

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 12 July 2018
SUBJECT:	PROPOSED INTRODUCTION OF CHARGING POINTS FOR ELECTRIC VEHICLES (EVCP)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place Department
CABINET MEMBER:	Councillor Stuart King, Acting Cabinet Member for Environment, Transport & Regeneration (Job Share)
WARDS:	Addiscombe West, Crystal Palace and Upper Norwood, Fairfield and Purley and Woodcote.
CORPORATE PRIORITY/POLICY CONTEXT: This report is in accordance with objectives to encourage more active and sustainable transport in order to improve both quality of life and quality of place, as detailed in: <ul style="list-style-type: none">• Croydon Local Plan – Feb 2018• The Local Implementation Plan; 3.6 Croydon Transport policies• Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6• Croydon Corporate Plan 2013 – 18• www.croydonobservatory.org/strategies/	
FINANCIAL IMPACT: These proposals can be contained within available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: N/A	
1. RECOMMENDATIONS That the Traffic Management Advisory Committee recommend to the Acting Cabinet Member for Environment, Transport and Regeneration (job share) that they: 1.1 Agree to the proposals to introduce Electric Vehicle Charging Points (EVCP) at the locations detailed below and in Drawing Nos. PD 363 a – f. <u>On-street</u> <ul style="list-style-type: none">a. Colson Road – Addiscombe Westb. Edridge Road – Fairfieldc. St Aubyn’s Road – Upper Norwoodd. Tavistock Road – Fairfielde. Woodcote Valley Road – Purley & Woodcote	

Off-street

- f. Purley (multi-story car park) – Whytecliffe Road South, Purley & Woodcote

- 1.2 Delegate to the Highways Improvement Manager, Streets Directorate the authority to give notice and subject to receiving no material objections make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in respect of the above proposals 1.1 a - e ;
- 1.3 Note that any material objections received on the giving of public notice will be reported to Executive Director, Place.

2 EXECUTIVE SUMMARY

- 2.1 The purpose of this report is to recommended that Electric Vehicle Charging Points (EVCP) are introduced at various locations across the Borough to improve the availability of public charging points.
- 2.2 The proposal was reported to the Executive Director of Place as required by the delegation from the Leader dated 6 June 2016 in relation to Traffic Management Orders. On 3 July 2018 the Executive Director of Place referred the matter to this committee on the basis that she considered it appropriate to do so.
- 2.3 These proposed EVCP bays would enable electric vehicle users to have access to unobstructed parking reserved for the use of electric vehicles only. Alongside this, it is also proposed that the Council would change the way in which electric vehicle charging bays are used on-street and the restrictions on the use of these bays so that they are only being used by an electric vehicle that is charging.

3 BACKGROUND

- 3.1 To clean up London's air and rid the Capital of the most polluting vehicles, the Mayor has an ambition to make London's transport network zero carbon by 2050. However, to achieve this there is a need to transform the Capital's streets.
- 3.2 Supporting and accelerating the shift to zero emission technologies, through introduction of a London-wide EVCP network, is key to increasing the use of electric vehicles across the Capital and delivering the Mayor's vision.
- 3.3 In November 2017 the Council signed a Source London agreement with Blue Point London, under which at least 30 public 7kW charging points for electric vehicles (EVCP) will be installed at no direct cost to the council.
- 3.4 Under the recently approved Local Plan, the Council has committed to the phased introduction of electric charging points across the borough with the ambition to realise 400 public and residential charging points over the next 4 year period. This commitment is also one of Labour's manifesto pledges for 2018.

- 3.5 Following site investigation the first phase of the introduction of public EVCP bays, both on and off-street, have been identified at locations where future demand is anticipated such as adjacent to substantial residential development and are listed in the following paragraphs.

4 PROPOSED EVCP LOCATIONS

4.1 Location: Colson Road, Croydon

Proposal

Introduction of x2 EVCP bays opposite the side of No. 14 Colson Road, through the conversion of x1 shared-use parking bay and removal of 5.5m of existing single yellow line waiting restriction, as illustrated on drawing No. PD – 363a.

In addition, to mitigate loss of availability of paid for parking, resulting from the removal of the above mentioned shared-use bay, it is also proposed to provide x1 additional shared-use parking bay along the side of No. 35 Addiscombe Road, through the removal of existing single yellow line waiting restriction, as illustrated on drawing No. PD – 363b.

4.2 Location: Edridge Road – Croydon

Proposal

Introduction of x2 EVCP bays outside No. 3 Edridge Road, to accommodate anticipated demand from residents of adjacent redevelopments, through the conversion of x2 existing shared-use bays as illustrated in drawing No. PD – 363c.

4.3 Location: St Aubyn's Road – Upper Norwood

Proposal

Introduction of x3 EVCP bays along the side of No. 68 Westow Hill (conversion of existing free parking place) and provision of x1 additional parking bay along the side of No. 70 Westow Hill (removal of existing 'at any time' double yellow line waiting restriction) as illustrated in drawing No. PD – 363d.

4.4 Location: Tavistock Road – Croydon

Proposal

Introduction of x4 EVCP bays outside Saxon Lodge, No. 1a Tavistock Road (conversion of existing shared-use parking bays) and conversion of x2 existing car club bays to shared-use outside No. 2 Tavistock Road as illustrated in drawing No. PD – 363e.

4.5 Location: Woodcote Valley Road – Purley

Proposal

Introduction of x3 EVCP bays outside Rosewood Apartments as illustrated in drawing No. PD – 363f.cc

4.6 Location: Purley (multi-storey car park) – Whytecliffe Road South, Purley

Proposal

Introduction of x3 EVCP bays on outside of 1st floor
Then installation of these bays within this Car Park does not require amendment to the

existing Traffic Management Order as the existing Order already contains specific Articles referring to the designation of parking bays for this purpose).

5 CONSULTATION

- 5.1 The legal process requires that formal consultation takes place in the form of public notices placed in the London Gazette and a local newspaper (Croydon Guardian). Although it is not a legal requirement, this Council also fixes notices on lampposts or signposts in the vicinity of the proposed scheme to inform as many people as possible of the proposals.
- 5.2 Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Owner Drivers' Society, The Confederation of Passenger Transport and bus operators are consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals.
- 5.3 Once the notices have been published the public has 21 days to comment or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Orders are then made. Any relevant objections received will be reported back for a recommendation as to whether the scheme should be introduced as originally proposed, amended or abandoned. The objectors are then informed of the decision.

6. FINANCIAL CONSIDERATIONS

- 6.1 Under the terms of the Variation to the Source London Agreement, approved by the Contract and Commissioning Board (CCB) in September 2017 and signed in October 2017, the capital expenditure will be met by Blue Point London (BPL), the operating arm of IER Bolloré. All operating costs are also met by BPL, funded through public use of the charging points.
- 6.2 The CCB approval requires that immediate council costs for installation are met without adding to the BPL Net Book Value (NBV) per point and the council wishes to fund these costs itself. In the first instance, costs of approximately £1000/point plus additional reinstatement costs for adjacent bays works and justified power connection costs are funded by an approved allocation of Section 106 Sustainable Transport funding (reference IFG 173).
- 6.3 In terms of the BPL NBV per point, the NBV depreciates to £1 (one pound sterling) over 8 years but, in the event of any unforeseen issues with a given Point or location, liability might revert to the council.

6.4 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2018/19	2019/20	2020/21	2021/22
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Capital Budget available</u>				
Expenditure	161.5	146	121.5	97
<u>Effect of Decision from report</u>				
Expenditure	15.5	24.5	24.5	17
Remaining Budget	<u>146</u>	<u>121.5</u>	<u>97</u>	<u>80</u>

6.5 The effect of the decision

- 6.5.1 The cost of introducing this batch of EVCP bays has been estimated at £32,000. This includes a contribution towards the legal costs and lining and signing. The majority of the costs are for the connection to the electrical supply and installation of the electrical charging points. These costs can be contained within the available TfL LIP budget for 2018/19

6.6 Risks

- 6.6.1 The current method of introducing parking controls is very efficient with the design and legal work being carried out within the department. The marking of the bays and the supply and installation of signs and posts is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements

6.7 Options

- 6.7.1 The alternative option is not to introduce EVCP bays which would be contrary to policies adopted by both the mayor and the Council.

6.8 Savings/ future efficiencies

- 6.8.1 The introduction of additional EVCP bays will contribute to a reduction in harmful carbon emissions which will improve local air quality and support enhanced public health not only within the borough but across the capital.

Approved by: Felicia Wright, Head of Finance – Place.

7 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 7.1 The Solicitor to the Council comments that sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, implement and revoke Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to such matters as the effect on the amenities of any locality affected.
- 7.2 The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.
- 7.3 Approved by Sandra Herbert, Head of Litigation and Corporate Law, for and on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer.

8. HUMAN RESOURCES IMPACT

- 8.1 There are no human resource implications arising from this report.
- 8.2 Approved by: Sue Moorman, Director of Human Resources.

9. CUSTOMER IMPACT

- 9.1 The proposed new EVCP bays will improve the availability of locations where electric vehicles can be recharged. Their installation will in turn contribute to the opportunity for local residents to consider purchase or less polluting vehicles in line with objectives to encourage more active and sustainable transport

10 EQUALITIES IMPACT

- 10.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EIA is not required.

11 ENVIRONMENTAL IMPACT

- 11.1 The provision of EVCP bays and promotion of more sustainable and less polluting modes of transport will contribute to improved air quality. Although the installation of the proposed charging points will contribute to street clutter signing will be kept to a

minimum and narrow 50mm wide lines can be used in environmentally sensitive and conservation areas. Power for the bays will be provided from adjacent lighting columns and will not require any additional feeder pillars.

12 CRIME AND DISORDER REDUCTION IMPACT

12.1 There are no such considerations arising from this report.

13 REASONS FOR RECOMMENDATIONS

13.1 The recommendation is to introduce additional EVCP bays to encourage more active and sustainable transport in order to improve both quality of life and quality of place.

14. OPTIONS CONSIDERED AND REJECTED

14.1 An alternative option is not to introduce additional EVCP.

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BACKGROUND DOCUMENTS

None