

Decision maker:	Assistant Director Environment and Place
Decision date:	7 July 2017
Title of report:	St Martins Avenue, Hereford – Proposed Changes to Status and Restrictions on Parking Spaces to Facilitate Electric Vehicle Charging
Report by:	Engineering manager

Classification

Open

Key Decision

This is not a key decision.

Wards Affected

Hinton and Hunderton

Purpose

To consider the introduction of a Traffic Regulation Order, (TRO) to change the operational status of two of the five existing restricted parking bays in St Martins Avenue Hereford to enable the charging of electric vehicles.

Recommendation(s)

THAT:

- (a) subject to the consideration of any objections received a new traffic regulation order be implemented the effect of which will be to change the status of two of the five existing parking spaces opposite Prospect Place in St Martins Avenue to electric vehicle charging bays and alter the duration of stay for the two parking bays to give electrically charged vehicles sufficient time to take on a full charge. The new order will comprise:**
- (b) The alteration of two ‘standard’ parking bays to parking bays dedicated part time for electric vehicle charging.**

- (c) Change the waiting time for the two dedicated part time electric charging bays from Monday to Saturday 8am to 6.30pm maximum stay of 30mins no return within 1hr, to Monday to Saturday 8am to 6.30pm maximum stay of 4hrs no return within 4hrs.
- (d) Maintain the current status and maximum waiting time of the remaining three parking bays.

Alternative options

- 1 That the proposed TRO is not implemented which would consequently not serve the strategic aims mentioned in the “Reasons for Recommendations” and “Key Considerations” sections below.

Reasons for recommendations

- 2 In accordance with the Local Transport Plan the recommendation will contribute to improving health and wellbeing and reducing the environmental impacts of transport.
- 3 In accordance with the Local Plan Core Strategy the recommendation will contribute to providing infrastructure to meet the growth in demand for electric vehicles.

Key considerations

- 4 Adjacent to the five existing restricted parking bays opposite Prospect Place in St Martins Avenue there is equipment to facilitate the charging of electric vehicles with the capacity to charge two vehicles simultaneously. However only one of the five parking bays is marked for the parking of electric powered vehicles and the existing TRO restriction of a maximum stay of 30 minutes does not permit sufficient waiting time to allow an appropriate time for a full electric charge.
- 5 In June 2014 a request was received from the Environmental Management Officer to increase the maximum stay in the dedicated bay to 4 hours to permit a full charge.
- 6 This request was entered into the prioritised TRO waiting list and it is now proposed that the relevant sections of the existing parking order that governs parking restrictions generally in this area are revoked and a new order is implemented to cover the parking restrictions of all five parking bays and to enable enforcement of the parking restrictions and allow adequate time for the charging of electric vehicles.
- 7 In March 2017 an initial consultation exercise was undertaken and in response a request was received from the Environmental Management Officer at Herefordshire Council to investigate an increase in the number of proposed electric vehicle charging bays to two, as the existing electric vehicle charging point can accommodate two vehicles charging concurrently. It is recommended that this measure be implemented.
- 8 The revised proposal resulting from the initial consultation and as depicted on drawing 3409-10 B in **Appendix C** will form the basis of the formal consultation and Notice of Proposal.

- 9 An additional sign will be installed to show the status of the electric charging bays whilst the current sign will remain to cover restrictions on the other three parking bays.

Community impact

- 10 The proposals serve to provide infrastructure to meet the growth in demand for electric vehicles, to provide a useful amenity for users of electric vehicles and to encourage the use of more environmentally friendly vehicles to aid the reduction of air pollution and in support of a cleaner environment for the community.

Equality duty

- 11 The introduction of this proposal is considered to be of low impact, as the proposed changes will be of general benefit to the community. See **Appendix D** of this report for an Equality Impacts and Needs Assessment.

Financial implications

- 12 The cost for the road markings and signage is estimated at £1000. The cost for the implementation of the TRO is estimated at £7000. These costs will be accommodated from existing budgets.

Legal implications

- 13 The introduction of a TRO under the Road Traffic Regulation Act 1984 will be required. The Council, as transport authority, is required to consider any objections received after formal statutory consultation, (which includes advertising in a local newspaper) and a subsequent report will include any such objections or comments, for consideration.
- 14 The Council has discretion to amend its original proposals if considered desirable, whether or not in the light of any objections or comments received, as a result of such statutory consultation. If any objections received are accepted, in part or whole, and/or a decision is made to modify the original proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted. As regards this informal consultation proposal, comments received are detailed in paragraph 16 below.

Risk management

- 15 The Local Transport Plan sets out the objective to improve health and wellbeing and reducing the environmental impacts of transport; while the Local Plan Core Strategy seeks to provide infrastructure to meet the growth in demand for electric vehicles. If these proposals are not implemented this may have a detrimental effect on achieving these objectives and targets.

Consultees

- 16 An initial consultation letter and plan proposing changes to one of the five bays (see **Appendix A**) was sent to 'official' consultees, including the Ward Councillor, the

Town Clerk, the Police, Fire and Ambulance services, the Road Haulage Association and the Freight Transport Association. The consultees were asked to respond by 31st March 2017.

Responses were received from (1) Warwickshire and West Mercia Police, (2) Herefordshire Council Parking Services, (3) Herefordshire Council Environmental Management Officer, (4) the ward member and (5) Hereford City Council. Full details of these responses are included at **Appendix B**. All responses received made no formal objections to the proposals but it was suggested by the Herefordshire Council Environmental Management Officer that the number of dedicated bays for electric charging should be increased from one to two. In view of the comments received from the Environmental Management Officer at Herefordshire Council, the original proposal has undergone revision as shown on the plan at **Appendix C**.

- 17 As a consequence of the proposal to increase the number of electric charge point bays from one to two, details of the revised proposals as set out in **Appendix C** were circulated to the local member, Herefordshire Council Parking Services, the City Council and the police in May 2017 asking for their comments on increasing the electric charge point bays from one to two.

The Local Member responded “I have no problem with this at all”.

The police responded “I can confirm I have no objection to there now being two bays changed to the 4 hour waiting restriction”.

Herefordshire Council Parking Services responded “I am happy to support the proposal for two electric charging bays in support of the increased numbers of electric vehicles which are more environmentally friendly”.

Appendices

- Appendix A: Informal Consultation letter and plan
- Appendix B: Responses to consultation exercise
- Appendix C: Revised plan of proposals
- Appendix D: Equality Impacts and Needs Assessment

Background papers

- None identified