecent) where possible rather than further reducing space available for non-EV cars.</p>	<p>Please see points covered in the general statement within the report.</p>

(26) Member of public, (Oxford, Tyndale Road)	<p>Concerns - I am concerned that all new proposed charging points are in the East Oxford or St Clements area which according to the the document prepared by Oxford city council (Oxford Electric Vehicle Infrastructure Strategy (OxEVIS), https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/) are some of the areas that most meet the 'fair and equitable criteria' for needing more on-street EV charging points (many houses do not have driveways or suitable access/parking on the right side of the street to enable charging from the property) but that currently have some of the lowest availability.</p> <p>Instead most of these changes seem to be focused on a small area in North Oxford/Jericho where there are already multiple charging points. Is it that these will not be new charging points? but rather re-branding of existing charging points? If these are new charging points then the distribution seems very unfair and counter to the previous consultation from Oxford City Council.</p>	<p>The consultation does not pursue new charge point locations, but the facilitation of better access to existing charge points through enforced EV parking bays.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn</p>
(27) Member of public, (Oxford, Southmoor Road)	<p>Concerns - I strongly support increasing car club bays as a step towards reducing car ownership.</p>	
(28) Member of public, (Oxford, Stone Meadow)	<p>Support - We need many more charging points BUT they have to be maintained which they aren't at present.</p>	

(29) Member of public, (Oxford, Hayfield Road)	Support - It would be good to build more provision for electric car charging in our neighbourhood.	
(30) Member of public, (Oxford, Hayfield Road)	Support - Especially around Frenchay Road, the EV infrastructure is appalling. No incentive to switch to electric if you live in a terraced house without a drive if there is no charging around	
(31) Member of public, (Oxford, Winchester Road)	Support - Although the proposed bay is immediately outside our house we think the initiative is well worth the loss of one parking bay	
(32) Member of public, (Oxford, St John Street)	<p>Support - I am pleased to see that you propose to install more public EV charging points, but concerned that not one of the locations you list is within the proposed ZEZ.</p> <p>I live within the Zone (St John Street) and face being penalised for not acquiring an EV - but cannot currently even contemplate doing so because, like almost all my neighbours, I have nowhere to charge one.</p>	<p>Please note the locations set out in this TRO are all existing chargepoints which were installed in 2017.</p> <p>Our draft EV Infrastructure Strategy which shows a wider up-tick in EV charger use across the city chargers and this is projected to grow. For more information on growth modelling and trajectories please see https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/</p>
(33) Member of public, (Headington, Beech Road)	Support - Support the adoption of EV in the local community	
(34) Member of public, (Oxford, West Street)	Support - West Oxford needs more EV charging solutions	

(35) Member of public, (Oxford, Swan Street)	<p>Support - I don't have a car at present but would like to buy an electric car in the short term. The improvement of local infrastructure where residents don't have the ability to have individual, private charging points will be an incentive for me and many other people to switch to electric vehicles. There's far too much self-interest and conflict in Oxford when it comes you parking and the Council needs to have a leading role to change this and have a positive impact on the environment and people's choices.</p>	
(36) Member of public, (Oxford, Kingston Road)	<p>Support - I don't have a car. I rely on cycling and Car Clubs and public transport. I support electric vehicles because they produce less pollution - even though they don't do anything to reduce congestion. I support Car Clubs because each car represents 18 privately owned cars. But above all I support pedal and electric bikes and all the safe infrastructure needed to encourage their use.</p>	
(37) Member of public, (Oxford, Abbey Road)	<p>Support - To provide much-needed charging points and increase use of electric cars and PHEVs; to encourage adoption of electric cars and PHEVs.</p>	
(38) Member of public, (Oxford, Newton Road)	<p>Support - I have an electric car and the charging bollards are often inaccessible due to ICE cars. I do not have off-road parking and rely completely on the local charging infrastructure. I use the Kineton Road charger which has clearly designated EV bays and it works brilliantly - the only issue is that there are increasing numbers of EV cars and I can't always get</p>	

	<p>a spot to charge. If I go to Wytham St or Lake St (or others), they are often inaccessible due to ICE cars. This proposal will improve the chances of other residents converting to EV cars, as has happened in our area.</p>	
<p>(39) Member of public, (Oxford, Oakthorpe Road)</p>	<p>Support - More general charging needed (not private car club charging)</p>	
<p>(40) Local or County Cllr, (Oxford, Hurst street)</p>	<p>Support - I support all of them because we need more charging facilities in Oxford.</p>	
<p>(41) Member of public, (Oxford, Southmoor Road)</p>	<p>Support - We have a plug in hybrid and sometimes struggle charging it.</p>	
<p>(42) Member of public, (Oxford, Thames Street)</p>	<p>Support - Need charge points for the electric cars - build it and they will come! It would also be better for air pollution.</p>	
<p>(43) Member of public, (Oxford, Southmoor Road)</p>	<p>Support - I drive an electric car and have a parking permit for WM and even I often go past these spots to find them occupied by non-EVs. The council has gone to trouble and expense to put in the charging stations - and hopefully there will be more to accommodate those who need off street parking but also charging stations- it seems right we should make them more accessible to support EV ownership.</p>	

(44) Member of public, (Oxford, Southmoor Road)	Support - We have an EV and it's currently hard to find somewhere to charge it.	
(45) Member of public, (Oxford, Kingston Road)	Support - I want to buy an EV but want to be confident I can charge it on the street.	
(46) Member of public, (Oxford, Riverside Road)	Support - I am an EV car owner, no off street parking, and often find it hard to find a free ev charging bay. I use the current West St bay but I but often find it occupied by non ev vehicles.	
(47) Member of public, (Oxford, Maidcroft)	Support - Fed up with ICE in the EV charging bay	
(48) Member of public, (Bicester, Braeburn Avenue)	Support - I'm an EV owner. I'd like more people to buy and drive EVs and for the charging infrastructure to be improved - particularly in areas of on-street parking, where it is difficult for residents to install their own charger.	
(49) Member of public, (Oxford, Observatory Street)	Support - I want it to be as easy as possible for people to have an electric car and to charge it.	
(50) Member of public, (oxford, whitehouse rd)	Support - There are more electric cars in our neighbourhood and it seems sensible to use all the chargers that are available. Currently it can be quite hard to fit in the Lake St parking bay so room for 2	

	would be welcome. We need to have as much access to the infrastructure as possible.	
(51) Member of public, (Oxford, Southmoor Road)	<p>Support - I am an EV owner and have been concerned by:</p> <ol style="list-style-type: none"> 1. EV spaces being occupied by non-EVs making it very difficult at times to charge my vehicle locally. 2. Ubitricity is not maintaining the current charging points. A number of the sites are not working. I have contacted Ubitricity to inform them, but there has not been any repair work undertaken to the many points not working in the last 2 months. 	
(52) Member of public, (Jericho, Oxford, Richmond Road)	<p>Support - It is vital that EV owners and, particularly, prospective owners (like me) see that charging facilities are easily available. Otherwise why invest in an EV, if charging isn't easy and local? I suggest that the EV charging bays should be (a) exclusive to EVs (pure EVs, not hybrids) at all times; and (b) time limited so that one EV can't "hog" the charging spot after charging finishes.</p>	
(53) Member of public, (Oxford, Southmoor Road)	<p>Support - We have an EV, but cannot charge our car from our own home because we don't have off-road parking. This is very inconvenient. We would much rather have the facility to charge our EV outside our home using the gul-e solution. In the absence of a solution outside our house, we need to find an EV</p>	

	<p>charging point local to Southmoor Road. This is often very difficult because:</p> <ol style="list-style-type: none"> 1. Petrol and diesel cars currently take up the space by parking next to the EV Ubitricity charging points. 2. Many of the Ubitricity charging points do not work. Ubitricity is not maintaining these charging points adequately. We have informed Ubitricity that there are faulty charging points, but nothin has been done to repair them, despite more than 6 weeks elapsing since we have informed them. <p>In the absence of significantly more charging points around Southmoor Road as take up of TVs increase, we will be reluctantly be forced to replace our EV with a petrol vehicle, as it is already difficult to find locations to charge our EV locally.</p>	
(54) Member of public, (Oxford St Clements, Bath St)	<p>No opinion - We need charging points in St Clements - why are there none in East OXford on this list?</p>	
<i>B. Email Responses</i>		
(55) Member of public, (Oxford, Hamilton Road)	<p>Object - I think the proposal to create electric only parking bays is not appropriate for Hamilton Road. At the moment there are three electric charging points in the general area mentioned in the consultation document for Hamilton Road. There is only one electric vehicle in the same area. Cars from other streets and areas sometimes use one of the charging points.</p>	<p>Please see points covered in the general statement and Hamilton Road statement within the report.</p>

	<p>Parking at the moment in Hamilton Road is relatively easy, and we would like very much for this to continue for residents, whether they have electric cars or not. At the moment, there isn't a need for residents to have exclusive parking bays for electric vehicles. Creating at least three reserved parking spaces in a small area as indicated in the proposal document would make parking for residents more problematic. The answer surely is to create charging points spread more widely and evenly.</p>	
<p>(56) Member of public, (Oxford, West Street)</p>	<p>Object - As resident of Osney Island for nearly 25 years I am very against losing yet another space to park. At present electric cars are still very much a luxury item (certainly we can't buy one until our old car packs up). Parking is a nightmare here made worse by pub traffic and now a new hugely inappropriate yoga studio, plus an event/conference centre planned for the future. Traffic wardens rarely catch evening visitors. People park very dangerously on double yellow lines at the south st/bridge st crossroads.</p> <p>Focus on putting several chargers at the west Oxford community centre instead.</p>	<p>Please see points covered in the general statement and West St statement within the report.</p> <p>Our draft EV Infrastructure Strategy shows increased EV charger use across city chargers, and this is projected to grow. For more information on growth modelling and trajectories please see https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/).</p> <p>Using spaces such as Community centres, P&R, smaller car parks as well as off- and on street locations are all to be considered as part of ensuring a fair and equitable mix of charging for all who live, work and visit Oxford.</p> <p>It is worth noting, that West Oxford community centre was assessed for EV charging under the T-GULO project in 2019. The site was ruled out for rapid charging on the basis of concerns over encouraging additional traffic into a site with narrow road access, frequented by children in particular. Slower AC charging at the site will be revisited in the future.</p>

<p>(57) Member of public, (Oxford, West Street)</p>	<p>Object - As a West Street resident I am against losing another residential parking space to electric vehicle charging on an already crowded and under provisioned street for residents parking.</p> <p>Reallocating this to EV only parking will benefit only electric car owner residents and will penalise those residents who are not in a position either financially or practically to own an e-vehicle. Certainly in the future when there is ubiquitous use of electric vehicles, this will be welcome, but at the moment it benefits the minority rather than the majority.</p> <p>Why not relocate to a street that does not have any single electric parking facility already? Focus on putting several chargers at the west Oxford community centre instead.</p>	<p>Please see points covered in the general statement and West St statement within the report.</p> <p>Our draft EV Infrastructure Strategy shows increased EV charger use across city chargers, and this is projected to grow. For more information on growth modelling and trajectories please see https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/).</p> <p>Using spaces such as Community centres, P&R, smaller car parks as well as off- and on street locations are all to be considered as part of ensuring a fair and equitable mix of charging for all who live, work and visit Oxford.</p> <p>It is worth noting, that West Oxford community centre was assessed for EV charging under the T-GULO project in 2019. The site was ruled out for rapid charging on the basis of concerns over encouraging additional traffic into a site with narrow road access, frequented by children in particular. Slower AC charging at the site will be revisited in the future.</p>
<p>(58) Member of public, (Oxford, Tackley Place)</p>	<p>Object - While I appreciate the necessity of support the switch to electric vehicles I object to the proposals as they stand.</p> <p><u>In general:</u></p> <ul style="list-style-type: none"> * It is discriminatory against those who, for what ever reason, do not have or cannot have an electric car in the near future. These are often older or poorer residents in the area. * Parking is already challenging at the best of times. Removing spaces will make life even more difficult than it is. It is not helped by careless parking which 	

	<p>regularly removes 2 or 3 spaces from the general pool (which could be easily dealt with by dividing slots with white lines - but that's another issue)</p> <p>* Despite the time limits proposed, there will be displacement or parking as residents (and their guests) from other streets seek out charging points.</p> <p><u>Tackley Place:</u></p> <p>*It seems that in the current plan Tackley Place would lose a disproportionate number of places (3) in relation to its length and number of residents compared with other streets.</p> <p>* Particularly difficult will be the loss of the good-sized double bay slot 74m east of Kingston Road which is capable of accommodating two quite large cars. This is serious given that Tackley Place parking is very, very difficult. It is also regularly used by Kingston Road and, to a lesser extent, Warnborough Road.</p> <p>* Those in Tackley Place already with electric cars have charge points in their front drives and so have no need of street charging. We will do the same when we are in a position to go electric. Again this will simply hand over Tackley Place parking slots to other streets.</p> <p>Although initially more expensive, I would be in favour of a considerable expansion in the number of charging points as future-facing infrastructure, but not restricting those spaces to electric cars. As they stand the proposals provide a superficial 'greening' in that they simply use existing recharging points but restrict the use of those parking bays to the great inconvenience of most residents and the convenience of very few.</p>	
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<p>(59) Member of public, (Oxford, Hamilton Road)</p>	<p>Object - Our objections to the proposals are as follows:</p> <ol style="list-style-type: none"> 1. We are the owners and live on Hamilton Rd. When we purchased the property in 2015, it was on the understanding that we had the opportunity to park for unlimited hours outside our own property, and also that, like our next-door and other neighbours in the road, we could apply to have the pavement outside the property lowered, if we wished to apply for off-street parking. Your proposal removes any future opportunity to apply for off-street parking, which is becoming increasingly popular on Hamilton Road. It also removes the ability for us to park for unlimited hours outside our own property. 2. Due to the high number of existing off-street parking spaces, where the kerb has been lowered for residents, there is already pressure on the number of on-street spaces at this end of Hamilton Road, which is where you propose to provide all of the restricted parking bays for EV charging only. Your proposal would make this more of an issue for all neighbours who live at this end of the road. 3. By restricting the space outside 53 Hamilton Road to EV charging only, this will be one of the few – if not the only – property on the street that prevents the owner from having access to 24 hours unlimited parking outside their own property. 4. If you recall, the EV charging points were put at three locations on the street, only because we agreed to participate in an EV charging trial. Since the trial 	<p>Please see points covered in the general statement for Hamilton Road within the report.</p> <p>Dropped kerbs are not usually delivered with a parking restriction, so access to the offstreet parking area is not guaranteed even where kerbs are lowered.</p> <p>While we acknowledge the inconvenience caused by the inability to create a dropped kerb or access a parking spot directly in front of a householders property, there is a public benefit to be considered here: EV chargers can be used by many local residents.</p> <p>A lack of public charging could result in an increased drive to turn front gardens into driveways, which could bring a loss of green space and could worsen flood and heat island impacts in affected streets.</p> <p>We will continue to seek to avoid positioning public charge points directly in front of residents homes, but that is constraint by grid connection points and other design criteria, and cannot always be avoided.</p> <p>The Oxford EV Infrastructure Strategy will address the more general points raised, and can be reviewed here: https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/</p>
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	<p>has ended, no consideration has been taken to think strategically about extending the scheme and the number of EV charging points, in order to maximise EV charging in the Summertown area.</p> <p>5. It would make much more sense to provide EV charging-only spaces at locations where local residents are not compromised and space already exists, Kings Cross Road being a perfect example.</p> <p>We'd like to stress that, in principle, we support the ability for local residents to charge their EV vehicles as and when needed. However, we do not think it's fair on the residents of Hamilton Road to have more than one restricted bay on their street, when the number of off-road parking spaces is already at a premium, and when there are opportunities to supply EV charging points on other local streets.</p> <p>We would like the opportunity to discuss these points further in person when you review the feedback.</p>	
(60) Member of public, (Oxford, Tackley Place)	<p>Object - There's a great deal of pressure on the spaces especially week ends and evenings. Anything which further restricts parking is unhelpful. Electric cars are scarce locally. The only one I know of in Tackley Place can be recharged off the road.</p>	<p>Please see points covered in the general statement within the report.</p>
(61) Member of public, (Oxford, Warnborough Road)	<p>Object - I strongly oppose the proposal noted in your letter with the above reference concerning dedicated parking spaces for EV. Warnborough road is already often fully parked, which is very inconvenient as a resident. EV are typically equipped with long charging</p>	<p>Please see points covered in the general statement within the report.</p>

	<p>cables, which means that they don't have to necessarily park right next to a charging point. They should also be able to charge from their own households. We also already have EV owners who do not live on this road, using the charging points and clogging up parking space for residents of the road.</p> <p>My suggestion, is to have more EV charging points on lamppost etc, which will allow EV owners more flexibility in terms of where they can park and charge up at the same time, without the need to hinder those who currently don't have an EV. Installing additional charging points will be an inevitable necessity in any event with the growing number of EV on the road.</p>	
(62) Member of public, (Oxford, Hamilton Road)	<p>Object - 1. There are already a few charging bays in Hamilton road. This is a road with limited parking on BOTH sides. One is opposite us (61Hamilton Rd) which causes us problems of access when cars are charging on what is normally a double yellow line.</p> <p>2. Hamilton Road already has too few parking spaces for the residents which means front gardens are being converted to pokey driveways. This incurs not only the loss of greenery/ wildlife which we are all trying to encourage, but means that larger cars stick out onto the pavements, blocking prams & wheelchair users. This will be made worse with charging bays.</p> <p>Might these proposed Charging Bays be better suited to Kings CrossRoad (where there are large parking areas) near the junction of Hamilton Road. There isn't parking on both sides of the road and houses (with</p>	<p>Please see points covered in the general statement and statement for Hamilton Road within the report.</p>

	driveways) do not directly face the road. Which would allow more space, with less inconvenience.	
(63) Member of public, (Oxford, Hamilton Road)	<p>Object - brings us grave concerns as we (and our neighbours) already have limited parking in Hamilton Road, caused by E-vehicles parking here from other roads in the neighbourhood. We very much support the use of electric cars however, feel it would be beneficial to everybody if the charging points were extended to other roads, rather than purely on Hamilton Road. One obvious place would be the public bays on Kings Cross Road.</p> <p>Further more it will seriously obstruct our current plans for getting an electric car ourselves and have a private electric charging point installed on our property. Talking with other neighbours immediately facing and next door all share the same grave concerns.</p>	Please see points covered in the general statement for Hamilton Road within the report.
(64) Member of public, (Oxford, Hamilton Road)	<p>Object - 1. We are the owners and live at 53 Hamilton Rd, When we purchased the property in 2015, it was on the understanding that we had the opportunity to park for unlimited hours outside our own property, and also that, like our next-door and other neighbours in the road, we could apply to have the pavement outside the property lowered, if we wished to apply for off-street parking. Your proposal removes any future opportunity to apply for off-street parking, which is becoming increasingly popular on Hamilton Road. It also removes the ability for us to park for unlimited hours outside our own property.</p>	Please see points covered in the general statement and statement for Hamilton Road within the report.

2. Due to the high number of existing off-street parking spaces, where the kerb has been lowered for residents, there is already pressure on the number of on-street spaces at this end of Hamilton Road, which is where you propose to provide all of the restricted parking bays for EV charging only. Your proposal would make this more of an issue for all neighbours who live at this end of the road.

3. By restricting the space outside 53 Hamilton Road to EV charging only, this will be one of the few—if not the only — property on the street that prevents the owner from having access to 24 hours unlimited parking outside their own property.

4. If you recall, the EV charging points were put at three locations on the street only because we agreed to participate in an EV charging trial. Since the trial has ended, no consideration has been taken to think strategically about extending the scheme and the number of EV charging points, in order to maximise EV charging in the Summertown area.

5. It would make much more sense to provide EV charging-only spaces at locations where local residents are not compromised and space already exists, Kings Cross Road being a perfect example. We'd like to stress that, in principle, we support the ability for local residents to charge their EV vehicles as and when needed. However, we do not think it's fair on the residents of Hamilton Road to have more than one restricted bay on their street, when the number of off-road parking spaces is already at

	<p>a premium, and when there are opportunities to supply EV charging points on other local streets.</p>	
<p>(65) Member of public, (Oxford, West Street)</p>	<p>Object - I imagine many local residents would like to see steady improvements in arrangements encouraging the use of electric vehicles, but there is sometimes, during busier periods, a genuine shortage of residents' parking spaces on Osney Island, to the extent that people sometimes have to drive around seeking parking spaces some distance from their homes. This is a particular challenge for those who are less mobile, or who struggle to lug heavy shopping, or who have small children. This shortage of parking spaces has already been exacerbated by the establishment of the We-Shudder yoga studio on East Street, which, even at its nascent stage, appears to be generating more illegal parking on the island. An even larger problem will be created by WODC's fantastically inappropriate plans to build a major function centre on North/East Street running regular events for 150+ people from all over West Oxford. As well as massively increasing the general pressure of traffic and loudly partying people on the island, some of the visitors attending these major functions will inevitably persist in driving to the Island, hoping to park illegally and get away with it.</p> <p>So no, I don't feel that we can really afford to lose any more residents' parking spaces, even to a very good cause, and I would similarly oppose the addition of more on-road bike racks or car club spaces. I would suggest that a better solution would be to increase the number of EV charging spaces nearby, for example</p>	<p>Please see points covered in the general statement for West Street within the report.</p>

	<p>adding a two or three of them to the Osney Mead car park opposite the school (one minute's walk to the Island) or, better still, refusing the WODC's plans to locate a major function centre in a tiny and constrained residential area, and making it a requirement, if they want to go ahead and develop some flats, to include a public EV charging bay or two on that site.</p> <p>I would also note that any well-designed hybrid car should run entirely on electricity at a slow speed/in town, and therefore should not produce emissions adding to the problem of air pollution in Oxford. For car owners who do not have off-street parking, this will continue to be a reasonable alternative to EVs until the technology for the latter is developed to the point where it either doesn't require long charging periods, or it becomes possible to have multiple small plug-in charging points embedded all the way along kerbs.</p> <p>Some of these pressures might also be alleviated by the Council making serious improvements to the Botley Road cycle lanes.</p>	
(66) Member of public, (Oxford, Bridge Street)	<p>Object – reposne no.65 is not alone in their views. A very well expressed argument. I agree with you completely, as I'm sure do many others on the island.</p>	<p>Please see points covered in the general statement for West Street within the report.</p>
(67) Member of public, (Oxford, Juxon Street)	<p>Concerns - As you may know, it is quite difficult to find the parking place around the Juxon house. I have to drive my car around this area to find a parking place every time.</p>	<p>Please see points covered in the general statement within the report.</p>

	<p>I am happy if you have a parking area map for the residents at JE area showing the parking bays for non-EV.</p> <p>If you have the other option such as the parking space like park&ride, please let me know. I am okay it costs me. Juxon house has the parking on basement, but residents of Juxon house are not able to rent.</p>	
(68) Member of public, (Oxford, Farndon Road)	<p>Concerns - Let me say first of all that I entirely understand the reason for the proposed implementation of designated e-parking spaces and am largely supportive.</p> <p>My very specific comments relate to the proposed siting of the e-space between no.s 17 and 18 Farndon Road. As you will be aware, the lamp post there has been a charging point for some time. It seems likely, therefore that the only work involved will be drawing out the designated space on the road. (See photos below).</p> <p>If, as would appear from the plan I received, this would be centred on the lamp post, my objection is that this would a) reduce available parking space for non-e-vehicles as there would then be insufficient space to park a car between there and the dropped kerb in front of no.19. And b) would impede our ability to provide off-road parking at our property, with a dropped kerb outside our gate. This is something we are actively considering. It would involve widening the opening between the boundary with no.17 and the birch tree in the front garden, where the existing ironwork gate is now. This would give us the</p>	<p>Please see points covered in the general statement and the statement on dropped kerbs within the report.</p>

	<p>possibility of installing our own e-charger within our premises.</p> <p>In summary, therefore: I do not object to the implementation of the e-parking space but would ask that it is sited back from the area shown on the plan (ie further to the west) to allow for access to potential off-road parking on our property and leave parking space for one other car.</p>	
(69) Member of public, (Oxford, West Street)	<p>Concerns - As a neighbour, I support this proposal. We do not have an EV (though we might consider one in future). We think that the loss of one general parking space is worth it for the propomtion of EVs.</p>	<p>Please see points covered in West Street statement within the report.</p>
(70) Member of public, (Oxford, West Street)	<p>Concerns - I am concerned about the plans since this will directly impact on the parking availability outside my home. My neighbours on Hamilton Road have a charging point outside their home. If there was to be a bay for the sole use of electric vehicles outside, this would result in their not being able to park there for more than 5 hours a day. Not only difficult for them but also there would be a knock-on effect on parking outside my home and other neighbours.</p>	<p>Please see points covered in West Street and Hamilton Rd statement within the report.</p>
(71) Member of public, (Oxford, Frenchay Road)	<p>Concerns - I have just one comment relating to the operation of the space given that the charging point has been out of action for some months. If spaces are to be allocated for electric charging there needs to be some onus [?financial penalties?] put on the operators to ensure the chargers are operational at all times.</p>	<p>The current chargers on the highways were installed under one of the UK's first onstreet charging pilot projects, and as such required substantial intervention and investement over the last two years to bring them up to current charging standards, with the upgrade programme continuing for another year.</p>

	<p>Otherwise its a waste of time designating valuable spaces to this use.</p> <p>Further, the Council needs to publish the policy & have clear guidelines about what happens to the spaces when they cannot (for any reason) be used for charging. Like for example, remain free from use or can be temporary used by residents or ?</p> <p>Finally whilst not part of this consultation process, given the spaces specific usage, by electric cars, why is the provision only for six days? Don't owners / users need to charge their cars on a Sunday as well?</p>	<p>This was made more difficult due to a series of contractor acquisitions and one contractor going into administration.</p> <p>While most chargers could be upgraded, Frenchey Rd was severely damaged in an act of vandalism alongside three further chargers, and cannot be repaired. The charge point will be replaced over the coming months, which is now possible since the insurer has confirmed policy compliance.</p> <p>Oxford City Council introduced a dedicated EV Infrastructure Contract Management Facility in January to improve Service Level Performance of contractors. Since the introduction we have seen a reduction of SLA failures from over 60% previously to under 10% now. The facility is a pilot, but has been extended for another six months, after which it will be reviewed.</p> <p>In terms of Sunday useage, the average EV driver will need to charge only once every 7 to 10 days, so will not be reliant on Sunday access. The enforcement rules seek consistency across the city, to make it easier for users to comply. We will review the performance of charging sites regularly, and will suggest enforcement changes should we see that Sunday utilisation of chargers is an issue.</p>
<p>(72) Member of public, (Oxford, Sandfield Road)</p>	<p>Concerns - I write from Sandfield Road, opposite the parking bays 30m north of London Road which are identified in your circular (ref. SA/12.6.320).</p> <p>Given that most residents who live further down Sandfield Road have off-street parking in their front drives can I ask you to consider whether it would make sense to convert one or two of the visitors' parking spaces further down for use of electric cars.</p>	<p>These are existing charging sites, rather than new ones, so we are constrained on location of the charging bays.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.</p>

	<p>The single charging space close to the London Road could be left as it is and it would be very helpful, given the very sloppy way in which drivers currently park, if the 2-hours spaces at that end of the road could be marked as parking bays.</p>	
<p>(73) Member of public, (Oxford, Warnborough Road)</p>	<p>Concerns - I suppose this was the inevitable next step, but since I have off-street parking and a non-electric car, my interests are not strongly engaged. However, I have two comments.</p> <p>(a) How will you enforce the 5 hour limit effectively? Parking wardens are pretty rare on my street and enforcing the limit will require them to make at least two visits. I have a good view of one charging point from my study and it appears the charging point is often occupied for long periods by the same vehicle, sometimes over days. Perhaps you will have access to the relevant data from the electricity providers.</p> <p>(b) I wonder about the absence of a limit on Sundays. For ordinary parking bays, I guess the rationale is that there is less pressure on them on Sundays, largely a non-working day. But I suspect the position may be the opposite for the EV bays, as owners seek to charge up for the week ahead.</p>	<p>Thank you for your feedback, these are important considerations, in particular your observation on Sunday use.</p> <p>The current EV chargers were installed as part of one of the UK's first onstreet charging trials, and as such all had set users that were trial participants. With the bays not being enforced, this may have led to the parking behaviour you describe, which is currently permitted. Enforcement will be provided by Oxfordshire County Council's enforcement provider, who will enforce the new rules. We have reached out to all trial participants and informed them of the proposed enforcement changes, so we do anticipate the parking behaviour to shift.</p> <p>Our draft EV Infrastructure Strategy shows increased EV charger use across city chargers, and this is projected to grow. For more information on growth modelling and trajectories please see: https://consultation.oxford.gov.uk/policy-and-communications/oxford-electric-vehicle-infrastructure-strategy-ox/consult_view/</p> <p>In terms of Sunday useage, the average EV driver will need to charge only once every 7 to 10 days, so will not be reliant on Sunday access. The enforcement rules seek consistency across the city, to make it easier for users to comply. We will review the performance of charging sites regularly, and will suggest enforcement changes should we see that Sunday utilisation of chargers is an issue.</p>

<p>(74) Member of public, (Oxford, Kingston Road)</p>	<p>Concerns - I live in Kingston Road, close to the junction with Farndon Road so there is no parking in front of our house.</p> <p>Parking on Kingston Road is tight so I park in Farndon Road. I have always found a place to park near to the junction with Kingston Road. However, this may well change if all the parking bays wired up for e-vehicle charging are used for electric cars only.</p> <p>I am disabled; my car has been adapted to meet my needs so I am reluctant to change it. So far I have managed without a disabled parking bay but may well need one if I cannot find somewhere to park near my home.</p> <p>As Farndon Road has more parking bays wired up for electric cars than other roads would you consider allowing one of the four bays near Kingston Road to be used by cars that are not electric cars until the number of electric cars increases so that all are required? Or would you prefer that I apply for a disabled vehicle place immediately?</p>	<p>Please see points covered in the general statement within the report.</p> <p>[OCC Officer Comment] - With the increase in parking pressures generally within Oxford City it is suggested you apply for a 'disabled persons parking place (there is no cost to the applicant for this service).</p>
<p>(75) Member of public, (Oxford, Hamilton Road)</p>	<p>Concerns - We live on Hamilton Rd and have one small car with a residence permit, which we only use from time to time, so would be disappointed to lose the chance to park in front of the house. We are certainly planning to go electric fairly soon, but are not ready yet, particularly given the price of e-cars. We are very opposed to turning our front garden into a car park, like many others have done, since this is very environmentally unfriendly and makes the streets</p>	<p>Please see points covered in the general statement within the report.</p>

	<p>even hotter on summer days. We should be doing all we can to preserve front gardens and green spaces. While we fully support the use of e-cars, we already have a good number of e-bays in Hamilton Road and wonder why more are needed, particularly when neighbouring roads have none. For example, Kings Cross Road, which already has long stay spaces would surely be a better place to add new bays. I hope you will consider this in your plans.</p>	
<p>(76) Member of public, (Oxford, Hamilton Road)</p>	<p>Concerns - . I do have some comments on the proposed EV charging places outside numbers 53 and 64 Hamilton Road. The proposed bays relate to charging points on lamp posts at the front of pavement that are squarely in front of numbers 53 and 64.</p> <p>The implication for these properties is that they would be denied the opportunity to install their own charging point (at a lower charging rate) or to pave their front garden to provide off-road parking and a private charging point. Designated charging bays would be much better located in King's Cross Road on the stretches of road without house frontages.</p>	<p>Please see points covered in the general statement within the report.</p>
<p>(77) Member of public, (Oxford, Farndon Road)</p>	<p>Support - one of the charging points is outside our house.</p> <p>We are happy for use of the bay to be limited to electric vehicles displaying a resident parking permit. I was in email correspondence with you six months ago when I requested a double yellow line to protect our driveway from inconsiderate drivers using the</p>	<p>[OCC Officer Comment] - The request for additional DYL parking restrictions lies outside the scope of this consultation, and will therefore be forwarded onto the relevant Officer for investigation at a later date.</p>

	<p>charging point. I hope that this change can be effected whether or not the proposals are approved.</p>	
<p>(78) Member of public, (Oxford, Alexandra Road)</p>	<p>Support - I use the West Street charger quite often and am very happy with it. I am not sure if you need a parking permit to use it currently, I have one so no problem for me.</p> <p>I guess the plan is that those without permits can use it for the designated times, OK by me.</p> <p>The parking space is tricky to get in as there is little room to swing around because of the narrow street. The space the other side of the device is currently yellow lines but would be much easier to access.</p> <p>The charger has only one of the two sockets that work, could the other one be made to work if it could charge two vehicles at the same time?</p>	<p>Please see points covered in West Street and Hamilton Rd statement within the report.</p> <p>We will consider if the bay length can be slightly lengthened, to make access simpler.</p> <p>West street is a legacy charger that we sought to retain from the Go Ultra Low trial. The second bay could not be made accessible due to the narrowness of the road, and the flood defence set-up. While this is not ideal, on balance, and after interaction with local residents, it was felt that it was desirable to retain the bay, even if the full capacity of the charger couldn't be used.</p> <p>Feedback on possible future locations is very much welcomed and we will add these suggestions for consideration in our Strategy implementation plan due out in the autumn.</p>
<p>(79) Member of public, (Oxford, West Street)</p>	<p>Support - We very much support the proposed changes to the traffic order relating to the EV parking bay in West Street. Given the pressures on charging infrastructure and the increasing number of EVs it makes absolute sense to improve accessibility and maximise use of the asset.</p> <p>Although parking on Osney can be an issue, it is mainly a problem outside working hours, so use of the bay by non-residents during the day should not contribute to this.</p>	

	<p>You may get emails from residents claiming that the new yoga centre in East Street is causing parking problems. We have seen no evidence of this. It is coming from a group of people who strongly opposed the building of the centre and continue to look for reasons to challenge the planning decision. Our view is that there is not a critical parking problem on the island, that parking has not become more difficult, and that the redesignation of the West Street space will have no significant impact on residents' ability to park. We favour making decisions based on hard data rather than visceral reaction.</p> <p>The original communication on this space, forwarded by Cllr Pressel, was a little confusing because it said that this would be a NEW EV parking space. Some residents interpreted this as the installation of a new charger, and felt they would be losing a parking space, which is not the case. When the charger was installed in West Street an additional parking space was made, but at this point it was not designated as an EV bay, just a residents' space.</p>	
(80) Member of public, (Oxford, Wytham Street)	<p>Support - I'm very much in favour of this. I live on Wytham Street and the car charging point doesn't have a marked out bay so is often blocked by non-electric vehicles. A marked out bay should solve this.</p> <p>I don't think adding this bay would really impact the parking on the street – there tends to be plenty of space at that end.</p>	

(81) Member of public, (Oxford, South Street)	<p>Support - As a resident of Osney Island I fully support this proposed change. If the only charger directly serving the homes of Osney Island is inaccessible because petrol-powered cars and vans are using the bay as a long-term parking place, it is difficult to persuade residents to make the switch to electric vehicles.</p> <p>I applaud Oxford for its push on zero tailpipe emission for our city— to not change the restrictions for this charging bay would, I believe, run counter to this strategy.</p>	
(82) Member of public, (unknown)	Support [no additional comments]	