

Rapid Charging Exeter (StreetHUBZ) On-street Electric Vehicle Charging Bays

Report of the Chief Officer for Highways, Infrastructure Development and Waste

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) work on the Electric Vehicle Charging Scheme is noted; and**
- (b) the recommendations contained in Appendix II to this report are agreed.**

1. Summary

This report is to consider the submissions to the statutory consultation on the proposed electric vehicle charging bays within the Exeter area.

2. Background

In 2019 a successful funding bid to Innovate UK, a government pot investing in science and research, enabled Devon County Council and a consortium of private sector partners to install and operate a number of on-street electric vehicle charge points. Together with Devon County Council the Rapid Charging Exeter consortium consists of Wenna (a leading mobile energy operator), Co Cars, ZPN Energy (a British provider specialising in Energy Technology), Gamma Solutions (specialising in the development, construction and operation of green energy assets) and Regen (a not-for-profit centre of energy expertise and market insight).

Implemented over a number of phases the project will install state-of-the-art electric vehicle chargers in local neighbourhoods. Thus, bringing rapid, reliable charging to residents especially those who don't have off-street parking.

Additionally, the partnership with Co Cars car club means that in many locations there'll be an electric car available to hire by the hour or day, providing affordable access to electric vehicles for everyone.

This phase of the project is for ten rapid electric vehicle charging hubs across Exeter (with many more in the pipeline) with, generally, three dedicated public EV bays and one Co Car bay. Each hub will have two chargers and two batteries capable of charging four vehicles simultaneously.

Although the initial roll out is for ten hubs, there are plans to bring more to neighbourhoods who are not being given one in this phase. As electric vehicle ownership increases, having a local rapid charge point will become a key feature for neighbourhoods.

The Rapid Charging Exeter project forms part of the Devon Climate Emergency Response Group (DCERG) partnership to help reduce carbon emissions in Devon.

Officers have consulted the relevant local County Councillors and Chair/Vice Chair before they were advertised from 7 January until 11 February 2021.

A summary of the proposals advertised can be found in Appendix I and the associated plans have been attached as supplementary information to this report.

3. Consultations/Representations

A letter drop to all residents surrounding each hub provided information about the project, a link to the information website www.rapidchargingexeter.co.uk and a link to the traffic regulation order consultation page.

Details of the objections received to these proposals, and the County Council's response are shown in Appendix II to this report.

Following the advertisement:

- Proposals which did not attract objections will be implemented.
- Proposals that received objections are detailed in Appendix II to this report with recommendations for each location.

4. Financial Considerations

The project is funded by the successful bid to Innovate UK, a government fund investing in science and research.

5. Legal Considerations

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When making a Traffic Regulation Order it is the County Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic.

6. Environmental Impact Considerations (Including Climate Change)

Electric vehicles reduce emissions providing cleaner air for all. This project provides on-street charging points to all residents especially those who don't have off-street parking. This infrastructure will enable more residents to switch from petrol or diesel cars to electric vehicles.

All the electricity used will be 100% renewable energy.

The Environmental effects of the scheme are therefore positive.

7. Equality Considerations

There are not considered to be any equality issues associated with the proposals. The impact will therefore be neutral.

8. Risk Management Considerations

Careful consideration has been given to placing the rapid charging devices to minimise any obstruction to pedestrians.

Residents of the areas where the charging points are located will receive discounted charging rates and exclusive Co Cars membership offers.

The parking bays will be for electric vehicles only 24 hours with no maximum stay. The vehicle must be connected to the charging device whilst in the parking bay. To ensure the charging points remain available to as many people as possible, people will be required to move their vehicles once charging is complete, unless staying overnight (9pm to 7am).

From 9pm – 7am an electric vehicle can stay in the parking bay (overnight) at no cost. From 7am to 9pm cars will receive an overstay fee if they are in the bay and not charging. A Penalty Charge Notice (PCN) can be issued by our parking enforcement officers to any car in the bay which is not connected to the charger.

9. Public Health Impact

The proposal will provide rapid charging bays for those who have access to electric vehicles. This will provide a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.

The public health impact effects of the scheme are therefore positive.

10. Reasons for Recommendations

The provision of the chargers will encourage many more people to make their next vehicle purchase an electric one, reducing the impact of air pollution on residents even further. The on-street provision is particularly important to those residents who don't have off-street parking.

The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily available for people. This is particularly important at night.

Other schemes are placing charging points in many car parks across Devon.

The additional Co Cars will help to reduce reliance on car ownership which will reduce the number of private cars on the streets, relieving the pressure on parking. Co Cars is a flexible, affordable solution for those who need access to a car but don't want the costs and hassle of owning one.

The proposals contribute to the safe and expeditious movement of traffic in Exeter and therefore comply with Section 122 of the Road Traffic Regulation Act 1984.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

Contact for Enquiries: Chris Parkes

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Background Paper	Date	File Reference
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Nil

cp260221exh
sc/cr/Rapid Charging Exeter StreetHUBZ Onstreet Electric Vehicle Charging Bays
02 050321

**Details of Proposals Advertised
5831 Devon County Council (Various Roads, Exeter)
(Electric Vehicle Recharging Point Parking & Car Club Vehicle) Amendment Order**

Statement of Reasons

It is proposed to provide on-street charging points for electric vehicles at any time. The bays will be for 24 hours with no maximum stay and the vehicle must be connected to the charging device. The proposal will provide recharging bays for those who have access to electric vehicles by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.

In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.

Specifically, the order if made will preserve or improve the amenities of the area through which the road runs.

Councillor	Plan Reference	Location	Parish/Town	Proposals
Hillary Ackland	5831.8	Langaton Lane	Pinhoe & Mincinglake	Three Electric vehicle charging bays in Langaton Lane near its junction with Main Road (opposite The Proper Job Taste Of Exeter).
Marina Asvachin	5831.5	Barrack Road	Wonford & St Loyes	Three Electric vehicle charging bays and one Co-Cars club bay in Barrack Road near its junction with Haldon View Terrace.
Su Aves	5831.7	Belmont Road	St Sidwells & St James	Three Electric vehicle charging bays and one Co-Cars club bay in Belmont Road opposite Nos.40-46 Belmont Road.
Su Aves	5831.10	Hanover Road	St Sidwells & St James	Three Electric vehicle charging bays and one Co-Cars club bay in Hanover Road near its junction with Anthony Road and
Su Aves	5831.2	Howell Road	St Sidwells & St James	Three Electric vehicle charging bays and one Co-Cars club bay in Howell Road opposite Nos.47-52 Howell Road.
Rob Hannaford	5831.3	Kinnerton Way	Exwick & St Thomas	Four Electric vehicle charging bays in Kinnerton Way adjacent to Nos.35-41 Kinnerton Way.
Greg Sheldon	5831.4	Whipton Lane	Heavitree & Whipton Barton	Three Electric vehicle charging bays and one Co-Cars club bay in Whipton Lane opposite Nos.6-10 Whipton Lane.
Carol Whitton	5831.1	Cowick Hill	Alphington & Cowick	Three Electric vehicle charging bays and one Co-Cars club bay in Cowick Hill near its junction with Broadway.

Councillor	Plan Reference	Location	Parish/Town	Proposals
Carol Whitton	5831.9	Haven Road	St Davids & Haven Banks	Three Electric vehicle charging bays and one Co-Cars club bay in Haven Road opposite Nos.64-70 Haven Road.
Carol Whitton	5831.6	St Leonards Road	St Davids & Haven Banks	Three Electric vehicle charging bays and one Co-Cars club bay in St Leonards Road adjacent to Nos.25/27 St Leonards Road.

Summary of Submissions
5831 Devon County Council (Various Roads, Exeter)
(Electric Vehicle Recharging Point Parking & Car Club Vehicle) Amendment Order

Comment	Devon County Council Response
<p>Plan ENV5831/01 Cowick Hill, Exeter 17 respondents – Residents of Broadway, Cowick Hill, Larch Road, Parkway & Orchard Hill</p>	
<p>Objection 16 respondents object to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1. 14 respondents commented that the proposed location for parking is already high in demand and becomes congested as it is. 2. 2 respondents commented that the hill is too narrow to allow 2 cars to pass each other, so if a delivery or collection is being made from store, vehicles will have to wait. 3. 2 respondents commented on the reduced visibility by existing parked vehicles in this location. 4. 3 respondents commented that drivers will be tempted to reverse back out onto Broadway to exit the parking bays instead of travelling up the hill and around via Parkway or Broadway. 5. 2 respondents commented that the proposal is not desired by the estate and alternative location should be considered like Cowick Street. 6. 6 respondents commented that the loss of parking spaces would have an impact on the store – possible closure of the store, as the loss of parking would affect access by customers and deliveries. 7. 3 respondents commented on the increased risk to pedestrians crossing the road at this location. <p>Supports 1 respondent supports the location for the proposals at Cowick Hill.</p> <p>Suggestions 8. 1 respondent suggested on reducing the number of bays from 4 to 2. One for co-car and one for public charging.</p>	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p> <p>Officer Comments We understand that there will be an impact on parking in some streets. But we believe, as the switch to electric vehicles accelerates, the benefits of having rapid chargers located close to residents' homes will quickly outweigh any initial concerns. The sites have all been carefully selected to give a good geographic spread of charging points in the city and to offer charging facilities to areas where having a charge point at home may not be possible. The bays at Cowick Hill will also come with a Co Car electric car (a shared car that can be booked by the hour or day). Each Co Car helps to remove, on average, 7 private cars from the streets, easing congestion and relieving the pressure on parking. Co Cars is a flexible, affordable solution for those who need access to a car but don't want the costs and hassle of owning one. Co Cars can also enable households with more than one car to sell a car and save even more money. Residents of the areas where charge points are located will receive discounted charging rates and Co Cars membership offers.</p> <p>The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential</p>

<p>9. 2 respondents suggested that the proposals would be better located at the unused bus terminus.</p> <p>10.3 respondents suggested that an alternative location should be considered where parking demand is lower – ‘loop’ pull in area in front of the public toilets.</p> <p>11.7 respondents suggested that the proposals should be located on Cowick Lane adjacent the allotments where pavement is wider and location is flat.</p>	<p>areas, ensuring they are easily available for people. This is particularly important at night.</p> <p>Support is noted.</p> <p>Suggestions: By having two chargers and two batteries in each location we have four charging points (two DC and two AC) which gives drivers more certainty of finding a charging bay available when they need one. With only 2 charging bays (one for a Co-Car) EV drivers may not find an available bay as easily. The Cowick Lane location was studied but found to be unsuitable for EV charging as the space for manoeuvring is not enough.</p>
<p>Recommendation – It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
<p>Plan ENV5831/2 Howell Road, Exeter 3 respondents - Residents of Howell Road, Longbrook Street and Exeter Civic Society</p>	
<p>Objection 3 respondent objects to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 3 respondents commented that parking is already difficult in area and residents will lose more parking spaces. 1 respondent commented that EV spaces do not require a permit, this will encourage more people who do not live in area to utilise these spaces just to visit city centre. 1 respondent commented that regular working people cannot afford to switch to electric vehicles and will lose out on the parking spaces. <p>Suggestions</p> <ol style="list-style-type: none"> 1 respondent suggested that alternative parking should be provided. 1 respondent suggested that resident parking permits should be endorsed by Exeter City Council to allow use in the car parks. 1 respondent suggested that proposed provision of electric vehicle recharging spaces should be re-located to the Exeter City Council car park (once an agreement is reached) which would be more accessible to residents, businesses and commuters. 	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p> <p>Officer Comments We understand that there will be an impact on parking in some streets. But we believe, as the switch to electric vehicles accelerates, the benefits of having rapid chargers located close to residents’ homes will quickly outweigh any initial concerns. The sites have all been carefully selected to give a good geographic spread of charging points in the city and to offer charging facilities to areas where having a charge point at home may not be possible. The bays at Howell Road will also come with a Co Car electric car (a shared car that can be booked by the hour or day). Each Co Car helps to remove, on average, 7 private cars from the streets, easing congestion and relieving the pressure on parking. Co Cars is a flexible, affordable solution for those who need</p>

access to a car but don't want the costs and hassle of owning one. Co Cars can also enable households with more than one car to sell a car and save even more money. Residents of the areas where charge points are located will receive discounted charging rates and Co Cars membership offers. For more information please see www.co-cars.co.uk

As these are rapid chargers, a typical charge takes just 30 minutes. To ensure the charging points remain available to as many people as possible, the amount of time a car can remain in the space after charging is completed will be capped. From 7am to 6pm cars will receive a penalty charge if they are in the bay and not charging. From 9pm – 7am an electric vehicle can stay in the charging bay (overnight). If a vehicle is parked and not connected, then a penalty charge notice can be issued by Devon County Council. If an EV is connected but is fully charged, then Wenea (chargepoint operator) will charge an overstay fee once a defined period has elapsed.

Suggestions

As with most city centres, parking is finite. One of our aims is to reduce the need for parking by ultimately reducing the number of cars on the streets. The bays at Howell Road will also come with a Co Car electric car. Residents of the areas where charge points are located will receive discounted charging rates and Co Cars membership offers.

The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily available for people. This is particularly important at night. Unfortunately, only placing charge points in car parks will not meet the needs of residents.

Recommendation –

It is recommended that the proposals are implemented as advertised.

Comment**Devon County Council
Response****Plan ENV5831/3 Kinnerton Way, Exeter
2 respondents – Residents of Kinnerton Way****Objection**

2 respondent objects to the proposals on the following grounds:

1. 2 respondents commented that residents already compete for the limited parking spaces that are available.
2. 1 respondent commented that people who live outside Exeter but work in Exeter utilise the limited existing parking spaces which are free.
3. 1 respondent commented that the Council should focus on improving parking in the city instead.
4. 1 respondent commented that the area should not become a car park for those who live outside the area.
5. 1 respondent commented that the Council should be looking at alternative locations (not in residential areas) for the electric vehicle spaces.

Reason for Proposal

Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.

Officer Comments

We understand that there will be an impact on parking in some streets. But we believe, as the switch to electric vehicles accelerates, the benefits of having rapid chargers located close to residents' homes will quickly outweigh any initial concerns. The sites have all been carefully selected to give a good geographic spread of charging points in the city and to offer charging facilities to areas where having a charge point at home may not be possible. Residents of the areas where charge points are located will receive discounted charging rates. As these are rapid chargers, a typical charge takes just 30 minutes. To ensure the charging points remain available to as many people as possible, the amount of time a car can remain in the space after charging is completed will be capped. From 7am to 6pm cars will receive a penalty charge if they are in the bay and not charging. Cars that remain connected but not charging will be deterred from doing so with an overstay fee. From 9pm – 7am an electric vehicle can stay in the charging bay (overnight). The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily available for people. This is particularly important at night. Unfortunately, only placing charge points in car parks will not meet the needs of citizens.

Recommendation –

It is recommended that the proposals are implemented as advertised.

Comment	Devon County Council Response
Plan ENV5831/4 Whipton Lane, Exeter 1 respondent – Resident of Stanwey	
<p>Supports 1 respondent fully supports the electric vehicle bays in Whipton Lane and across the city.</p>	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p> <p>Officer comments Support is noted.</p>
<p>Recommendation – It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
Plan ENV5831/5 Barrack Road 4 respondents– Resident of Milbury Farm Meadow, Pennsylvania Close and Stanwey	
<p>Objection 4 respondents object to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1. 3 respondents commented that the on-street parking spaces in Barrack Road should be replaced by a cycle lane. 2. 1 respondent commented that Barrack Road should not proceed as it prevents a potential protected cycle path to be built. <p>Suggestion</p> <ol style="list-style-type: none"> 3. 1 respondent suggested that the electric vehicle spaces should be relocated to Haldon View Terrace to allow for future changes in road layout for Barrack Road. 4. 3 respondents suggested that other locations in the vicinity should be considered. 	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p> <p>Officer comments A cycle route along Barrack Road is a priority however it is currently not on our strategic cycle map.</p> <p>The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily</p>

available for people. This is particularly important at night.

Recommendation –

It is recommended that the proposals are implemented as advertised.

Comment	Devon County Council Response
Plan ENV5831/6 St Leonards Road, Exeter 3 respondents– Resident of St Leonards Road & Exeter Civic Society	
<p>Objection 2 respondent objects to the proposals on the following grounds:</p> <ol style="list-style-type: none">1 respondent commented that the rapid chargers are adjacent to the front entrances of residents' houses.2 respondents commented on the loss of parking being taken away from residents.1 respondent commented that DCC is phasing out residents' permit holder' parking spaces.1 respondent commented that infringement of parking regulations in area is an existing problem and will increase if the electric vehicle spaces are not enforced accordingly.1 respondent commented that the electric vehicle spaces should not be available to non-residents. <p>Supports 1 respondent supports the location for the proposals at St Leonards Road.</p> <p>Suggestion 6. 1 respondent suggested that a better location for the proposal would be opposite the entrance to the St Leonards Primary School.</p>	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p> <p>Officer Comments We have taken care when selecting sites that the charge points do not sit immediately outside of a house for example, where the front door opens directly onto the pavement and there may be an obstruction issue.</p> <p>We understand that there will be an impact on parking in some streets. But we believe, as the switch to electric vehicles accelerates, the benefits of having rapid chargers located close to residents' homes will quickly outweigh any initial concerns. The sites have all been carefully selected to give a good geographic spread of charging points in the city and to offer charging facilities to areas where having a charge point at home may not be possible. The bays at St Leonards Road will also come with a Co Car electric car (a shared car that can be booked by the hour or day). Each Co Car helps to remove, on average, 7 private cars from the streets, easing congestion and relieving the pressure on parking. Co Cars is a flexible, affordable solution for those who need access to a car but don't want the costs and hassle of owning one. Co Cars can also enable households with more than one car to sell a car and save even more money. Residents of the areas where charge points are located will receive discounted charging rates and Co Cars membership offers.</p>

There are no plans to phase out residents only parking spaces.

As these are rapid chargers, a typical charge takes just 30 minutes. To ensure the charging points remain available to as many people as possible, the amount of time a car can remain in the space after charging is completed will be capped. From 7am to 6pm cars will receive a penalty charge if they are in the bay and not charging. From 9pm – 7am an electric vehicle can stay in the charging bay (overnight). If a vehicle is parked and not connected, then a penalty charge notice can be issued by Devon County Council. If an EV is connected but is fully charged, then Wenea (chargepoint operator) will charge an overstay fee, once a defined period has elapsed.

While non-residents can use the bays, they are only permitted to do so for the duration that their vehicle is charging. To ensure the charging points remain available to as many people as possible, the amount of time a car can remain in the space after charging is completed will be capped. From 7am to 6pm cars will receive a penalty charge if they are in the bay and not charging. From 9pm – 7am an electric vehicle can stay in the charging bay (overnight).

Support is noted.

Suggestions

The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily available for people. This is particularly important at night.

Recommendation –

It is recommended that the proposals are implemented as advertised.

Comment**Devon County Council
Response****Plan ENV5831/7 Belmont Road, Exeter
6 Respondents – Residents of Belmont Road****Objection**

5 respondents object to the proposals on the following grounds:

1. 5 respondents commented that resident parking spaces are already under pressure.
2. 5 respondents object to non-residents being permitted the use of the charging points.
3. 1 respondent commented that placing residents in competition with commuters for charging points will reduce support for future expansion.
4. 1 respondent commented how the supplier competition would be fostered in the long term both the charging points and car rental scheme.
5. 1 respondent commented on whether current research had taken place into whether residents have a need for these spaces at the current time.
6. 2 respondents commented that the proposals will encourage those who do not live in the city to drive rather than use public transport.
7. 2 respondents commented that the development of the nearby Sports Centre would have an impact on parking in the area.
8. 1 respondent commented that lamp posts should be adapted as future recharging points.
9. 1 respondent commented the proposals would increase encourage more traffic into a residential area increasing risk to pedestrians.

Supports

1 respondent supports the proposals on the following grounds:

- With available recharging points more of an incentive to buy an electric car.
- Fully supports co-car and their efforts to reduce car ownership across the southwest.

Reason for Proposal

Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.

In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.

Officer Comments

We understand that there will be an impact on parking in some streets. But we believe, as the switch to electric vehicles accelerates, the benefits of having rapid chargers located close to residents' homes will quickly outweigh any initial concerns. The sites have all been carefully selected to give a good geographic spread of charging points in the city and to offer charging facilities to areas where having a charge point at home may not be possible. The bays at Belmont Road will also come with a Co Car electric car (a shared car that can be booked by the hour or day). Each Co Car helps to remove, on average, 7 private cars from the streets, easing congestion and relieving the pressure on parking. Co Cars is a flexible, affordable solution for those who need access to a car but don't want the costs and hassle of owning one. Co Cars can also enable households with more than one car to sell a car and save even more money. Residents of the areas where charge points are located will receive discounted charging rates and Co Cars membership offers.

While non-residents can use the bays they are only permitted to do so for the duration that their vehicle is charging. To ensure the charging points remain available to as many people as possible, the amount of time a car can remain in the space after charging is completed will be capped. From 7am to 6pm cars will receive a penalty charge if they are in the bay and not charging. From 9pm – 7am an electric vehicle can stay in the charging bay (overnight). This is

- Location in Belmont Road is good as it is on the edge of the park which is well used and therefore will publicise the scheme in a positive light.

Suggestions

- 10.1 respondent suggested that the spaces further up road just before Gordon Road (not dedicated residents parking) would be more suitable.
- 11.2 respondents suggested that the vehicle charging points should be located in the city car parks or alternative off-road sites instead.

designed to prevent people leaving their vehicle in the space for longer than the charging time. As these are rapid chargers, a typical charge takes just 30 minutes.

There are various other operators, for example Deletti, installing charging infrastructure in the area. Exeter City Council have chargers in some car parks and there are other operators with chargers in Exeter (Ecotricity in Ikea, Newmotion in Tesco, Geniepoint in Morrisons etc.) A full map can be obtained at www.zap-map.com

32%* of people in the UK do not have access to off street parking so they can't install a charger. This largely stops them from even considering owning an electric car and, if they do decide to go ahead, they run the risk of having to pay more to charge it. Rapid Charging Exeter provides fast charge points in neighbourhoods at a competitive rate.

*https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/6748/2173483.pdf 'In 2010, 40% of dwellings had use of a garage, 26% had other off street parking, 32% relied on street parking, and 2% of homes had no parking provision whatsoever.'

This scheme is not about discouraging people from using public transport but rather encouraging a switch to electric vehicles. If people choose to commute to the city by car they will need to pay for parking as usual.

The new developments at Clifton Hill are another key reason why electric vehicle charging provision is important.

Lamp posts only give 3.4kw - 7kw charge, making them slow and only suitable to charge one car at a time, very slowly taking up most of the day. As batteries get bigger in cars this would mean that some would need to be parked at a lamp post all day to charge. Our partners, Co-Cars could not use the lamp post option as their hire-by-the-hour cars are used multiple times during the day. Our solar renewable energy powered, rapid chargers can charge 2 vehicles at the same time, delivering 75 miles of range in just 30 minutes, enabling multiple cars to be charged in a day.

Any additional vehicles travelling to the charge points would be electric, minimising any additional air pollution. It is hoped that the provision of the chargers will encourage many more people to make their next vehicle purchase an electric one, reducing the impact of air pollution on residents even further.

The chargers have been placed to ensure maximum visibility and accessibility. Having

	<p>them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily available for people. This is particularly important at night. Unfortunately, only placing charge points in car parks will not meet the needs of residents.</p>
<p>Recommendation – It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
<p>Plan ENV5831/8 Langaton Lane, Exeter 1 respondent - Resident of Broadleaf Close</p>	
<p>Objection 1 respondent objects to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1. Loss of parking for the majority of drivers who access the hairdressers and takeaway services. 2. Electric cars are still out of financial reach for the majority of owners. 	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>Officer comments There will be car parking spaces for non EV cars adjacent to the proposed charging. Devon County Council is looking to encourage more drivers to switch to sustainable and cleaner methods of transport. This is in line with Government policy and the climate emergency declared by Devon County Council and Exeter City Council.</p>
<p>Recommendation – It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
<p>Plan ENV5831/9 Haven Road, Exeter 1 respondent – Resident of Haven Road</p>	
<p>Objection 1 respondent objects to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1. Location for Haven Road is poor and requires adjustment for public safety. 2. Pavement is too narrow for the installation of the charge points and batteries. 	<p>Reason for Proposal Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays</p>

<p>3. Charges and batteries are not aesthetically pleasing and sympathetic to the surrounding environment.</p> <p>Suggestion</p> <ul style="list-style-type: none"> 1 respondent suggested more suitable locations elsewhere in Haven Road where there are wider pavements. 	<p>to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p> <p>Officer Comments</p> <p>EV chargers will only be placed on pathways that have sufficient width to allow for full pedestrian/disabled access. The units have been designed to completely contain a retractable rapid charging cable. Normally rapid EV chargers have the cables hanging outside of them, but on-street that is not suitable from a safety and visual perspective. These units give the convenience of rapid charging speeds on-street, while avoiding any hanging cables.</p>
<p>Recommendation – It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
Plan ENV5831/10 Hanover Road, Exeter	
<ul style="list-style-type: none"> No comments received. 	<p>Reason for Proposal</p> <p>Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p> <p>In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.</p>
<p>Recommendation – It is recommended that the proposals are implemented as advertised.</p>	

Comment	Devon County Council Response
<p>Generic 54 respondents Residents of Bickleigh, Budleigh Salterton, Dartmouth, Crediton, Exeter, Exminster, Topsham and Exeter Civic Society</p>	
<p>Objections</p> <p>5 respondents object to the proposals on the following grounds:</p> <ol style="list-style-type: none"> 1 respondent commented that this should not be done with public money. 	<p>Reason for Proposal</p> <p>Provide on-street charging points for electric vehicles at any time for those who have access to an electric vehicle by providing a clean safe alternative to the conventional engine, reducing the negative environmental impact and improving air quality.</p>

2. 2 respondents commented residents should not be competing with commuters for access to electric vehicle recharging points.
3. 1 respondent commented that the electric vehicle spaces should not be available to non-residents.
4. 1 respondent commented that electrical vehicle spaces should not be replacing existing resident parking spaces.
5. 1 respondent commented that support for future expansion of the scheme will be lost.
6. 3 respondent objects to any proposals that obstruct pavement and cycle lanes.
7. 1 respondent commented that DCC need to consider the overall transport and movement priorities.
8. 2 respondents commented that alternative off-road sites should be investigated instead.
9. 1 respondent commented that the recharging units look horrible and need to be reconsidered.
10. 1 respondent commented that the priority should be reduce private car use and switch to public or active travel.
11. 1 respondent commented that only rich people can afford electric cars.
12. 1 respondent suggested that the proposals should be reconsidered, and different locations found where pedestrian through traffic will not be impeded.
13. 1 respondent commented on whether any visual impairment/mobility groups had been consulted with to gather their input.

Supports

49 respondents supported the proposals but made the following comments:

14. 3 respondents commented that they were pleased to see the Council supporting the initiative.
15. 23 respondents support the idea of electric vehicle recharging points for electric vehicles.
16. 12 respondents give their support to the proposals and locations.
17. 1 respondent commented on reservations regarding the timings and logistics if have to move vehicle to

In addition, it is proposed to introduce a car club bay adjacent the electric vehicle recharging bays to provide sustainable mobility for all by offering access to a share vehicle to provide an alternative to car ownership.

Officer Comments

This project is being delivered with a grant from Innovate UK rather than using local authority funds.

As these are rapid chargers, a typical charge takes just 30 minutes. To ensure the charging points remain available to as many people as possible, the amount of time a car can remain in the space after charging is completed will be capped. From 7am to 6pm cars will receive a penalty charge if they are in the bay and not charging. From 9pm – 7am an electric vehicle can stay in the charging bay (overnight).

While non-residents can use the bays they are only permitted to do so for the duration that their vehicle is charging.

We understand that there will be an impact on parking in some streets. But we believe, as the switch to electric vehicles accelerates, the benefits of having rapid chargers located close to residents' homes will quickly outweigh any initial concerns. The sites have all been carefully selected to give a good geographic spread of charging points in the city and to offer charging facilities to areas where having a charge point at home may not be possible.

Most bays will also come with a Co Car electric car (a shared car that can be booked by the hour or day). Each Co Car helps to remove, on average, 7 private cars from the streets, easing congestion and relieving the pressure on parking. Co Cars is a flexible, affordable solution for those who need access to a car but don't want the costs and hassle of owning one. Co Cars can also enable households with more than one car to sell a car and save even more money. Co Cars helps those residents who are not in a financial position to own an electric vehicle. For more information please see www.co-cars.co.uk

EV chargers will only be placed on pathways that have sufficient width to allow for full pedestrian/disabled access.

Devon County Council is looking to encourage more drivers to switch to sustainable and cleaner methods of transport. This is in line with Government policy and the climate emergency

<p>another parking space (if available) at 7am if left charging overnight.</p> <p>18. 1 respondent commented would there be notifications when vehicle is charged and whether there would be an alternative space available to park after recharging complete.</p> <p>19. 1 respondent commented that the spaces should be treated like any other parking space with vehicle staying as long as they like.</p> <p>20. 6 respondents commented that they are supportive of increasing the provision of charging facilities for electrical vehicles in residential areas.</p> <p>21. 1 respondent commented that the parking permit costings should be seen to account for the emissions of vehicles.</p> <p>22. 3 respondents commented that lamp posts should be considered as future recharging points.</p> <p>23. 2 respondents commented that bike parking should be added to all the car club parking sites so that car club users can travel further to access cars by bikes.</p> <p>24. 7 respondents commented on their support of the expansion of co-cars.</p> <p>25. 12 respondents commented that the units were too large and taking up valuable space on the footway at the detriment of the pedestrian.</p> <p>26. 6 respondents commented that the units needed to be more slimline & compact.</p> <p>27. 10 respondents commented that the charging points/units needed to be on the part of the highway used by the vehicles.</p> <p>28. 1 respondent commented that there is a need for rapid (DC) and fast (AC) chargers so residents can leave vehicles for longer overnight.</p> <p>29. 3 respondents commented that the recharging units need to be able to recharge all types of electric vehicles.</p> <p>30. 3 respondents commented on the enabling of car club electrification which would benefit the whole of Exeter.</p> <p>31. 5 respondents commented that the proposals would help to reduce traffic congestion and air pollution in Exeter.</p> <p>32. 1 respondent commented that it was good to see pedestrian access was not impeded.</p>	<p>declared by Devon County Council and Exeter City Council. Devon County Council recognises that many properties do not have the facility for off-street vehicle charging which may deter residents switching to electric vehicles, we are therefore looking to provide this facility to offer this option for residents to encourage a switch to electric when they purchase new vehicles. The chargers have been placed to ensure maximum visibility and accessibility. Having them in easily visible and accessible places is an important factor in encouraging people to use them. The locations have been selected to ensure they are only a short walk from residential areas, ensuring they are easily available for people. This is particularly important at night. Unfortunately, only placing charge points in car parks will not meet the needs of citizens. Standard rapid chargers are usually much larger than those being proposed in this scheme. The batteries will be sited at the back of the pavement to minimise disruption on the street. The chargers are designed to safely contain the entire charging cable, so it neatly tucks away rather than it hanging alongside as some chargers do. There will be a notification on the app when charging is complete. A list of public car parks can be found at https://exeter.gov.uk/car-parking/ Lamp posts only give 3.4kw - 7kw charge, making them slow and only suitable to charge one car at a time. As batteries are getting bigger in cars this would mean that some would need to be parked at a lamp post all day to charge. Our partners, Co-Cars could not use the lamp post option as their community, hire-by-the-hour cars are used multiple times during the day. Our solar powered, rapid chargers can charge 2 vehicles at the same time, delivering 75 miles of range in just 30 minutes, enabling multiple cars to be charged in a day. You can charge the vast majority of electric cars with the following provisos: For fast charging, all cars (excluding Tesla) can use our chargers by connecting a Type 2 cable into the AC. For rapid DC charging, our chargers are fitted with integrated retractable leads. The majority of these will support CCS with a smaller number supporting CHAdeMO*; If neither CHAdeMO nor CCS are available to you, you will still be able to charge from the AC by using your own cable. The chargers do not support Type 1 cables. *NB as CHAdeMO is phased out in the coming years, all chargers will eventually move to supporting CCS only.</p>
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33. 1 respondent concerned that the current proposals isn't the most efficient way to progress at the moment.
34. 3 respondents commented that regular residential parking spaces that are high in demand should not be converted to the electric vehicle spaces. Additional spaces should be found.
35. 1 respondent commented that many residents live in terraced housing with poor parking as it is – where would the charging point be located in this situation.
36. 1 respondent commented that the city will need a much larger pool of devices as the number of EVs grows.
37. 1 respondent commented that no proposals should diminish the priority of DCC of walking, cycling, public transport than motorised vehicles.
38. 1 respondent commented that there was no proposal to introduce a co-car space at Kinnerton Way and could not understand why.

Suggestions

39. 1 respondent suggested that there should be a mechanism to govern the overstaying by car club members.
40. 1 respondent suggested they would like to see the recharging points cash or swipe card.
41. 1 respondent suggested that options need to be investigated in relation to smaller recharging units which can be deployed far more widely as demand increases.
42. 1 respondent suggested that the locations closer to the centre of St Thomas should be considered - St Thomas precinct.
43. 1 respondent suggested that alternative off-road sites on the edge of the city should be investigated instead.
44. 1 respondent suggested that the bays need to be limited to 24 hours, so cars do not sit in spaces for long periods of time.
45. 1 respondent suggested that occupation of the charging point should be time limited to either 60 or 90 minutes and be made a condition of its use.
46. 1 respondent suggested that the Council needs to review the number of resident permits allowed per property and review

There are plans for many more chargers across the city. This is the first phase.

Co-cars members book a car for the time they want it and return it to the dedicated parking bay when they have finished. Therefore, overstaying is not possible for car club members as only cars not in use will be in the parking bay.

The aim is that having a Co Car available for the community ultimately reduces the number of cars on the road.

Support is noted.

<p>zonal boundaries and overlaps as the demand for residential permits increase.</p> <p>47.1 respondent suggested that the Council should not allow property conversions (houses into flats) and new developments which will increase the demand in permit numbers.</p> <p>48.1 respondent suggested that DCC should consider an 'On-Street Residential Charge Point Scheme'.</p> <p>49.1 respondent suggested that the charging units should be placed parallel to the highway and that the battery units should be located away from the charging units.</p> <p>50.1 respondent suggested that the battery units should be located at the kerbside in the dead space between the charging units, rather than being sited opposite.</p> <p>51.1 respondent suggested that the electric vehicle spaces should be located within existing pay and display areas of the highway and not resident parking areas.</p> <p>52.1 respondent suggested co-car spaces should not use essential residential parking spaces.</p> <p>53.1 respondent suggested that the co-car spaces should be coloured to delineate them.</p> <p>54.1 respondent suggested that the bays are delineated as individual parking spaces and coloured lines are used to identify the spaces as electric charging points.</p>	
<p>Recommendation – It is recommended that the proposals are implemented as advertised.</p>	